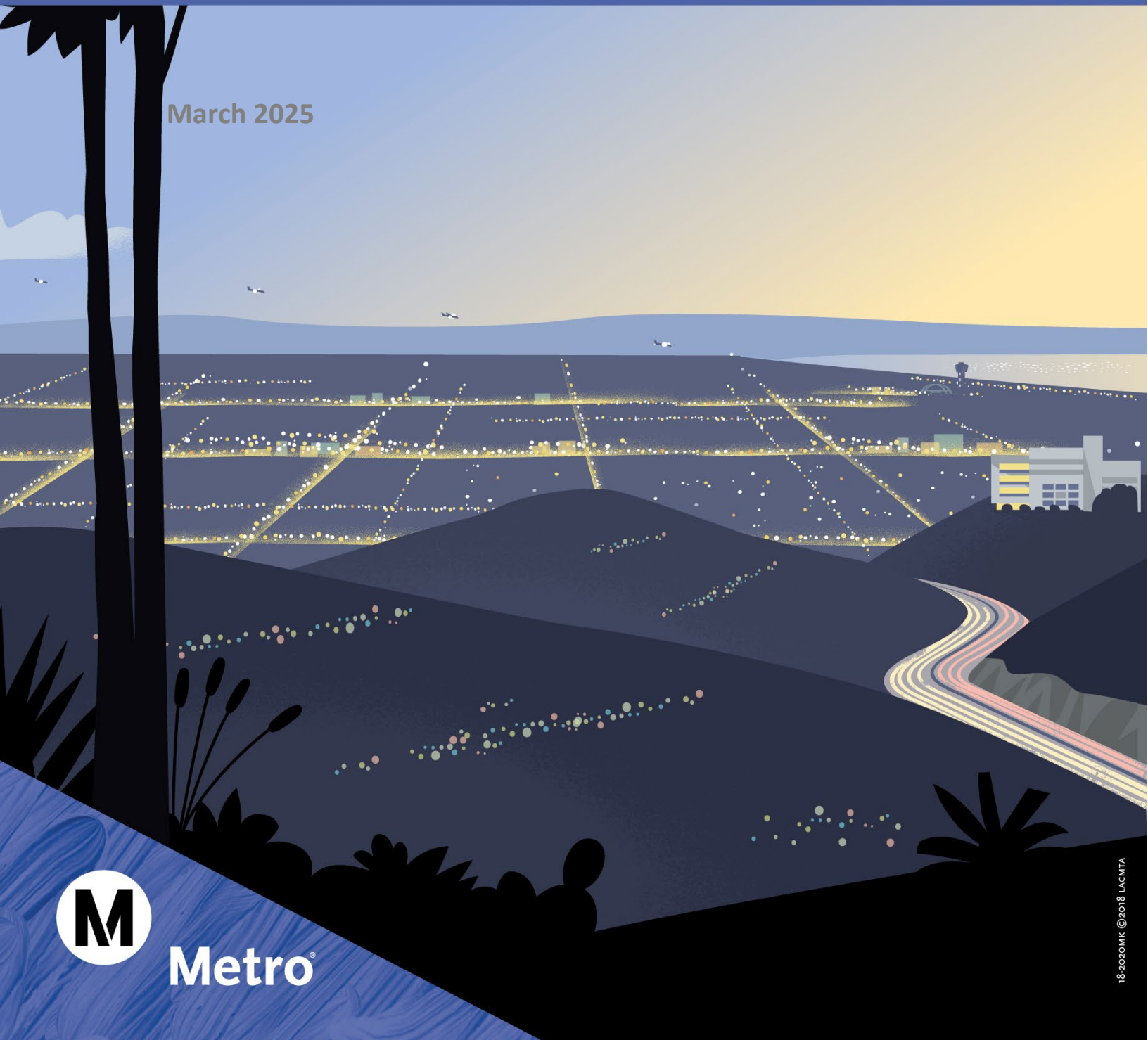




SEPULVEDA TRANSIT CORRIDOR PROJECT

Section 4(f) Considerations Technical Report

March 2025



Metro®

SEPULVEDA TRANSIT CORRIDOR PROJECT

Contract No. AE67085000

Section 4(f) Considerations Technical Report

Task 5.16.22

Prepared for:



Los Angeles County
Metropolitan Transportation Authority

Prepared by:



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March 2025

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Abbreviations/Acronyms

APM	automated people mover
BRT	bus rapid transit
Caltrans	California Department of Transportation
CBC	California Building Code
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulation
CIDH	cast-in-drilled hole
CMP	Construction Management Plan
CRHR	California Register of Historical Resources
CRMMP	Cultural Resources Monitoring and Mitigation Plan
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTIP	Federal Transit Improvement Program
HRT	heavy rail transit
HTA	HTA Partners
I-10	Interstate 10
I-405	Interstate 405
LADWP	City of Los Angeles Department of Water and Power
LAHCM	Los Angeles Historic-Cultural Monument
LASRE	LA SkyRail Express
LAUSD	Los Angeles Unified School District
LAX	Los Angeles International Airport
LOSSAN	Los Angeles-San Diego-San Luis Obispo
LRT	light rail transit
LWCFA	Land and Water Conservation Fund Act
Metro	Los Angeles County Metropolitan Transportation Authority
MM	mitigation measure
MOU	Memorandum of Understanding
MOW	maintenance-of-way
MRCA	Mountains Recreation and Conservation Authority
MRT	monorail transit
MSF	maintenance and storage facility
NEPA	National Environmental Policy Act

NOP	Notice of Preparation
NPS	National Park Service
NRHP	National Register of Historic Places
Project	Sepulveda Transit Corridor Project
ROW	right-of-way
RSA	Resource Study Area
SCAG	Southern California Association of Governments
SCCIC	South Central Coastal Information Center
SCORE	Southern California Optimized Rail Expansion
SHPO	State Historic Preservation Officer
SMMC	Santa Monica Mountains Conservancy
SOI	Secretary of the Interior
SOI Standards	Secretary of the Interior's <i>Standards for the Treatment of Historic Properties</i>
SPRR	Southern Pacific Railroad
STCP	Sepulveda Transit Corridor Partners
TBM	tunnel boring machine
TPSS	traction power substation
UCLA	University of California, Los Angeles
U.S.	United States
US-101	U.S. Highway 101
USACE	U.S. Army Corps of Engineers
U.S.C.	United States Code
USDOT	U.S. Department of Transportation
VA	U.S. Department of Veterans Affairs
Valley	San Fernando Valley

1 INTRODUCTION

1.1 Project Background

The Sepulveda Transit Corridor Project (Project) is intended to provide a high-capacity rail transit alternative to serve the large and growing travel market and transit needs currently channeled through the Sepulveda Pass and nearby canyon roads between the San Fernando Valley (Valley) and the Westside of Los Angeles. The Project would have a northern terminus with a connection to the Van Nuys Metrolink/Amtrak Station and a southern terminus with a connection to the Los Angeles County Metropolitan Transportation Authority's (Metro) E Line. In addition to providing local and regional connections to the existing and future Metro rail and bus network, the Project is anticipated to improve access to major employment, educational, and cultural centers in the greater Los Angeles area.

In 2019, Metro completed the Sepulveda Transit Corridor Feasibility Study and released the Project's *Final Feasibility Report* (Metro, 2019), which documented the transportation conditions and travel patterns in the Sepulveda corridor; identified mobility problems affecting travel between the Valley and the Westside; and defined the Purpose and Need, goals, and objectives of the Project. Using an iterative evaluation process, the Feasibility Study identified feasible transit solutions that met the Purpose and Need, goals, and objectives of the Project. The Feasibility Study determined that a reliable, high-capacity, fixed guideway transit system connecting the Valley to the Westside could be constructed along several different alignments. Such a transit system, operated as either heavy rail transit (HRT) or monorail transit (MRT), would serve the major travel markets in the Sepulveda Transit Corridor and would provide travel times competitive with the automobile.

1.2 Project Alternatives

In November 2021, Metro released a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act, for the Project that included six alternatives (Metro, 2021). Alternatives 1 through 5 included a southern terminus station at the Metro E Line Expo/Sepulveda Station, and Alternative 6 included a southern terminus station at the Metro E Line Expo/Bundy Station. The alternatives were described in the NOP as follows:

- Alternative 1: Monorail with aerial alignment in the Interstate 405 (I-405) corridor and an electric bus connection to the University of California, Los Angeles (UCLA)
- Alternative 2: Monorail with aerial alignment in the I-405 corridor and an aerial automated people mover connection to UCLA
- Alternative 3: Monorail with aerial alignment in the I-405 corridor and underground alignment between the Getty Center and Wilshire Boulevard
- Alternative 4: Heavy rail with underground alignment south of Ventura Boulevard and aerial alignment generally along Sepulveda Boulevard in the San Fernando Valley
- Alternative 5: Heavy rail with underground alignment including along Sepulveda Boulevard in the San Fernando Valley
- Alternative 6: Heavy rail with underground alignment including along Van Nuys Boulevard in the San Fernando Valley and a southern terminus station on Bundy Drive

The NOP also stated that Metro is considering a No Project Alternative that would not include constructing a fixed guideway line. Metro established a public comment period of 74 days, extending from November 30, 2021, through February 11, 2022. Following the public comment period, refinements to the alternatives were made to address comments received. Further refinements to optimize the designs and address technical challenges of the alternatives were made in 2023 following two rounds of community open houses.

In July 2024, following community meetings held in May 2024, Alternative 2 was removed from further consideration in the environmental process because it did not provide advantages over the other alternatives, and the remaining alternatives represent a sufficient range of alternatives for environmental review, inclusive of modes and routes (Metro, 2024). Detailed descriptions of the No Project Alternative and the five remaining “build” alternatives are presented in Sections 5 through 10.

1.3 Project Study Area

Figure 1-1 shows the Project Study Area. It generally includes Transportation Analysis Zones from Metro’s travel demand model that are within 1 mile of the alignments of the four “Valley-Westside” alternatives from the *Sepulveda Transit Corridor Project Final Feasibility Report* (Metro, 2019). The Project Study Area represents the area in which the transit concepts and ancillary facilities are expected to be located. The analysis of potential impacts encompasses all areas that could potentially be affected by the Project, and the EIR will disclose all potential impacts related to the Project.

1.4 Purpose of this Report and Structure

This technical report examines the environmental impacts of the Project as it relates to Section 4(f). It describes existing Section 4(f) conditions in the Project Study Area, the regulatory setting, methodology for impact evaluation, and potential impacts from operation and construction of the project alternatives, including maintenance and storage facility site options.

The report is organized according to the following sections:

- Section 1 Introduction
- Section 2 Regulatory and Policy Framework
- Section 3 Methodology
- Section 4 Future Background Projects
- Section 5 No Project Alternative
- Section 6 Alternative 1
- Section 7 Alternative 3
- Section 8 Alternative 4
- Section 9 Alternative 5
- Section 10 Alternative 6
- Section 11 Preparers of the Technical Report
- Section 12 References

Figure 1-1. Sepulveda Transit Corridor Project Study Area



Source: HTA, 2024

2 REGULATORY AND POLICY FRAMEWORK

2.1 Federal

2.1.1 United States Department of Transportation Act

Section 4(f) of the United States (U.S.) Department of Transportation (USDOT) Act of 1966 (Title 23 United States Code [U.S.C.] Section 138 and 49 U.S.C. Section 303(c)) provides special protection of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance (as determined by the official[s] with jurisdiction over the park, area, refuge, or site). The Federal Transit Administration (FTA) may not approve the use of Section 4(f) property unless the FTA determines that (1) there is no prudent or feasible alternative, and (2) the project includes all possible planning to minimize harm to these resources resulting from such use (23 Code of Federal Regulations [CFR] 774.3), or the FTA determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a de minimis impact, as defined in Section 774.17, on the property.

2.1.1.1 Types of Properties Protected by Section 4(f)

The Section 4(f) regulations (23 CFR 774.17) define Section 4(f) property as publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site of national, state, or local significance. The Section 4(f) Policy Paper (USDOT, 2012) clarifies this definition to include the following:

- Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public
- Publicly owned land that is formally designated in a city or county master plan for a future planned public park or recreation area
- Playgrounds, sports fields, and other recreational facilities of public schools that allow the use of school recreational facilities for non-school activities, such as organized youth sports
- Off-street public bicycle, pedestrian, and equestrian trails of which the primary purpose is recreation rather than transportation
- Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public to the extent that public access does not interfere with the primary purpose of the refuge
- Historic sites that are listed, or are eligible for inclusion, in the National Register of Historic Places (NRHP) at the local, state, or national level of significance, regardless of whether the historic site is publicly owned or open to the public
- Properties that contribute to the eligibility of a NRHP-eligible or listed historic district
- Archaeological sites listed in or eligible for inclusion on the NRHP, including those discovered during construction, except as set forth in 23 CFR 774.13(b)

2.1.1.2 Section 4(f) Use

As defined in 23 CFR 774.17, the “use” of a protected Section 4(f) property occurs when any of the conditions described in the following sections are met for permanent incorporation, temporary occupancy, constructive use, or de minimis impact.

2.1.1.3 Permanent Incorporation

Land from a Section 4(f) property is permanently incorporated into a transportation project when it has been purchased as a right-of-way or sufficient property interests have otherwise been acquired for the purpose of project implementation. For example, a permanent easement required for the purpose of project construction or that grants a future right of access onto a Section 4(f) property, such as for the purpose of routine maintenance by the transportation agency, would be considered a permanent incorporation of land into a transportation facility.

2.1.1.4 Temporary Occupancy (as a Use)

Temporary occupancy results when Section 4(f) property, in whole or in part, is required for project construction-related activities. The property is not permanently incorporated into a transportation facility, but the activity is considered to be adverse in terms of the preservation purpose of Section 4(f). The conditions under which “temporary occupancies of land...are so minimal as to not constitute a use within the meaning of Section 4(f)” are provided in 23 CFR Section 774.13(d).

2.1.1.5 Constructive Use

A constructive use occurs when the transportation project does not incorporate land from a Section 4(f) property, but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished (23 CFR Section 774.15). The regulation is specific that a constructive use occurs only if there is no incorporation of land.

2.1.1.6 Temporary Occupancy (as an Exception)

A temporary occupancy exception to use of a Section 4(f) property occurs when there is a temporary use of that property that meets the conditions under 23 CFR 774.13(d). When the temporary occupancy (such as a construction easement) is no longer needed, the Section 4(f) property must be restored to its original condition. A temporary occupancy may be a use if the property is subject to temporary or permanent adverse changes such as contour alterations, removal of trees and vegetation, or disruption of facilities or activities on the property (USDOT, 2012).

Under USDOT regulations (23 CFR Section 774.13[d]), a temporary occupancy of a Section 4(f) property does not constitute a use of a Section 4(f) property when all the following conditions are satisfied:

- Duration is temporary (i.e., less than the time needed for construction of the project), and there is no change in ownership of the land.
- Scope of work is minor (i.e., both the nature and magnitude of the changes to the Section 4(f) property are minimal).
- There are no anticipated permanent adverse physical impacts, nor is there interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.

- The land being used will be fully restored (i.e., the property must be returned to a condition that is at least as good as that which existed prior to the project).
- There must be documented agreement of the official(s) having jurisdiction over the Section 4(f) resource regarding the above conditions.

2.1.1.7 De Minimis Impact

Section 4(f) use is assessed in terms of the magnitude of impact to determine whether the use is “de minimis” or not “de minimis.” The requirements of Section 4(f) would be considered satisfied if it is determined that a transportation project would have only a de minimis impact on the Section 4(f) resource. The provision allows avoidance, minimization, mitigation, and enhancement measures to be considered in assessing the net impact to the Section 4(f) use to make a de minimis impact determination. The officials with jurisdiction must concur in writing with the determination. De minimis impact determination, discussed in 23 CFR 774.5(b), and defined in 23 CFR Section 774.17 as follows:

- (1) For historic sites, de minimis impact means that the Administration (in this case, the FTA) has determined, in accordance with 36 CFR Part 800, that no historic property is affected by the project, or the project would have “no adverse effect” on the property in question.*
- (2) For parks, recreation areas, and wildlife and waterfowl refuges, a de minimis impact is one that will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).*

Amended Section 4(f) legislation included in 23 U.S.C. Section 138 and 49 U.S.C. Section 303 also allows for a simplified process and approval for projects that have only de minimis impacts on lands subject to protection under Section 4(f). De minimis impacts are of such a minor extent they do not require a full Section 4(f) evaluation. Under these provisions, once the FTA determines that a transportation use of Section 4(f) property results in a de minimis impact, analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete.

2.1.2 National Historic Preservation Act

Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800) directs federal agencies to consider the effects of projects on historic sites that are listed in or eligible for listing in the NRHP. In the Section 106 process, agencies should work with the State Historic Preservation Officer, the Tribal Historic Preservation Officer, and the Advisory Council on Historic Preservation to identify historic properties and avoid, minimize, or resolve adverse effects.

Section 4(f) requires that, prior to a historic site being granted protection, it must be considered historically significant. The Section 106 process is the method by which this historical significance is determined.

Under Section 106, when a federally funded project will affect a historic property, the USDOT agency must apply the criteria of adverse effect to determine if the effect will be adverse or negative. Adverse effect is defined in 36 CFR Section 800.5(a)(1) as an action that:

...may alter, directly or indirectly, any of the characteristics that qualify the property for inclusion in the National Register in a manner that will diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association. ...

Adverse effects may include reasonably foreseeable effects caused by the project that may occur later in time, be farther removed in distance or be cumulative.

Adverse effects include, but are not limited to, demolition; alteration; removal of a property from its original setting; neglect; abandonment; or the introduction of visual, atmospheric, or audible elements.

2.1.3 Land and Water Conservation Fund Act

The Land and Water Conservation Fund Act of 1965 (LWCFA) established a funding source for both federal acquisition of park and recreation lands and matching grants to state and local governments for recreation planning, acquisition, and development. Section 6(f) of the LWCFA requires that all property acquired or developed with assisted funding from the Land and Water Conservation Fund be maintained perpetually in public outdoor recreation uses. It recognizes the likelihood that changes in land use or development may make some assisted areas obsolete over time, particularly in rapidly changing urban areas. At the same time, the law discourages casual “discards” of park and recreation facilities by ensuring that changes or “conversions from recreation use” will bear a cost. Section 6(f) requires that conversion of lands or facilities acquired under the LWCFA fund be coordinated with the U.S. Department of Interior and usually requires replacement in kind.

Section 6(f) may be an integral part of Section 4(f) when recreational properties are involved, as recreational properties often receive LWCFA funding. For projects dealing with Section 4(f) parks and recreation areas, it is critical to determine if the properties were acquired or improved with LWCFA funds. Other than the Santa Monica Mountains National Recreation Area, no Section 6(f) properties have been identified within the Project Study Area (Trust for Public Land, 2024). The portions of the Santa Monica Mountains National Recreation Area improved by LWCFA funds are not affected by any of the project Alternatives. Section 6(f) in relation to parklands acquired with Land Water Conservation Fund grant monies will not be discussed further in this report.

2.2 State

Section 4(f) compliance on the state highway system is the responsibility of the California Department of Transportation (Caltrans) pursuant to the National Environmental Policy Act (NEPA) Assignment (23 U.S.C. 327) and Categorical Exclusions Assignment (23 U.S.C. 326) memoranda of understanding (MOU). Title 23 U.S.C. Section 327 allows USDOT, acting through the Federal Highway Administration (FHWA), to permanently assign certain NEPA responsibilities to Caltrans through an MOU. That MOU is renewable every 5 years and was last renewed on May 27, 2022. Similarly, Section 326 allows USDOT, acting through FHWA, to assign the responsibility of Categorical Exclusion determinations to Caltrans.

3 METHODOLOGY

3.1 Resource Study Area

3.1.1 Historic Sites

The specialized Resource Study Area (RSA) for the assessment of Section 4(f) involvement in historic sites was delineated based on the proposed physical configuration of the project alternatives and maintenance and storage facility (MSF) sites and matches that described in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a).

The **Section 4(f) Built Environment RSA** is defined as the area necessary to construct, operate, and maintain the project alternatives. It includes all proposed right-of-way (ROW) acquisition and construction areas; all parcels adjacent to permanent site improvements and facilities, including tunnel boring machine (TBM) launch sites, stations, and power substations; parking facilities; and maintenance yards and buildings. Where proposed infrastructure is constructed or would require above-grade elements, such as the overhead contact system, elevated structures, sound walls, stations, or other equipment, the Built Environment RSA includes the first tier of parcels, which is one parcel out from the project footprint, or buildings adjacent to the alignment footprint within a reasonable viewshed of the new construction. The Built Environment RSA extends out from the project footprint because the introduction of new infrastructure would have the potential to cause new visual, audible, or atmospheric intrusions on the setting of nearby historical (i.e., built environment) resources. For historical resources, property acquisitions and adjacent areas where the Project has the potential to indirectly affect historical resources are also included.

The **Section 4(f) Archaeological RSA** includes areas where temporary or permanent ground disturbance may occur. The Archaeological RSA includes, but is not limited to, all proposed ROW, acquisition, and construction areas; TBM launch sites; stations; power substations; parking facilities; and maintenance yards.

3.1.2 Public Parks and Recreational Areas

The **Section 4(f) Recreation RSA** is defined as the 1,000 feet on either side of an alternative alignment and around the footprint of each proposed station and MSF. The Section 4(f) Recreation RSA represents the area where potential use of Section 4(f) resources could occur, including property acquisitions, construction-related activities and easements, and proximity impacts from operation of the Sepulveda Transit Corridor Project (Project). The *Sepulveda Transit Corridor Project Parklands Technical Report* (Metro, 2025b) served as the basis for the identification of Section 4(f) resources within the Section 4(f) Recreation RSA.

3.2 Section 4(f) Use Definitions

3.2.1 Permanent Use

A permanent use of a Section 4(f) resource occurs when land within a Section 4(f) resource is permanently incorporated into a transportation facility. This might result from partial or full acquisition, permanent easements, or temporary easements that exceed limits for temporary occupancy as defined in Section 3.2.2.

3.2.2 Temporary Occupancy/Temporary Use

A temporary construction use of a Section 4(f) property results in a “temporary occupancy” of a Section 4(f) resource when a Section 4(f) property is required for construction-related activities and meets specific conditions of use. If the activity does not meet the temporary occupancy conditions, even if the property is not permanently incorporated into a transportation facility, the temporary construction use would be considered a Section 4(f) use. Temporary occupancy of property does not constitute a use of a Section 4(f) resource when the following conditions are satisfied:

- The occupancy must be of temporary duration (e.g., shorter than the period of construction) and must not involve a change in ownership of the property.
- The scope of use must be minor, with only minimal changes to the protected resource.
- There must be no permanent adverse physical impacts to the protected resource or temporary or permanent interference with activities or purpose of the resource.
- The property being used must be fully restored to a condition that is at least as good as existed before project construction.
- There must be documented agreement of the appropriate officials having jurisdiction over the resource regarding the foregoing requirements.

3.2.3 Constructive Use

A constructive use of a Section 4(f) resource occurs when a transportation project does not permanently incorporate or temporarily use a protected resource, but the proximity of the project results in impacts after incorporation of mitigation (e.g., noise, vibration, visual, access, ecological) that are so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished. This determination is made after taking the following steps:

- Identifying the current activities, features, or attributes of the resource that may be sensitive to proximity impacts
- Analyzing the potential proximity impacts on the resource
- Consulting with the appropriate officials having jurisdiction over the resource

Erecting a structure over a Section 4(f) property and thereby requiring an air lease does not, by itself, constitute a use, unless the effect constitutes a constructive use. Further, an adverse effect under Section 106 of the National Historic Preservation Act to a historic property does not in and of itself result in a constructive use.

3.2.4 De Minimis Impact

According to 49 U.S.C. Section 303(d), the following criteria must be met to reach a de minimis impact determination:

- For parks, recreation areas, and wildlife and waterfowl refuges, a de minimis impact determination may be made if the USDOT agency concludes that the project would not adversely affect the activities, features, or attributes qualifying the property for protection under Section 4(f) after mitigation. In addition, to make a de minimis impact determination:

- The officials with jurisdiction over the property must be informed regarding the intent to make a de minimis impact determination, after which, public notice and opportunity for public review and comment must be provided.
- After consideration of comments, if the officials with jurisdiction over the property concur in writing that the project would not adversely affect the activities, features, or attributes that make the property eligible for Section 4(f) protection, then the USDOT agency may finalize the finding of a de minimis impact.
- For a historic site, a de minimis impact determination may be made only if, in accordance with the Section 106 process, the Federal Transit Administration (FTA) determines that the project would have no effect or no adverse effect on historic properties, has received written concurrence from the officials with jurisdiction over the property (i.e., the State Historic Preservation Officer), and has taken into account the views of consulting parties to the Section 106 process as required by 36 Code of Federal Regulation Part 800.

3.3 Section 4(f) Documentation Requirements

Section 4(f) specifies that the Secretary of Transportation may approve a transportation project requiring the use of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of a historic site only if:

- There is no prudent and feasible alternative to using that land;
- The project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use; or
- The Administration determines that the use of the property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant, will have a de minimis impact, as defined in Section 774.17, on the property.

If the evaluation determines that one or more alternatives would use a Section 4(f) resource and there is greater than de minimis use, an assessment of avoidance alternatives must be conducted to establish whether there is a prudent and feasible alternative to the use of the Section 4(f) resource. If no alternatives to avoid the use of the resource are available, and multiple alternatives involve greater than de minimis impact uses, an analysis to identify the alternative that would have the least overall harm to Section 4(f) resources would be conducted and documented in the evaluation. To ascertain which alternative would cause the overall least harm to Section 4(f) resources, the FTA would consider the following seven factors:

1. Ability to mitigate adverse impacts on each Section 4(f) property (including any measures that result in benefits to the property)
2. Relative severity of the remaining harm, after mitigation, to the protected activities, attributes, or features that qualify each Section 4(f) property for protection
3. Relative significance of each Section 4(f) property
4. Views of the official(s) with jurisdiction over each Section 4(f) property
5. Degree to which each alternative meets the Purpose and Need for the Project

6. After reasonable mitigation, the magnitude of any adverse impacts on resources not protected by Section 4(f)

7. Substantial differences in costs among the project alternatives

The first four factors relate to the net harm that each project alternative would cause to the Section 4(f) property, and the remaining three factors take into account concerns with the project alternatives that are not specific to Section 4(f).

4 FUTURE BACKGROUND PROJECTS

This section describes planned improvements to highway, transit, and regional rail facilities within the Project Study Area and the region that would occur whether or not the Project is constructed. These improvements are relevant to the analysis of the No Project Alternative and the project alternatives because they are part of the future regional transportation network within which the Project would be incorporated. These improvements would not be considered reasonably foreseeable consequences of not approving the Project as they would occur whether or not the Project is constructed.

The future background projects include all existing and under-construction highway and transit services and facilities, as well as the transit and highway projects scheduled to be operational by 2045 according to the *Measure R Expenditure Plan* (Metro, 2008), the *Measure M Expenditure Plan* (Metro, 2016), the Southern California Association of Governments (SCAG) *Connect SoCal, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS)* (SCAG, 2020a, 2020b), and the Federal Transportation Improvement Program (FTIP), with the exception of the Sepulveda Transit Corridor Project (Project). The year 2045 was selected as the analysis year for the Project because it was the horizon year of SCAG's adopted RTP/SCS at the time Metro released the NOP for the Project.

4.1 Highway Improvements

The only major highway improvement in the Project Study Area included in the future background projects is the Interstate 405 (I-405) Sepulveda Pass ExpressLanes project (ExpressLanes project). This would include the ExpressLanes project as defined in the *2021 FTIP Technical Appendix, Volume II of III* (SCAG, 2021a), which is expected to provide for the addition of one travel lane in each direction on I-405 between U.S. Highway 101 (US-101) and Interstate 10 (I-10). Metro is currently studying several operational and physical configurations of the ExpressLanes project, which may also be used by commuter or rapid bus services, as are other ExpressLanes in Los Angeles County.

4.2 Transit Improvements

Table 4-1 lists the transit improvements that would be included in the future background projects. This list includes projects scheduled to be operational by 2045 as listed in the *Measure R and Measure M Expenditure Plans* (with the exception of the Project) as well as the Inglewood Transit Connector and LAX APM. In consultation with the Federal Transit Administration, Metro selected 2045 as the analysis year to provide consistency across studies for Measure M transit corridor projects. The Inglewood Transit Connector, a planned automated people mover (APM), which was added to the FTIP with *Consistency Amendment #21-05* in 2021, would also be included in the future background projects (SCAG, 2021b). These projects would also include the Los Angeles International Airport (LAX) APM, currently under construction by Los Angeles World Airports. The APM will extend from a new Consolidated Rent-A-Car Center to the Central Terminal Area of LAX and will include four intermediate stations. In addition, the new Airport Metro Connector Transit Station at Aviation Boulevard and 96th Street will also serve as a direct connection from the Metro K Line and Metro C Line to LAX by connecting with one of the APM stations.

During peak hours, heavy rail transit (HRT) services would generally operate at 4-minute headways (i.e., the time interval between trains traveling in the same direction), and light rail transit (LRT) services would operate at 5- to 6-minute headways. During off-peak hours, HRT services would generally operate at 8-minute headways and LRT services at 10- to 12-minute headways. Bus rapid transit (BRT) services would generally operate at peak headways between 5 and 10 minutes and off-peak headways between

10 and 14 minutes. The Inglewood Transit Connector would operate at a headway of 6 minutes, with more frequent service during major events. The LAX APM would operate at 2-minute headways during peak and off-peak periods.

Table 4-1. Fixed Guideway Transit System in 2045

Transit Line	Mode	Alignment Description ^a
Metro A Line	LRT	Claremont to downtown Long Beach via downtown Los Angeles
Metro B Line	HRT	Union Station to North Hollywood Station
Metro C Line	LRT	Norwalk to Torrance
Metro D Line	HRT	Union Station to Westwood/VA Hospital Station
Metro E Line	LRT	Downtown Santa Monica Station to Lambert Station (Whittier) via downtown Los Angeles
Metro G Line	BRT	Pasadena to Chatsworth ^b
Metro K Line	LRT	Norwalk to Expo/Crenshaw Station
East San Fernando Valley Light Rail Transit Line	LRT	Metrolink Sylmar/San Fernando Station to Metro G Line Van Nuys Station
Southeast Gateway Line	LRT	Union Station to Artesia
North San Fernando Valley Bus Rapid Transit Network Improvements	BRT	North Hollywood to Chatsworth ^c
Vermont Transit Corridor	BRT	Hollywood Boulevard to 120th Street
Inglewood Transit Connector	APM	Market Street/Florence Avenue to Prairie Avenue/Hardy Street
Los Angeles International Airport APM	APM	Aviation Boulevard/96th Street to LAX Central Terminal Area

Source: HTA, 2024

^aAlignment descriptions reflect the project definition as of the date of the Project’s Notice of Preparation (Metro, 2021).

^bAs defined in Metro Board actions of [July 2018](#) and [May 2021](#), the Metro G Line will have an eastern terminus near Pasadena City College and will include aerial stations at Sepulveda Boulevard and Van Nuys Boulevard.

^cThe North San Fernando Valley network improvements are assumed to be as approved by the Metro Board in [December 2022](#).

4.3 Regional Rail Projects

The future background projects would include the Southern California Optimized Rail Expansion (SCORE) program, which is Metrolink’s Capital Improvement Program that will upgrade the regional rail system (including grade crossings, stations, and signals) and add tracks as necessary to be ready in time for the 2028 Olympic and Paralympic Games. The SCORE program will also help Metrolink to move toward a zero emissions future. The following SCORE projects planned at Chatsworth and Burbank Stations will upgrade station facilities and allow 30-minute all-day service in each direction by 2045 on the Metrolink Ventura County Line:

1. Chatsworth Station: This SCORE project will include replacing an at-grade crossing and adding a new pedestrian bridge and several track improvements to enable more frequent and reliable service.
2. Burbank Station: This SCORE project will include replacing tracks, adding a new pedestrian crossing, and realigning tracks to achieve more frequency, efficiency, and shorter headways.

In addition, the Link Union Station project will provide improvements to Los Angeles Union Station that will transform the operations of the station by allowing trains to arrive and depart in both directions,

rather than having to reverse direction to depart the station. Link Union Station will also prepare Union Station for the arrival of California High-Speed Rail, which will connect Union Station to other regional multimodal transportation hubs such as Hollywood Burbank Airport and the Anaheim Regional Transportation Intermodal Center.

5 NO PROJECT ALTERNATIVE

The only reasonably foreseeable transportation project under the No Project Alternative would be improvements to Metro Line 761, which would continue to serve as the primary transit option through the Sepulveda Pass with peak-period headways of 10 minutes in the peak direction and 15 minutes in the other direction. Metro Line 761 would operate between the Metro E Line Expo/Sepulveda Station and the Metro G Line Van Nuys Station, in coordination with the opening of the East San Fernando Valley Light Rail Transit Line, rather than to its current northern terminus at the Sylmar Metrolink Station.

5.1 Existing Conditions

Section 4(f) resources, including public parks and recreation facilities, wildlife and waterfowl refuges, and historic sites listed or eligible for listing in the National Register of Historic Places (NRHP), were identified for the Section 4(f) Resource Study Area specific to each alternative. Section 4(f) resources associated with each alternative are discussed separately in Sections 6 through 10 of this report.

5.2 Impacts Evaluation

The No Project Alternative would not construct any of the improvements proposed in Alternatives 1, 3, 4, 5, or 6. Therefore, it would not result in the permanent use, temporary occupancy, or impairment of land from any Section 4(f) properties, including any NRHP listed or eligible properties. Under the No Project Alternative, the only reasonably foreseeable transit improvement along the Sepulveda Boulevard corridor would be revisions to the existing Metro Line 761. Changes to the bus route would have no potential to result in a use of any Section 4(f) resources as the revised bus route would continue to operate along existing street right of way, with no need to acquire property, either permanently or during construction, from a Section 4(f) resource. No proximity impacts on any Section 4(f) resources are anticipated as the operations associated with Metro Line 761 under the No Project Alternative would be similar to existing Metro Line 761 operations, which do not impair the protected activities, features, or attributes of any Section 4(f) protected property. No use of Section 4(f) resources would occur under the No Project Alternative.

5.3 Mitigation Measures

5.3.1 Historic Sites

The No Project Alternative would have no potential to result in a use of a Section 4(f) protected historic site. As such, no mitigation measures or other measures to minimize harm are required.

5.3.2 Public Parks and Recreational Areas

The No Project Alternative would have no potential to result in a use of a Section 4(f) protected parks or recreational areas. As such, no mitigation measures or other measures to minimize harm are required.

5.3.3 Impacts After Mitigation

The No Project Alternative would have no potential to result in a use of a Section 4(f) protected historic site, park, or recreational resource.

6 ALTERNATIVE 1

6.1 Alternative Description

Alternative 1 is an entirely aerial monorail alignment that would run along the Interstate 405 (I-405) corridor and would include eight aerial monorail transit (MRT) stations and a new electric bus route from the Los Angeles County Metropolitan Transportation Authority's (Metro) D Line Westwood/VA Hospital Station to the University of California, Los Angeles (UCLA) Gateway Plaza via Wilshire Boulevard and Westwood Boulevard. This alternative would provide transfers to five high-frequency fixed guideway transit and commuter rail lines, including the Metro E, Metro D, and Metro G Lines, the East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 15.1 miles. The length of the bus route would be 1.5 miles.

The eight aerial MRT stations and three bus stops would be as follows:

1. Metro E Line Expo/Sepulveda Station (aerial)
2. Santa Monica Boulevard Station (aerial)
3. Wilshire Boulevard/Metro D Line Station (aerial)
 - a. Wilshire Boulevard/VA Medical Center bus stop
 - b. Westwood Village bus stop
 - c. UCLA Gateway Plaza bus stop
4. Getty Center Station (aerial)
5. Ventura Boulevard/Sepulveda Boulevard Station (aerial)
6. Metro G Line Sepulveda Station (aerial)
7. Sherman Way Station (aerial)
8. Van Nuys Metrolink Station (aerial)

6.1.1 Operating Characteristics

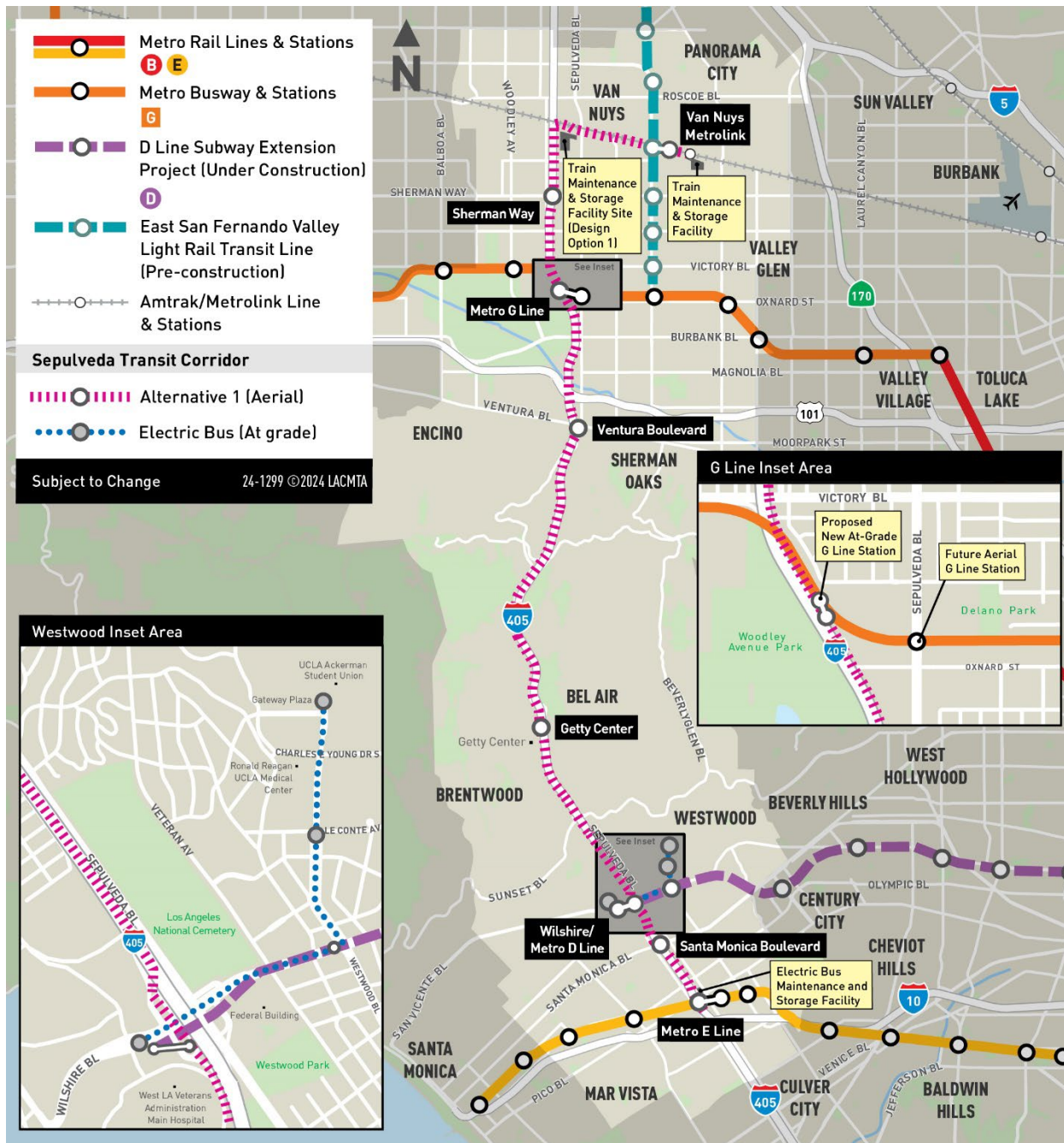
6.1.1.1 Alignment

As shown on Figure 6-1, from its southern terminus at the Metro E Line Expo/Sepulveda Station, the alignment of Alternative 1 would generally follow I-405 to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor near the alignment's northern terminus at the Van Nuys Metrolink Station. At several points, the alignment would transition from one side of the freeway to the other or to the median. North of U.S. Highway 101 (US-101), the alignment would be on the east side of the I-405 right-of-way and would then curve eastward along the south side of the LOSSAN rail corridor to Van Nuys Boulevard.

The proposed southern terminus station would be located west of the existing Metro E Line Expo/Sepulveda Station and east of I-405 between Pico Boulevard and Exposition Boulevard. Tail tracks would extend just south of the station adjacent to the eastbound Interstate 10 to northbound I-405 connector over Exposition Boulevard. North of the Metro E Line Expo/Sepulveda Station, a storage track would be located off the main alignment north of Pico Boulevard between I-405 and Cotner Avenue. The alignment would continue north along the east side of I-405 until just south of Santa Monica Boulevard, where a proposed station would be located between the I-405 northbound travel lanes and Cotner Avenue. The alignment would cross over the northbound and southbound freeway lanes north of Santa Monica Boulevard and travel along the west side of I-405, before reaching a proposed station within the

I-405 southbound-to-eastbound loop off-ramp to Wilshire Boulevard, near the Metro D Line Westwood/VA Hospital Station.

Figure 6-1. Alternative 1: Alignment



Source: LASRE, 2024; HTA, 2024

An electric bus would serve as a shuttle between the Wilshire Boulevard/Metro D Line Station and UCLA Gateway Plaza. From the Wilshire Boulevard/Metro D Line Station, the bus would travel east on Wilshire Boulevard and turn north on Westwood Boulevard to UCLA Gateway Plaza and make an intermediate stop in Westwood Village near the intersection of Le Conte Avenue and Westwood Boulevard.

North of Wilshire Boulevard, the monorail alignment would transition over the southbound I-405 freeway lanes to the freeway median, where it would continue north over the Sunset Boulevard overcrossing. The alignment would remain in the median to Getty Center Drive, where it would cross over the southbound freeway lanes to the west side of I-405, just north of the Getty Center Drive undercrossing, to the proposed Getty Center Station located north of the Getty Center tram station. The alignment would return to the median for a short distance before curving back to the west side of I-405, south of the Sepulveda Boulevard undercrossing north of the Getty Center Drive interchange. After crossing over Bel Air Crest Road and Skirball Center Drive, the alignment would return to the median and run under the Mulholland Drive Bridge, then continue north within the I-405 median to descend into the San Fernando Valley (Valley).

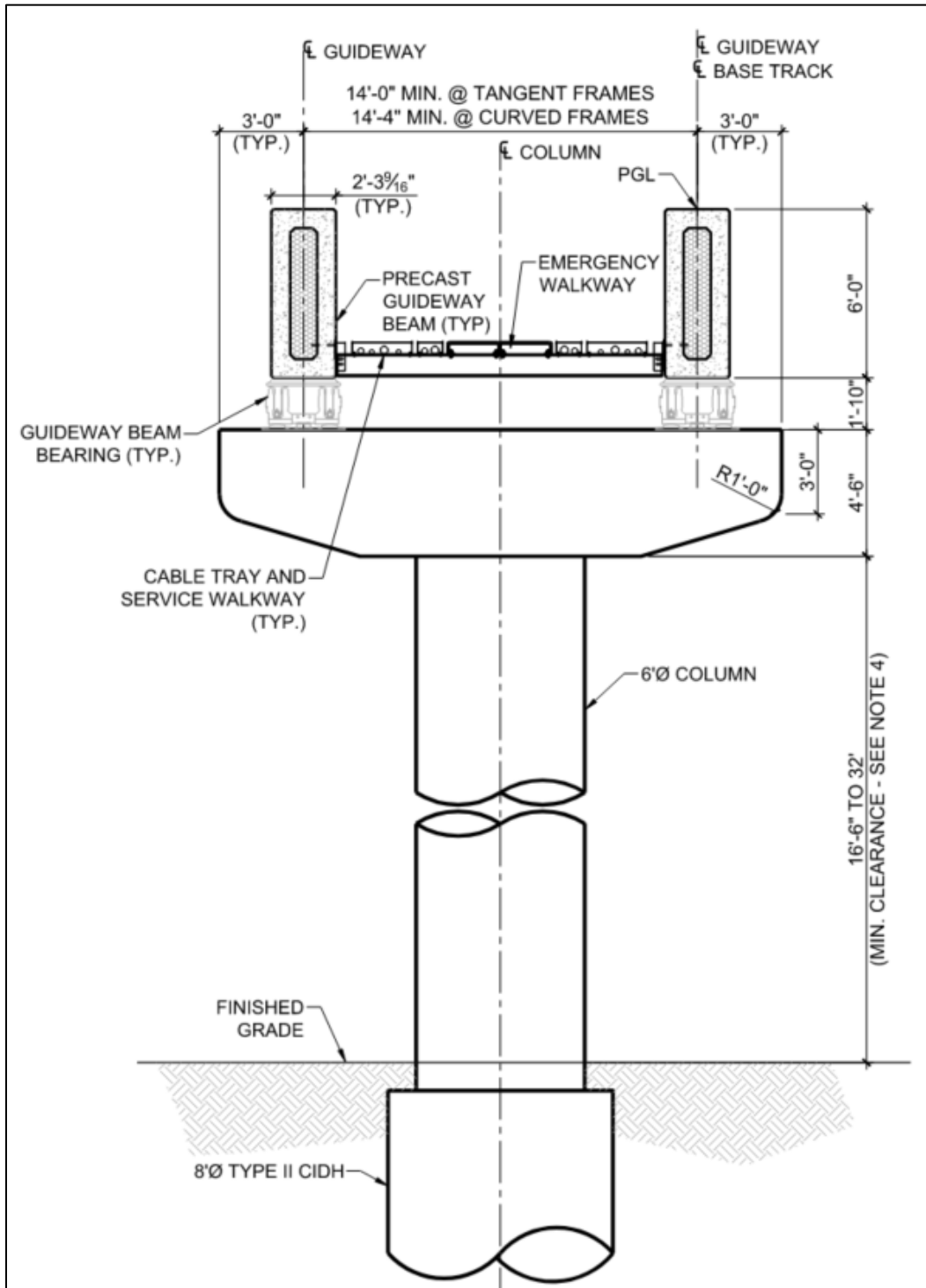
Near Greenleaf Street, the alignment would cross over the northbound freeway lanes and northbound on-ramps toward the proposed Ventura Boulevard Station on the east side of I-405. This station would be located above a transit plaza and would replace an existing segment of Dickens Street adjacent to I-405, just south of Ventura Boulevard. Immediately north of the Ventura Boulevard Station, the alignment would cross over northbound I-405 to the US-101 connector and continue north between the connector and the I-405 northbound travel lanes. The alignment would continue north along the east side of I-405—crossing over US-101 and the Los Angeles River—to a proposed station on the east side of I-405 near the Metro G Line Busway. A new at-grade station on the Metro G Line would be constructed for Alternative 1 adjacent to the proposed monorail station. These proposed stations are shown on the Metro G Line inset area on Figure 6-1.

The alignment would then continue north along the east side of I-405 to the proposed Sherman Way Station. The station would be located inside the I-405 northbound loop off-ramp to Sherman Way. North of the station, the alignment would continue along the eastern edge of I-405, then curve to the southeast parallel to the LOSSAN rail corridor. The alignment would remain aerial along Raymer Street east of Sepulveda Boulevard and cross over Van Nuys Boulevard to the proposed terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. Overhead utilities along Raymer Street would be undergrounded where they would conflict with the guideway or its supporting columns. Tail tracks would be located southeast of this terminus station.

6.1.1.2 Guideway Characteristics

The monorail alignment of Alternative 1 would be entirely aerial, utilizing straddle-beam monorail technology, which allows the monorail vehicle to straddle a guide beam that both supports and guides the vehicle. Northbound and southbound trains would travel on parallel beams supported by either a single-column or a straddle-bent structure. Figure 6-2 shows a typical cross-section of the aerial monorail guideway.

Figure 6-2. Typical Monorail Guideway Cross-Section



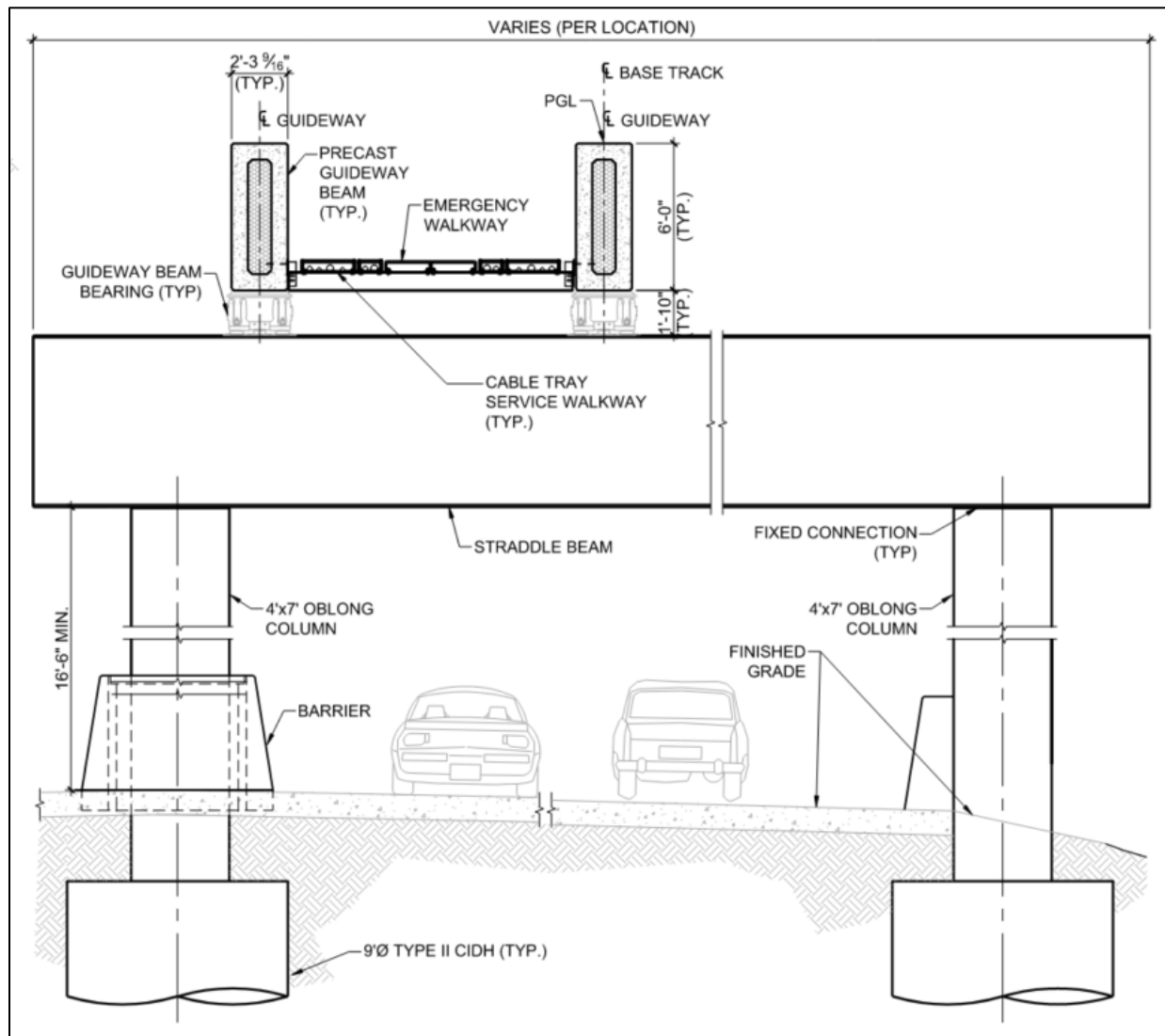
Source: LASRE, 2024

On a typical guideway section (i.e., not at a station), guide beams would rest on 20-foot-wide column caps (i.e., the structure connecting the columns and the guide beams), with typical spans (i.e., the

distance between columns) ranging from 70 to 190 feet. The bottom of the column caps would typically be between 16.5 feet and 32 feet above ground level.

Over certain segments of roadway and freeway facilities, a straddle-bent configuration, as shown on Figure 6-3, consisting of two concrete columns constructed outside of the underlying roadway would be used to support the guide beams and column cap. Typical spans for these structures would range between 65 and 70 feet. A minimum 16.5-foot clearance would be maintained between the underlying roadway and the bottom of the column caps.

Figure 6-3. Typical Monorail Straddle-Bent Cross-Section



Source: LASRE, 2024

Structural support columns would vary in size and arrangement by alignment location. Columns would be 6 feet in diameter along main alignment segments adjacent to I-405 and be 4 feet wide by 6 feet long in the I-405 median. Straddle-bent columns would be 4 feet wide by 7 feet long. At stations, six rows of dual 5-foot by- 8-foot columns would support the aerial guideway. Beam switch locations and long-span structures would also utilize different sized columns, with dual 5-foot columns supporting switch

locations and 9-foot- or 10-foot-diameter columns supporting long-span structures. Crash protection barriers would be used to protect the columns. Columns would have a cast-in-drilled-hole (CIDH) pile foundation extending 1 foot in diameter beyond the column width with varying depths for appropriate geotechnical considerations and structural support.

6.1.1.3 Vehicle Technology

Alternative 1 would utilize straddle-beam monorail technology, which allows the monorail vehicle to straddle a guide beam that both supports and guides the vehicle. Rubber tires would sit both atop and on each side of the guide beam to provide traction and guide the train. Trains would be automated and powered by power rails mounted to the guide beam, with planned peak-period headways of 166 seconds and off-peak-period headways of 5 minutes. Monorail trains could consist of up to eight cars. Alternative 1 would have a maximum operating speed of 56 miles per hour; actual operating speeds would depend on the design of the guideway and distance between stations.

Monorail train cars would be 10.5 feet wide, with two double doors on each side. End cars would be 46.1 feet long with a design capacity of 97 passengers, and intermediate cars would be 35.8 feet long and have a design capacity of 90 passengers.

The electric bus connecting the Wilshire Boulevard/Metro D Line Station, Westwood Village, and UCLA Gateway Plaza would be a battery electric, low-floor transit bus, either 40 or 60 feet in length. The buses would run with headways of 2 minutes during peak periods. The electric bus service would operate in existing mixed-flow travel lanes.

6.1.1.4 Stations

Alternative 1 would include eight aerial MRT stations with platforms approximately 320 feet long, elevated 50 feet to 75 feet above the existing ground level. The Metro E Line Expo/Sepulveda, Santa Monica Boulevard, Ventura Boulevard/Sepulveda Boulevard, Sherman Way, and Van Nuys Metrolink Stations would be center-platform stations where passengers would travel up to a shared platform that would serve both directions of travel. The Wilshire Boulevard/Metro D Line, Getty Center, and Metro G Line Sepulveda Stations would be side-platform stations where passengers would select and travel up to one of two station platforms, depending on their direction of travel. Each station, regardless of whether it has side or center platforms, would include a concourse level prior to reaching the train platforms. Each station would have a minimum of two elevators, two escalators, and one stairway from ground level to the concourse.

Station platforms would be approximately 320 feet long and would be supported by six rows of dual 5-foot by 8-foot columns. Station platforms would be covered, but not enclosed. Side-platform stations would be 61.5 feet wide to accommodate two 13-foot-wide station platforms with a 35.5-foot-wide intermediate gap for side-by-side trains. Center-platform stations would be 49 feet wide, with a 25-foot-wide center platform.

Monorail stations would include automatic, bi-parting fixed doors along the edges of station platforms. These doors would be integrated into the automatic train control system and would not open unless a train is stopped at the platform.

The following information describes each station, with relevant entrance, walkway, and transfer information. Bicycle parking would be provided at each station.

Metro E Line Expo/Sepulveda Station

- This aerial station would be located near the existing Metro E Line Expo/Sepulveda Station, just east of I-405 between Pico Boulevard and Exposition Boulevard.
- A transit plaza and station entrance would be located on the east side of the station.
- An off-street passenger pick-up/drop-off loop would be located south of Pico Boulevard west of Cotner Avenue.
- An elevated pedestrian walkway would connect the concourse level of the proposed station to the Metro E Line Expo/Sepulveda Station within the fare paid zone.
- Passengers would be able to park at the existing Metro E Line Expo/Sepulveda Station parking facility, which provides 260 parking spaces. No additional automobile parking would be provided at the proposed station.

Santa Monica Boulevard Station

- This aerial station would be located just south of Santa Monica Boulevard, between the I-405 northbound travel lanes and Cotner Avenue.
- Station entrances would be located on the southeast and southwest corners of Santa Monica Boulevard and Cotner Avenue. The entrance on the southeast corner of the intersection would be connected to the station concourse level via an elevated pedestrian walkway spanning Cotner Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

- This aerial station would be located west of I-405 and south of Wilshire Boulevard within the southbound I-405 loop off-ramp to eastbound Wilshire Boulevard.
- An elevated pedestrian walkway spanning the adjacent I-405 ramps would connect the concourse level of the proposed station to a station plaza adjacent to the Metro D Line Westwood/VA Hospital Station within the fare paid zone. The station plaza would be the only entrance to the proposed station.
- The station plaza would include an electric bus stop and provide access to the Metro D Line Station via a new station entrance and concourse constructed using a knock-out panel provided in the Metro D Line Station.
- The passenger pick-up/drop-off facility at the Metro D Line Station would be reconfigured, maintaining the original capacity.
- No dedicated station parking would be provided at this station.

Getty Center Station

- This aerial station would be located on the west side of I-405 near the Getty Center, approximately 1,000 feet north of the Getty Center tram station.
- An elevated pedestrian walkway would connect the concourse level of the proposed station to the Getty Center tram station. The proposed connection would occur outside the fare paid zone.
- The pedestrian walkway would provide the only entrance to the proposed station.

- No dedicated station parking would be provided at this station.

Ventura Boulevard/Sepulveda Boulevard Station

- This aerial station would be located east of I-405, just south of Ventura Boulevard.
- A transit plaza, including two station entrances, would be located on the east side of the station. The plaza would require the closure of a 0.1-mile segment of Dickens Street between Sepulveda Boulevard and Ventura Boulevard, with a passenger pick-up/drop-off loop and bus stops provided south of the station, off Sepulveda Boulevard.
- No dedicated station parking would be provided at this station.

Metro G Line Sepulveda Station

- This aerial station would be located near the Metro G Line Sepulveda Station, between I-405 and the Metro G Line Busway.
- Entrances to the MRT station would be located on both sides of a proposed new Metro G Line bus rapid transit (BRT) station.
- An elevated pedestrian walkway would connect the concourse level of the proposed station to the proposed new Metro G Line BRT station outside of the fare paid zone.
- Passengers would be able to park at the existing Metro G Line Sepulveda Station parking facility, which has a capacity of 1,205 parking spaces. Currently, only 260 parking spaces are used for transit parking. No additional automobile parking would be provided at the proposed station.

Sherman Way Station

- This aerial station would be located inside the I-405 northbound loop off-ramp to Sherman Way.
- A station entrance would be located on the north side of Sherman Way.
- An on-street passenger pick-up/drop-off area would be provided on the north side of Sherman Way west of Firmament Avenue.
- No dedicated station parking would be provided at this station.

Van Nuys Metrolink Station

- This aerial station would be located on the east side of Van Nuys Boulevard, just south of the LOSSAN rail corridor, incorporating the site of the current Amtrak ticket office.
- A station entrance would be located on the east side of Van Nuys Boulevard just south of the LOSSAN rail corridor. A second entrance would be located north of the LOSSAN rail corridor with an elevated pedestrian walkway connecting to both the concourse level of the proposed station and the platform of the Van Nuys Metrolink/Amtrak Station.
- Existing Metrolink station parking would be reconfigured, maintaining approximately the same number of spaces, but 180 parking spaces would be relocated north of the LOSSAN rail corridor. Metrolink parking would not be available to Metro transit riders.

6.1.1.5 Station-to-Station Travel Times

Table 6-1 presents the station-to-station distance and travel times for Alternative 1. The travel times include both run time and dwell time. Dwell time is 30 seconds per station. Northbound and

southbound travel times vary slightly because of grade differentials and operational considerations at end-of-line stations.

Table 6-1. Alternative 1: Station-to-Station Travel Times and Station Dwell Times

From Station	To Station	Distance (miles)	Northbound Station-to-Station Travel Time (seconds)	Southbound Station-to-Station Travel Time (seconds)	Dwell Time (seconds)
<i>Metro E Line Station</i>					30
Metro E Line	Santa Monica Boulevard	0.9	122	98	—
<i>Santa Monica Boulevard Station</i>					30
Santa Monica Boulevard	Wilshire/Metro D Line	0.7	99	104	—
<i>Wilshire/Metro D Line Station</i>					30
Wilshire/Metro D Line	Getty Center	2.9	263	266	—
<i>Getty Center Station</i>					30
Getty Center	Ventura Boulevard	4.7	419	418	—
<i>Ventura Boulevard Station</i>					30
Ventura Boulevard	Metro G Line	2.0	177	184	—
<i>Metro G Line Station</i>					30
Metro G Line	Sherman Way	1.5	135	134	—
<i>Sherman Way Station</i>					30
Sherman Way	Van Nuys Metrolink	2.4	284	284	—
<i>Van Nuys Metrolink Station</i>					30

Source: LASRE, 2024

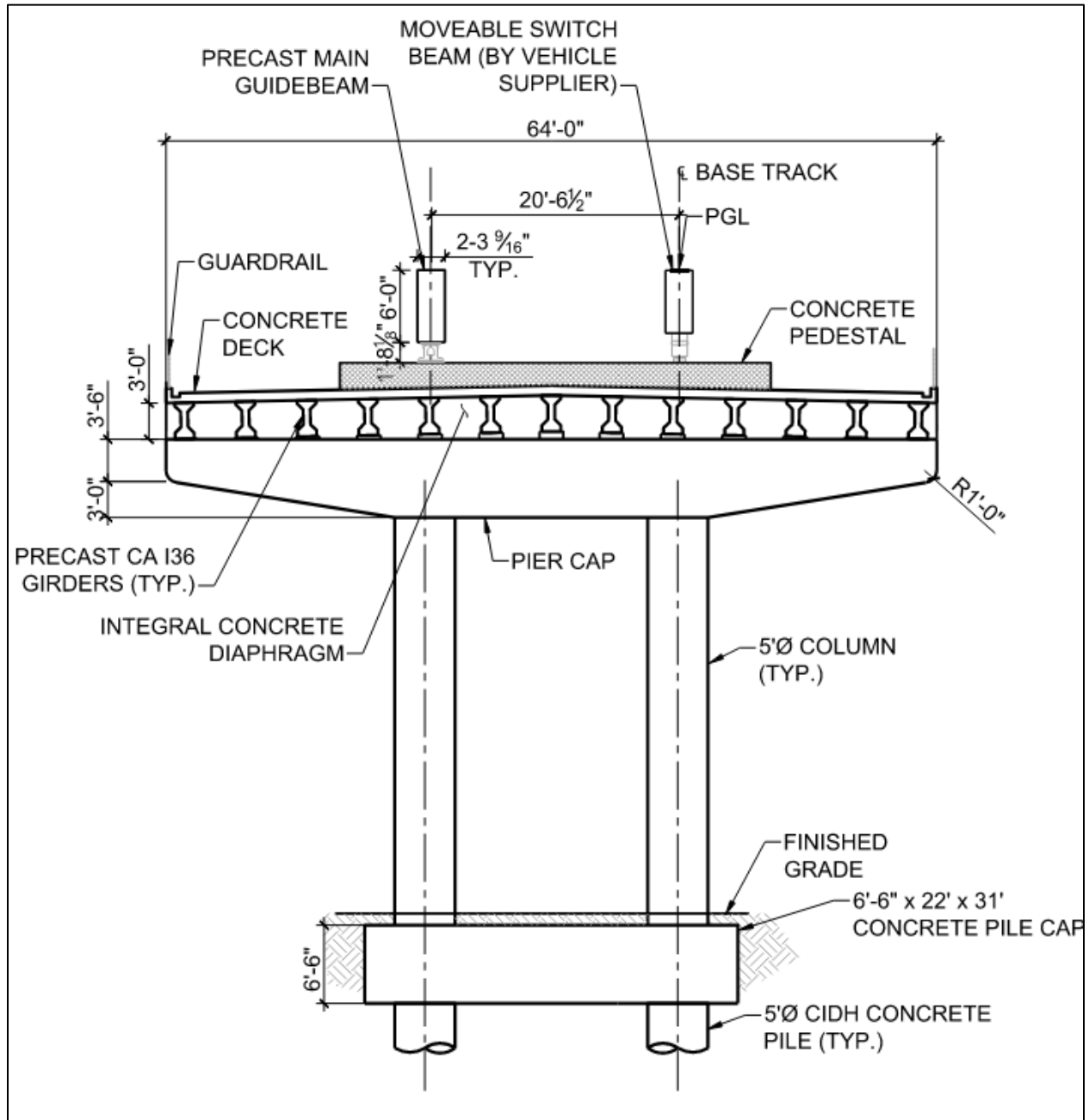
— = no data

6.1.1.6 Special Trackwork

Alternative 1 would include five pairs of beam switches to enable trains to cross over to the opposite beam. From south to north, the first pair of beam switches would be located just north of the Metro E Line Expo/Sepulveda Station. The second pair of beam switches would be located near the Wilshire Boulevard/Metro D Line Station on the north side of Wilshire Boulevard, within the Wilshire Boulevard westbound to I-405 southbound loop on-ramp. A third pair of beam switches would be located in the Sepulveda Pass just south of Mountaingate Drive and Sepulveda Boulevard. A fourth pair of beam switches would be located south of the Metro G Line Station between the I-405 northbound lanes and the Metro G Line Busway. The final pair would be located near the Van Nuys Metrolink Station.

At beam switch locations, the typical cross-section of the guideway would increase in column and column cap width. The column cap at these locations would be 64 feet wide, with dual 5-foot-diameter columns. Underground pile caps for additional structural support would also be required at beam switch locations. Figure 6-4 shows a typical cross-section of the monorail beam switch.

Figure 6-4. Typical Monorail Beam Switch Cross-Section



Source: LASRE, 2024

6.1.1.7 Monorail Maintenance and Storage Facility

MSF Base Design

In the maintenance and storage facility (MSF) Base Design for Alternative 1, the MSF would be located on City of Los Angeles Department of Water and Power (LADWP) property east of the Van Nuys Metrolink Station. The MSF Base Design site would be approximately 18 acres and would be designed to accommodate a fleet of 208 monorail vehicles. The site would be bounded by the LOSSAN rail corridor

to the north, Saticoy Street to the south, and property lines extending north of Tyrone and Hazeltine Avenues to the east and west, respectively.

Monorail trains would access the site from the main alignment's northern tail tracks at the northwest corner of the site. Trains would travel parallel to the LOSSAN rail corridor before curving southeast to maintenance facilities and storage tracks. The guideway would remain in an aerial configuration within the MSF Base Design, including within maintenance facilities.

The site would include the following facilities:

- Primary entrance with guard shack
- Primary maintenance building that would include administrative offices, an operations control center, and a maintenance shop and office
- Train car wash building
- Emergency generator
- Traction power substation (TPSS)
- Maintenance-of-way (MOW) building
- Parking area for employees

MSF Design Option 1

In the MSF Design Option 1, the MSF would be located on industrial property, abutting Orion Avenue, south of the LOSSAN rail corridor. The MSF Design Option 1 site would be approximately 26 acres and would be designed to accommodate a fleet of 224 monorail vehicles. The site would be bounded by I-405 to the west, Stagg Street to the south, the LOSSAN rail corridor to the north, and Orion Avenue and Raymer Street to the east. The monorail guideway would travel along the northern edge of the site.

Monorail trains would access the site from the monorail guideway east of Sepulveda Boulevard, requiring additional property east of Sepulveda Boulevard and north of Raymer Street. From the northeast corner of the site, trains would travel parallel to the LOSSAN rail corridor before turning south to maintenance facilities and storage tracks parallel to I-405. The guideway would remain in an aerial configuration within the MSF Design Option 1, including within maintenance facilities.

The site would include the following facilities:

- Primary entrance with guard shack
- Primary maintenance building that would include administrative offices, an operations control center, and a maintenance shop and office
- Train car wash building
- Emergency generator
- TPSS
- MOW building
- Parking area for employees

Figure 6-5 shows the locations of the MSF Base Design and MSF Design Option 1 for Alternative 1.

Figure 6-5. Alternative 1: Maintenance and Storage Facility Options



Source: LASRE, 2024; HTA, 2024

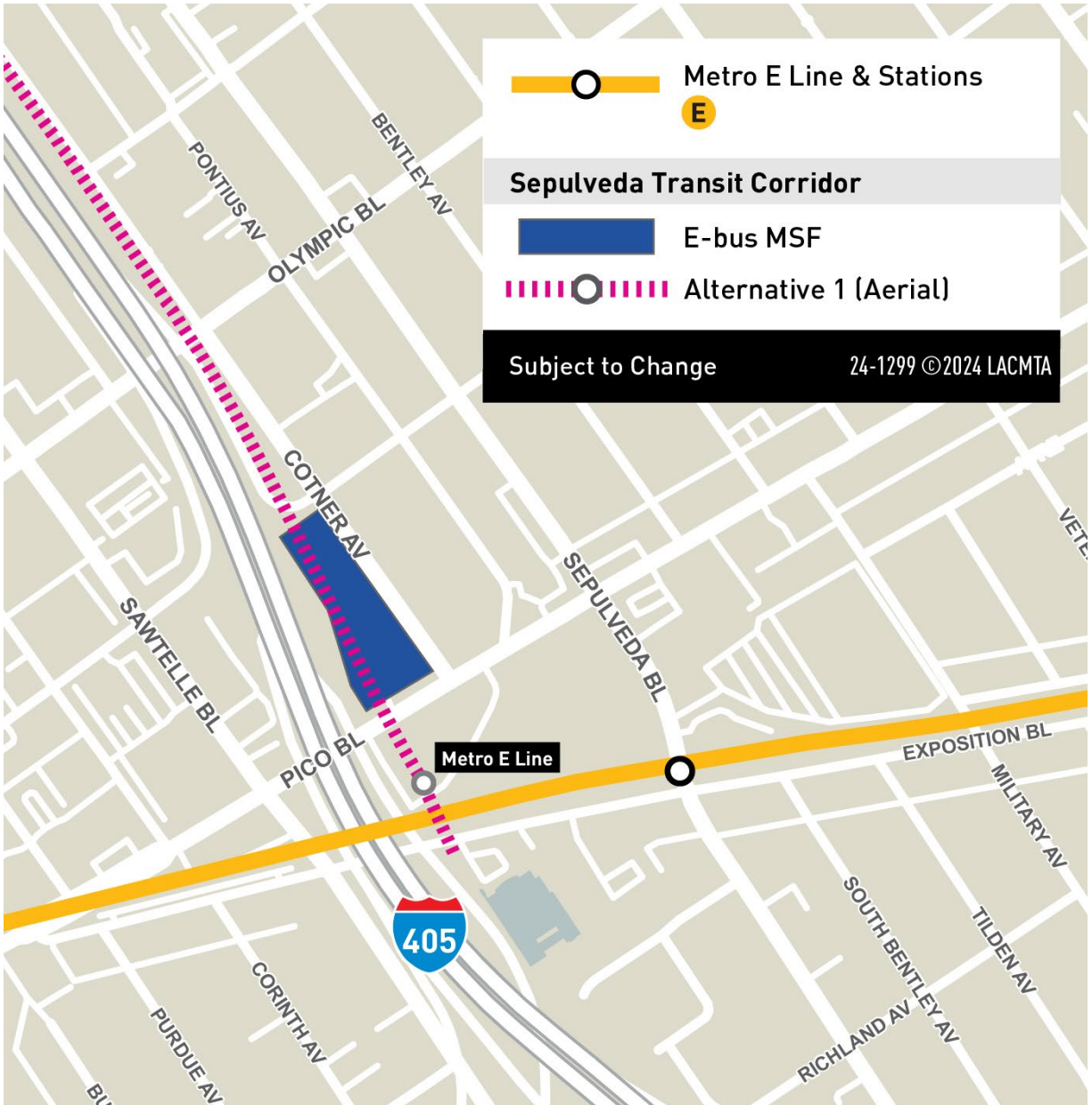
6.1.1.8 Electric Bus Maintenance and Storage Facility

An electric bus MSF would be located on the northwest corner of Pico Boulevard and Cotner Avenue and would be designed to accommodate 14 electric buses. The site would be approximately 2 acres and would comprise six parcels bounded by Cotner Avenue to the east, I-405 to the west, Pico Boulevard to the south, and the I-405 northbound on-ramp to the north.

The site would include approximately 45,000 square feet of buildings and include the following facilities:

- Maintenance shop and bay
- Maintenance office
- Operations center
- Bus charging equipment
- Parts storeroom with service areas
- Parking area for employees

Figure 6-6 shows the location of the proposed electric bus MSF.

Figure 6-6. Alternative 1: Electric Bus Maintenance and Storage Facility


Source: LASRE, 2024; HTA, 2024

6.1.1.9 Traction Power Substations

TPSSs transform and convert high voltage alternating current supplied from power utility feeders into direct current suitable for transit operation. A TPSS on a site of approximately 8,000 square feet would be located approximately every 1 mile along the alignment. Table 6-2 lists the TPSS locations proposed for Alternative 1.

Figure 6-7 shows the TPSS locations along the Alternative 1 alignment.

Table 6-2. Alternative 1: Traction Power Substation Locations

TPSS No.	TPSS Location Description	Configuration
1	TPSS 1 would be located east of I-405, just south of Exposition Boulevard and the monorail guideway tail tracks.	At-grade
2	TPSS 2 would be located west of I-405, just north of Wilshire Boulevard, inside the Westbound Wilshire Boulevard to I-405 Southbound Loop On-Ramp.	At-grade
3	TPSS 3 would be located west of I-405, just north of Sunset Boulevard, inside the Church Lane to I-405 Southbound Loop On-Ramp.	At-grade
4	TPSS 4 would be located east of I-405 and Sepulveda Boulevard, just north of the Getty Center Station.	At-grade
5	TPSS 5 would be located west of I-405, just east of the intersection between Promontory Road and Sepulveda Boulevard.	At-grade
6	TPSS 6 would be located between I-405 and Sepulveda Boulevard, just north of the Skirball Center Drive Overpass.	At-grade
7	TPSS 7 would be located east of I-405, just south of Ventura Boulevard Station, between Sepulveda Boulevard and Dickens Street.	At-grade
8	TPSS 8 would be located east of I-405, just south of the Metro G Line Sepulveda Station.	At-grade
9	TPSS 9 would be located east of I-405, just east of the Sherman Way Station, inside the I-405 Northbound Loop Off-Ramp to Sherman Way westbound.	At-grade
10	TPSS 10 would be located east of I-405, at the southeast quadrant of the I-405 overcrossing with the LOSSAN rail corridor.	At-grade
11	TPSS 11 would be located east of I-405, at the southeast quadrant of the I-405 overcrossing with the LOSSAN rail corridor.	At-grade (within MSF Design Option)
12	TPSS 12 would be located between Van Nuys Boulevard and Raymer Street, south of the LOSSAN rail corridor.	At-grade
13	TPSS 13 would be located south of the LOSSAN rail corridor, between Tyrone Avenue and Hazeltine Avenue.	At-grade (within MSF Base Design)

Source: LASRE, 2024; HTA, 2024

Figure 6-7. Alternative 1: Traction Power Substation Locations



Source: LASRE, 2024; HTA, 2024

6.1.1.10 Roadway Configuration Changes

Table 6-3 lists the roadway changes necessary to accommodate the guideway of Alternative 1. Figure 6-8 shows the location of these roadway changes in the Sepulveda Transit Corridor Project (Project) Study Area, except for I-405 configuration changes, which would occur throughout the corridor.

Table 6-3. Alternative 1: Roadway Changes

Location	From	To	Description of Change
Cotner Avenue	Nebraska Avenue	Santa Monica Boulevard	Roadway realignment to accommodate aerial guideway columns and station access
Beloit Avenue	Massachusetts Avenue	Ohio Avenue	Roadway narrowing to accommodate aerial guideway columns
I-405 Southbound On-Ramp, Southbound Off-Ramp, and Northbound On-Ramp at Wilshire Boulevard	Wilshire Boulevard	I-405	Ramp realignment to accommodate aerial guideway columns and I-405 widening
Sunset Boulevard	Gunston Drive	I-405 Northbound Off-Ramp at Sunset Boulevard	Removal of direct eastbound to southbound on-ramp to accommodate aerial guideway columns and I-405 widening. Widening of Sunset Boulevard bridge with additional westbound lane
I-405 Southbound On-Ramp and Off-Ramp at Sunset Boulevard and North Church Lane	Sunset Boulevard	Not Applicable	Ramp realignment to accommodate aerial guideway columns and I-405 widening
I-405 Northbound On-Ramp and Off-Ramp at Sepulveda Boulevard near I-405 Exit 59	Sepulveda Boulevard near I-405 Northbound Exit 59	Sepulveda Boulevard / I-405 Undercrossing (near Getty Center)	Ramp realignment to accommodate aerial guideway columns and I-405 widening
Sepulveda Boulevard	I-405 Southbound Skirball Center Drive Ramps (north of Mountaingate Drive)	Skirball Center Drive	Roadway realignment into existing hillside to accommodate aerial guideway columns and I-405 widening
I-405 Northbound On-Ramp at Mulholland Drive	Mulholland Drive	Not Applicable	Roadway realignment into the existing hillside between the Mulholland Drive Bridge pier and abutment to accommodate aerial guideway columns and I-405 widening
Dickens Street	Sepulveda Boulevard	Ventura Boulevard	Vacation and permanent removal of street for Ventura Boulevard Station construction. Pick-up/drop-off area would be provided along Sepulveda Boulevard at the truncated Dickens Street
Sherman Way	Haskell Avenue	Firmament Avenue	Median improvements, passenger drop-off and pick-up areas, and bus pads within existing travel lanes
Raymer Street	Sepulveda Boulevard	Van Nuys Boulevard	Curb extensions and narrowing of roadway width to accommodate aerial guideway columns
I-405	Sunset Boulevard	Bel Terrace	I-405 widening to accommodate aerial guideway columns in the median

Location	From	To	Description of Change
I-405	Sepulveda Boulevard Northbound Off-Ramp (Getty Center Drive interchange)	Sepulveda Boulevard Northbound On-Ramp (Getty Center Drive interchange)	I-405 widening to accommodate aerial guideway columns in the median
I-405	Skirball Center Drive	I-405 Northbound On-Ramp at Mulholland Drive	I-405 widening to accommodate aerial guideway columns in the median

Source: LASRE, 2024; HTA, 2024

Figure 6-8. Alternative 1: Roadway Changes



Source: LASRE, 2024; HTA, 2024

In addition to the changes made to accommodate the guideway, as listed in Table 6-3, roadways and sidewalks near stations would be reconstructed, which would result in modifications to curb ramps and driveways.

6.1.1.11 Fire/Life Safety – Emergency Egress

Continuous emergency evacuation walkways would be provided along the guideway. The walkways would typically consist of structural steel frames anchored to the guideway beams to support non-slip

walkway panels. The walkways would be located between the two guideway beams for most of the alignment; however, where the beams split apart, such as entering center-platform stations, short portions of the walkway would be located on the outside of the beams.

6.1.2 Construction Activities

Construction activities for Alternative 1 would include constructing the aerial guideway and stations, widening I-405, and constructing ancillary facilities. Construction of the transit through substantial completion is expected to have a duration of 6½ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

Aerial guideway construction would begin at the southern and northern ends of the alignment and connect in the middle. Constructing the guideway would require a combination of freeway and local street lane closures throughout the work limits to provide sufficient work area. The first stage of I-405 widening would include a narrowing of adjacent freeway lanes to a minimum width of 11 feet (which would eliminate shoulders) and placing K-rail on the outside edge of the travel lanes to create outside work areas. Within these outside work zones, retaining walls, drainage infrastructure, and outer pavement widenings would be constructed to allow for I-405 widening. The reconstruction of on- and off-ramps would be the final stage of I-405 widening.

A median work zone along I-405 for the length of the alignment would be required for erection of the guideway structure. In the median work zone, demolition of the existing median and drainage infrastructure would be followed by the installation of new K-rail and installation of guideway structural components, which would include full directional freeway closures when guideway beams must be transported into the median work areas during late-night hours. Additional night and weekend directional closures would be required for installation of long-span structures over I-405 travel lanes where the guideway would transition from the median.

Aerial station construction is anticipated to last the duration of construction activities for Alternative 1 and would include the following general sequence of construction:

- Site clearing
- Utility relocation
- Construction fencing and rough grading
- CIDH pile drilling and installation
- Elevator pit excavation
- Soil and material removal
- Pile cap and pier column construction
- Concourse level and platform level falsework for cast-in-place structural concrete
- Guideway beam installation
- Elevator and escalator installation
- Completion of remaining concrete elements such as pedestrian bridges
- Architectural finishes and mechanical, electrical, and plumbing installation

Alternative 1 would require construction of a concrete casting facility for columns and beams associated with the elevated guideway. A specific site has not been identified; however, it is expected that the facility would be located on industrially zoned land adjacent to a truck route in either the Antelope Valley or Riverside County. When a site is identified, the contractor would obtain all permits and approvals necessary from the relevant jurisdiction, the appropriate air quality management entity, and other regulatory entities.

TPSS construction would require additional lane closures. Large equipment including transformers, rectifiers, and switchgears would be delivered and installed through prefabricated modules where possible in at-grade TPSSs. The installation of transformers would require temporary lane closures on Exposition Boulevard, Beloit Avenue, Sepulveda Boulevard just north of Cashmere Street, and the I-405 northbound on-ramp at Burbank Boulevard.

Table 6-4 and Figure 6-9 show the potential construction staging areas for Alternative 1. Staging areas would provide the necessary space for the following activities:

- Contractors’ equipment
- Receiving deliveries
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment)

Table 6-4. Alternative 1: Construction Staging Locations

No.	Location Description
1	Public Storage between Pico Boulevard and Exposition Boulevard, east of I-405
2	South of Dowlen Drive and east of Greater LA Fisher House
3	At 1400 N Sepulveda Boulevard
4	At 1760 N Sepulveda Boulevard
5	East of I-405 and north of Mulholland Drive Bridge
6	Inside of I-405 Northbound to US-101 Northbound Loop Connector, south of US-101
7	ElectroRent Building south of Metro G Line Busway, east of I-405
8	Inside the I-405 Northbound Loop Off-Ramp at Victory Boulevard
9	Along Cabrito Road east of Van Nuys Boulevard

Source: LASRE, 2024; HTA, 2024

Figure 6-9. Alternative 1: Construction Staging Locations



Source: LASRE, 2024; HTA, 2024

6.2 Existing Conditions

This section describes Section 4(f) properties that were considered for evaluation. Properties subject to Section 4(f) consideration include historic resources of local, state, or national significance, whether privately or publicly owned, as well as publicly owned parks, recreation areas, and wildlife refuges of

national or local significance. Section 2.1.1.1 provides more information about the types of properties protected by Section 4(f) of the U.S. Department of Transportation Act.

6.2.1 Historic Sites

This section identifies eligible historic properties that are subject to Section 4(f) and describes the architectural styles that form the basis of the evaluation. Prior to completing this Section 4(f) evaluation, a CEQA historical resource impact analysis was completed to identify historical and archaeological resources in the Section 4(f) Built Environment RSA and to determine their significance. (Refer to the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* [Metro, 2025a].) Historic and archival research was undertaken to determine the presence of previously identified historic properties eligible for listing in the National Register of Historic Places (NRHP). In addition, a historic architectural survey was completed for the Section 4(f) Built Environment RSA for the project alternatives to further identify and evaluate properties that are historically significant and meet the criteria for eligibility for listing in the NRHP. Historical resources pertaining to the CEQA analysis are identified in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a) and are presented in Table 6-5 as well as each resources' potential Section 4(f) protection status. With regard to Section 4(f) requirements, historic sites identified in Table 6-5 that are listed in or eligible for listing in the NRHP were evaluated for potential use. The locations of these resources are depicted in Figure 6-10 and Figure 6-11.

To date, a Section 106 consultation process has not occurred; thus, key Section 4(f) consultation with the officials with jurisdiction over historic sites (i.e., the State Historic Preservation Officer [SHPO]) also has not occurred. Therefore, the identification of historic sites would be revisited when there is federal involvement.

In addition to built-environment historic properties, the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a) identified various archaeological and tribal cultural resources through a combination of archival and field research. This effort yielded 10 previously identified archaeological resources within the Project Study Area. Of those previously identified resources, the South Central Coastal Information Center (SCCIC) records search identified one previously recorded archaeological resource (P-19-003803) within the Alternative 1 Section 4(f) Archaeological RSA. This archaeological resource was also the only previously identified resource that has been determined eligible for listing in the NRHP. If P-19-003803 is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place then the exception (23 CFR 774.13b) to the requirements of Section 4(f) would apply and no Section 4(f) evaluation of the archaeological site would be required. Section 4(f) applies to archeological sites that are listed in or eligible for listing in the NRHP and that warrant preservation in place. Efforts to preserve the resource or develop and execute a Data Recovery Plan should be addressed in the Section 106 process. Since the Section 106 process has not been initiated, the officials with jurisdiction over the resource (i.e., the SHPO) have not been consulted on the importance of the resource or its data recovery potential. Thus, P-19-003803 is considered a Section 4(f) protected historical site for the purposes of this report.

Table 6-5. Alternative 1: Identified Historic Sites in Built Environment Resource Study Area

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
1	13812 Saticoy Street	NA	13812 Saticoy Street	The industrial building located at 13812 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
2	13914 Saticoy Street	NA	13914 Saticoy Street	The industrial building located at 13914 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
3	13938 Saticoy Street	NA	13938 Saticoy Street	The industrial building located at 13938 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
4	13942 Saticoy Street	NA	13942 Saticoy Street	The industrial building located at 13942 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
5	SPRR Warehouse	NA	7766 Van Nuys Boulevard	The SPRR Warehouse located at 7766 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the post-World War II railroad development and the SPRR's transition to diesel locomotive engines.	Yes
6	14704 Raymer Street	NA	14704 Raymer Street	The industrial property located at 14704 Raymer Street is eligible for listing in the NRHP and CRHR. It is significant under Criterion C/3 for its Modern design.	Yes
7	14746 Raymer Street	NA	14746 Raymer Street	The industrial property located at 14746 Raymer Street is eligible for listing in the NRHP and CRHR. It is significant under Criterion C/3 for its Modern design.	Yes
12	Sherman Way Street Trees	NA	Along either side of Sherman Way between Woodley Avenue and Sherman Circle	The Sherman Way Street Trees are eligible for listing in the local register. They are significant as representing the Street Planting Plan for Sherman Way (paved between 1911 and 1913), a major streetcar and automobile route that was the main corridor from central Los Angeles to the Van Nuys community.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
14	Van Nuys Boulevard Street Trees	NA	Between Sherman Way along Sherman Circle and Hamlin Street on Van Nuys Boulevard	The Van Nuys Boulevard Street Trees are eligible for listing in the local register. They are significant as representing the Street Planting Plan for Sherman Way (paved between 1911 and 1913, and parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which was the main automobile and streetcar corridor from central Los Angeles to the Van Nuys community.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.
28	4737 Orion Avenue	NA	4737 Orion Avenue	The residential building located at 4737 Orion Avenue is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the postwar housing crisis and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
29	4714 Orion Avenue	NA	4714 Orion Avenue	The residential building located at 4714 Orion Avenue is eligible for listing in the NRHP, CRHR, and the local register at the local level. It is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
30	15233 Ventura Boulevard	NA	15233 Ventura Boulevard	The commercial property located at 15233 Ventura Boulevard is eligible for listing in the NRHP and CRHR. It is significant under Criterion C/3 for its International Style design.	Yes
31/33	15300 Ventura Boulevard	NA	15300 Ventura Boulevard	The building is individually eligible for listing in the NRHP, and is significant under Criterion C for its International Style design.	Yes
32	Sherman Oaks Circle Historic District	NA	Between Firmament Avenue and I-405	The Sherman Oaks Circle Historic District is eligible for listing in the NRHP and CRHR. It is significant under Criterion C/3 as a residential subdivision that reflects both pre-and post-World War II residential development and architectural styles.	Yes
34	15250 Ventura Boulevard	NA	15250 Ventura Boulevard	The commercial property located at 15250 Ventura Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International Style design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
35	Da Siani Ristorante (Sherwood Coiffeurs)	NA	4511 Sepulveda Boulevard	The building is eligible under NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
37	15224 Dickens Street	NA	15224 Dickens Street	The multiple-family residential building located at 15224 Dickens Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	Yes
40	3754 N Scadlock Lane	NA	3754 N Scadlock Lane	The residential building located at 3754 N Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
41	3700 N Scadlock Lane	NA	3700 N Scadlock Lane	The residential building located at 3700 N Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
42	3666 N Scadlock Lane	NA	3666 N Scadlock Lane	The residential building located at 3666 N Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
43	3601 Scadlock Lane	NA	3601 Scadlock Lane	The residential building located at 3601 Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
72	UCLA Historic District	P-19-175802	encompasses the east-west axis of the UCLA campus and is bounded by Westwood Boulevard and Circle Drive	The district includes 15 contributing resources and landscape features, and two non-contributing resources. The district is significant under NRHP Criterion A as the first public institution of higher education in Southern California, and under NRHP Criterion C for its design.	Yes
73	UCLA Ackerman Hall	P-19-190591	308 Westwood Plaza	The building is individually eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the history of UCLA and under Criterion C/3 for its Modern design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
74	11752 Bellagio Road	NA	11752 Bellagio Road	The multiple-family residential building located at 11752 Bellagio Road is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
75	11734 Bellagio Road	NA	11734 Bellagio Road	The multiple-family residential building located at 11734 Bellagio Road is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
76	11728 Bellagio Road	NA	11728 Bellagio Road	The multiple-family residential building located at 11728 Bellagio Road is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
77	650 N Sepulveda Boulevard	NA	650 N Sepulveda Boulevard	The commercial building located at 650 N Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	Yes
78	Acanto Street Historic District	NA	Acanto Street	The Acanto Street Historic District is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern Stucco Box/Dingbat designs.	Yes
79	11371 Ovada Place	NA	11371 Ovada Place	The residential building located at 11371 Ovada Place is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Ranch design.	Yes
80	11378 Ovada Place	NA	11378 Ovada Place	The commercial property located at 11378 Ovada Place is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Classical Revival design.	Yes
81	11398 Thurston Circle	NA	11398 Thurston Circle	The residential building located at 11398 Thurston Circle is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Cape Cod/Ranch design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
82	Holiday Inn (Hotel Angeleno)	NA	170 Church Lane	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	Yes
83	University Crest Historic District	NA	Bounded by Sunset Boulevard to the north, Veteran Avenue to the east, Montana Avenue to the south, and Sepulveda Boulevard to the west.	The University Crest Residential Historic District is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 as an excellent example of residential suburban planning and development from the early automobile era in Westwood, and under Criterion C/3 for its cohesive collection of Period Revival residential architecture.	Yes
84	11284 Montana Avenue	NA	11284 Montana Avenue	The multiple-family residential building located at 11284 Montana Avenue is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
85	522 S Sepulveda Boulevard	NA	522 S Sepulveda Boulevard	The residential building located at 522 S Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Contemporary design.	Yes
86	West Los Angeles Veterans Affairs Historic District	P-19-173043	11301 Wilshire Boulevard	The historic district is listed in the NRHP under Criteria A and C for its association with the government's development of veterans' health care and for its distinctive architecture. The district includes 66 contributing resources and 44 noncontributing resources.	Yes
87	UCLA Veterans Rehabilitation Services	P-19-189982	1000 Veteran Avenue	The UCLA Veterans Rehabilitation Services building is eligible for listing in the NRHP and CRHR. It is significant under Criterion C/3 for its Contemporary design and as a work of a master, Welton Beckett and Associates.	Yes
88	Engine Company #37	P-19-173149	1090 Veteran Avenue	The building is eligible under NRHP and CRHR Criteria A/1 and C/3 and is significant for its association with the Veterans Service Administration during World War II and its design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
89	Campbell's Book Store	NA	10918 Le Conte Avenue	The commercial building located at 10918 Le Conte Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Streamline Moderne design.	Yes
90	Holmby Building	NA	921 Westwood Boulevard	The building (LAHCM No. 1223) is significant under local register criteria as an excellent example of Mediterranean Revival commercial architecture in Westwood Village and as the work of master architect Gordon B. Kaufmann.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.
91	924 Westwood Boulevard	NA	924 Westwood Boulevard	The commercial building located at 924 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its international design.	Yes
92	California Pizza Kitchen	NA	1001 Broxton Avenue	The commercial building at 1001 Broxton Avenue is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the original development of Westwood by the Janss Corporation and under Criterion C/3 for its Spanish Colonial Revival commercial architecture.	Yes
93	10940 Weyburn Avenue	NA	10940 Weyburn Avenue	The commercial building located at 10940 Weyburn Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Spanish Colonial Revival design.	Yes
94	Chatam Restaurant	NA	10930 Weyburn Avenue	The Chatam Restaurant building located at 10930 Weyburn Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its One Part Commercial Block design.	Yes
95	Desmond's	NA	1001 Westwood Boulevard	The commercial building at 1001 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival commercial design.	Yes
96	Bullock's Department Store	NA	1000 S Westwood Boulevard	The Bullock's Department Store is eligible for local register listing. It is significant as an individual building that represents a very early phase of commercial development in a neighborhood, and as a rare example of its type.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
97	Kelly Music Building/Alice's Restaurant	NA	1041 Westwood Boulevard	The Kelly Music Building/Alice's Restaurant (LAHCM No. 1201) is significant under local register criteria for its association with the early development of Westwood Village and as one of the earliest works by master architect Paul Revere Williams.	No. Not eligible for the NRHP. This property is listed in the LAHCM only.
98	Penney's	NA	1056 Westwood Boulevard	The Penney's building at 1056 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Spanish Colonial Revival commercial architecture.	Yes
99	Janss Investment Company Building	NA	1081 Westwood Boulevard	The Janss Investment Company Building (LAHCM No. 364) is significant under local register criteria for its Mediterranean Revival design.	No. Not eligible for the NRHP. This property is listed in the LAHCM only.
100	Glendale Federal Savings and Loan Association	NA	1090 Westwood Boulevard	The Glendale Federal Savings and Loan Association building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
101	Westwood Village Streetlight	NA	Westwood and Kinross, northwest corner, adjacent to Janss Investment Company Building	The Westwood Village Streetlight is eligible for local register listing and is significant as one of the last remaining ornamental streetlights that were installed throughout Westwood Village.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.
102	Bratskeller Egyptian Theater (Ralphs Grocery Store)	P-19-174110	1142 Westwood Boulevard	The Bratskeller Egyptian Theater (Ralphs Grocery Store) building (LAHCM No. 360) is significant for its Mediterranean Revival design and as one of the first buildings constructed in the Westwood area.	No. Not eligible for the NRHP. This property is listed in the LAHCM only.
103	Gayley Center	NA	1101 Gayley Avenue	The Gayley Center is eligible for listing in the NRHP and CRHR. It is significant under Criterion C/3 for its Late Modern commercial architecture and as work of noted architects Krisel-Shapiro & Associates.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
106	Tishman Building	NA	10950 W Wilshire Boulevard	The Tishman Building is eligible for listing in the NRHP and CRHR. It is significant under Criterion C/3 for its Corporate Modern high-rise architecture and as the work of master architect Welton Becket.	Yes
107	1220 Veteran Avenue	P-19-173150	1220 Veteran Avenue	The building is individually eligible for listing in the NRHP and is significant under Criterion C for its design and as a work of a master architect, George J. Fosdyke.	Yes
108	Westwood Federal Building	P-19-189274	11000 Wilshire Boulevard	The building is eligible under NRHP and CRHR Criterion C/3. It is significant for its New Formalist design and association with master architects of Welton Becket and Associates with Paul R. Williams and A. C. Martin and Associates.	Yes
109	LADWP Westwood Distribution Headquarters	P-19-173148	1400 S Sepulveda Boulevard	The LADWP Westwood Distribution Headquarters located at 1400 S Sepulveda Boulevard was previously identified through the SCCIC records search. The resource is not visible from the public right-of-way. For the Project, this resource is considered a historical resource for the purposes of CEQA.	This property has not been evaluated for potential eligibility for listing in the NRHP. Presumed to be Section 4(f) protected.
110	1400 Greenfield Avenue	NA	1400 Greenfield Avenue	The building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
111	1410 S Bentley Avenue	NA	1410 S Bentley Avenue	The building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
112	1410 Camden Avenue	NA	1410 Camden Avenue	The building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	Yes
113	1418 S Bentley Avenue	NA	1418 S Bentley Avenue	The building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
120	Louise Green Millinery Co. Building	NA	1616 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	Yes
121	Western Electric Supply Co. Building	NA	1620 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
122	Photo Electronics Corp. Building	NA	1944 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	Yes
123/124	Dual Ultimate Pharmacy	NA	2020 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	Yes
125	2114 Cotner Avenue	NA	2114 Cotner Avenue	The industrial building located at 2114 Cotner Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
126/127	Big Tommy's	NA	11285 and 11289 W Pico Boulevard	The Big Tommy's restaurant building is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with City of Los Angeles commerce and car culture.	Yes
128	2467 Sawtelle Boulevard	NA	2467 Sawtelle Boulevard	The multiple-family residential building located at 2467 Sawtelle Boulevard is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the postwar housing crisis and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
Not shown	P-19-003803	NA	Confidential	Santa Monica Air Line Railroad Segment. Appears eligible for NRHP as an individual property through survey evaluation.	Yes; however, Section 4(f) protection would be confirmed as part of the Section 106 process.

Source: HTA, 2025

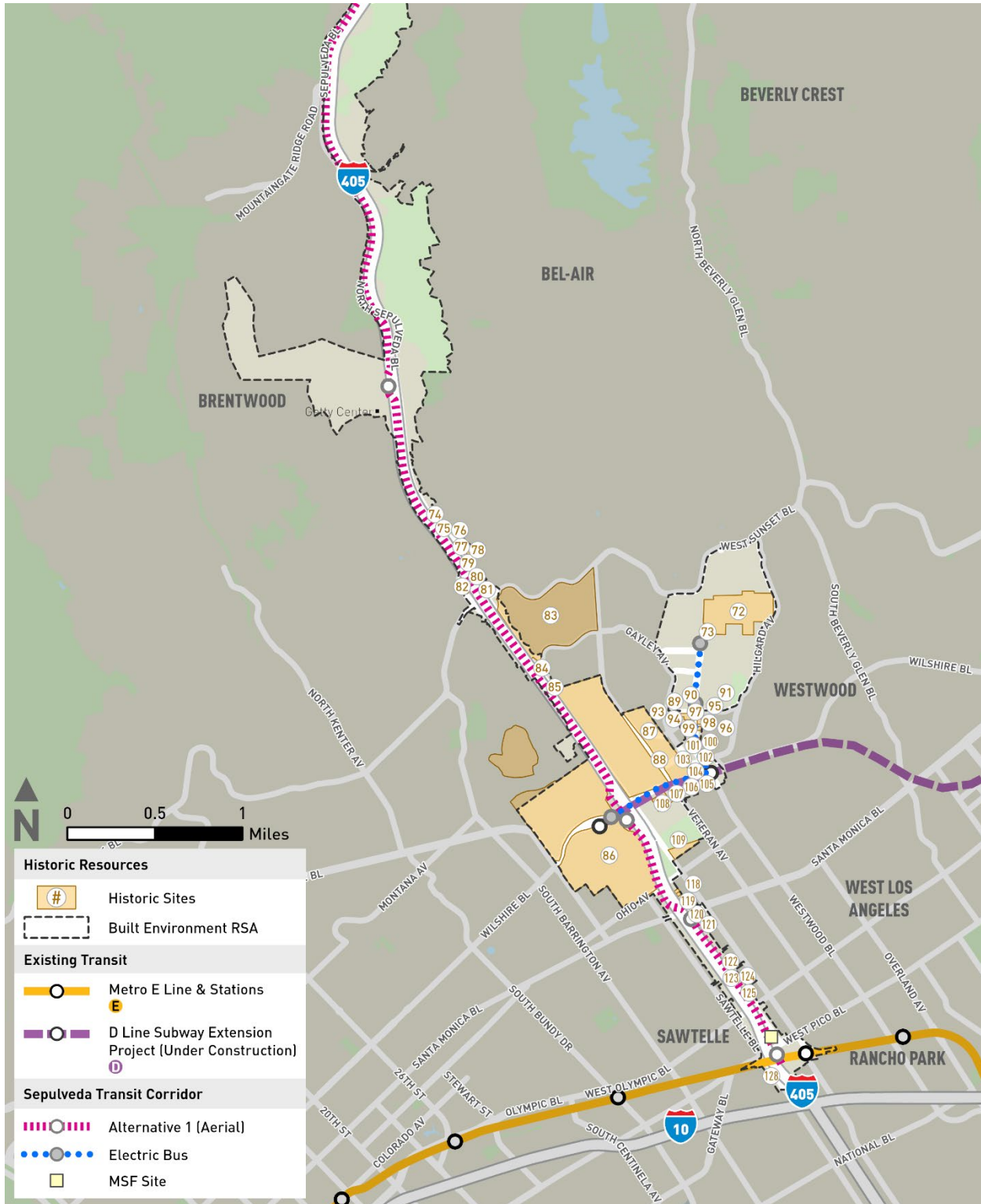
CRHR = California Register of Historical Resources
 LAHCM = Los Angeles Historic-Cultural Monument
 NA = not applicable
 NRHP = National Register of Historic Places
 SCCIC = South Central Coastal Information Center
 SPRR = Southern Pacific Railroad

Figure 6-10. Alternative 1: Historic Sites within the Resource Study Area – North



Source: HTA, 2025

Figure 6-11 Alternative 1: Historic Sites within the Resource Study Area – South



Source: HTA, 2025

6.2.2 Publicly-Owned Public Parks and Recreational Areas

Public parks and recreational areas inventoried within the Section 4(f) Recreation RSA, including all parks and recreational resources publicly owned and available for public use, are listed in Table 6-6. Figure 6-12 and Figure 6-13 depict the location of parks and recreational resources relative to the Alternative 1 alignment.

While schools with recreational facilities available for public use are protected under Section 4(f), research up to this time has not revealed any public school facilities in the Section 4(f) Recreation RSA with joint use agreements or similar contracts that indicate public availability. As such, no public school recreation facilities are included in this assessment. Future federal coordination efforts will include consultation with the Los Angeles Unified School District (LAUSD) to confirm that no such agreements are in place or any informal public use at any of the LAUSD facilities in the Section 4(f) Recreation RSA.

Table 6-6. Alternative 1: Park and Recreation Facilities within the Resource Study Area

Name	Address	Official with Jurisdiction	Facility Type	Features, Attributes, and Amenities	Size (acres) ^a	Distance from Alternative 1 (feet) ^b
Andres and Maria Cardenas Recreation Center	14740 Blythe Street, Panorama City	City of Los Angeles Department of Recreation and Parks	Local Park	Recreational features including skate park, splash pad, community center	0.7	702
Felicia Mahood Multipurpose Center	11338 Santa Monica Boulevard, Los Angeles	City of Los Angeles Department of Recreation and Parks	Local Park	Park features including multi-purpose senior center	4.3	791
Getty View Park & Trailhead	1399 Casiano Road, Los Angeles	Santa Monica Mountain Conservancy	Regional Open Space	Recreational features including hiking trails and open space providing views of the Santa Monica Mountains	180.1	278
Los Angeles Riverfront Greenway	Sherman Oaks	City of Los Angeles Department of Recreation and Parks	Regional Open Space	Recreational features including the multi-purpose Los Angeles River Bike Path	6.2	995
Marson Park	15262 Marson Street, Panorama City	Los Angeles Neighborhood Land Trust	Local Park	Recreational features including playground	0.3	327
Mildred E. Mathia Botanical Garden	707 Tiverton Drive, Los Angeles	University of California, Los Angeles	Botanical Garden	Park features including free public botanical garden and gathering space. Primary purpose of the facility is educational and the resource is likely not Section 4(f) protected though additional coordination with the officials with jurisdiction is required to confirm.	8.2	979
Mission Canyon Open Space	8260 Mulholland Drive	County of Los Angeles	Natural Areas	Planned Park features including open space preserved for development of a regional park	479.9	95
Sepulveda Basin Wildlife Reserve	17017 Burbank Boulevard, Encino	USACE	Regional Open Space	Refuge features including wildlife reserve areas within the Sepulveda Basin	327.3	319

Name	Address	Official with Jurisdiction	Facility Type	Features, Attributes, and Amenities	Size (acres) ^a	Distance from Alternative 1 (feet) ^b
Sepulveda Pass Open Space	457 N Fairfax Avenue, Los Angeles	Santa Monica Mountain Conservancy	Regional Open Space	Conservation features including open space conservation easements preserving land in the Santa Monica Mountains	155.0	307
Sherman Oaks Castle Park	4989 Sepulveda Boulevard, Sherman Oaks	City of Los Angeles Department of Recreation and Parks	Amusement Park	Recreational features including an amusement Park and batting cages	5.0	0
Teichman Family Magnolia Park	15365 Magnolia Boulevard, Sherman Oaks	City of Los Angeles Department of Recreation and Parks	Local Park	Park features including basketball courts, volleyball/tennis courts, tetherball courts, playground, and controlled access	3.9	0
Westwood Gardens Park	1246 Glendon Avenue, Los Angeles	City of Los Angeles Department of Recreation and Parks	Local Park	Park features including playground and picnic areas	0.3	781
Westwood Recreation Center	1350 Sepulveda Boulevard, Los Angeles	City of Los Angeles Department of Recreation and Parks	Local Park	Park features including Bad News Bears field, tennis court, basketball court, baseball field, soccer field, multi-purpose field, playground, pool, gym	26.7	260
Woodley Avenue Park	6350 Woodley Avenue, Encino	USACE	Regional Recreation Park	Park features including fitness zone, picnic shelter, playgrounds	119.8	179

Source: HTA, 2025

^a Size (acres) refers to the full size of the resource, not the acreage within the Section 4(f) Recreation RSA.

^b A distance of “0 feet” from the alternative indicates that the alternative would either cross over the resource or be underground through the resource.

USACE = U.S. Army Corps of Engineers

Figure 6-12. Alternative 1: Parks and Recreational Facilities within the Resource Study Area (from Panorama City to Brentwood)



Source: HTA, 2025

Figure 6-13. Alternative 1: Parks and Recreational Facilities within the Resource Study Area (from Beverly Crest to Mar Vista)



Source: HTA, 2025

6.3 Section 4(f) Use Evaluation

6.3.1 Historic Sites

Table 6-7 presents a summary of the potential use of historic sites protected by Section 4(f) based on the analysis provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a). Where a “yes” is shown for permanent property acquisition, temporary occupancy, or proximity impacts, a detailed Section 4(f) use assessment is provided following the table. As shown in Table 6-7, permanent property acquisition and/or temporary occupancy of a historic site have been identified for three historic sites: 15300 Ventura Boulevard, Da Siani Ristorante, and the West Los Angeles Veterans Affairs Historic District. Where proximity impacts were identified in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a) that would not impair a historic site’s significance, it is presumed that the impact would not be considered an adverse effect for Section 106 purposes and Section 4(f) use would not occur. If there are proximity impacts that have potential to affect a historic site’s significance, the proximity impact column is marked with a “yes” and a detailed use assessment is provided. For historic sites where no portion of the site would be acquired or converted to a transportation use, nor physically demolished, destroyed, relocated, or altered, there would be no use unless the proximity impacts are shown to substantially impair the activities, features or attributes that qualify the property for protection under Section 4(f).

Construction of Alternative 1 would have the potential to damage buildings in close proximity to vibration-intensive construction activities. Based on the FTA guidance manual, vibration levels from proposed construction activities were estimated at historic buildings or structures eligible for the NRHP along the Alternative 1 alignment and included in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c). Historic sites that are potentially subject to construction-related vibration damage have been noted in Table 6-7. MM VIB-1.1 (Vibration Control Plan) would include special considerations for historic buildings including avoidance of vibration-intensive activities such as pile driving when construction takes place in close proximity to historic buildings. With incorporation of applicable vibration control mitigation measures it is anticipated that permanent damage to any historic buildings would be avoided. As such, in instances where the only potential effects on a historic site involves potential vibration damage, it is presumed that there would be no potential for a constructive use of the historic site. Instances where there are multiple potential proximity impacts warrant additional discussion, which is provided following Table 6-7.

Table 6-7. Alternative 1: Historic Sites Potential Use Summary

Map Reference #	Resource Name	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
1	13812 Saticoy Street	13812 Saticoy Street	None	None	None
2	13914 Saticoy Street	13914 Saticoy Street	None	None	None
3	13938 Saticoy Street	13938 Saticoy Street	None	None	None
4	13942 Saticoy Street	13942 Saticoy Street	None	None	None
5	SPRR Warehouse	7766 Van Nuys Boulevard	None	None	Visual change to resource setting; historic significance unaffected
6	14704 Raymer Street	14704 Raymer Street	None	None	Visual change to resource setting; historic significance unaffected
7	14746 Raymer Street	14746 Raymer Street	None	None	Visual change to resource setting; historic significance unaffected
28	4737 Orion Avenue	4737 Orion Avenue	None	None	None
29	4714 Orion Avenue	4714 Orion Avenue	None	None	None
30	15233 Ventura Boulevard	15233 Ventura Boulevard	None	None	Visual change to resource setting; historic significance unaffected
31/33	15300 Ventura Boulevard	15300 Ventura Boulevard	Yes	Not applicable; property acquisition constitutes a potential use	Visual change to resource setting; potential vibration damage resulting from construction
32	Sherman Oaks Circle Historic District	Between Firmament Avenue and I-405	None	None	Visual change to resource setting; historic significance unaffected
34	15250 Ventura Boulevard	15250 Ventura Boulevard	None	None	None
35	Da Siani Ristorante (Sherwood Coiffeurs)	4511 Sepulveda Boulevard	Yes	Not applicable; property acquisition constitutes a potential use	Not applicable; the historic resource would be demolished
37	15224 Dickens Street	15224 Dickens Street	None	None	None

Map Reference #	Resource Name	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
40	3754 N Scadlock Lane	3754 N Scadlock Lane	None	None	Visual change to resource setting; historic significance unaffected
41	3700 N Scadlock Lane	3700 N Scadlock Lane	None	None	Visual change to resource setting; historic significance unaffected
42	3666 N Scadlock Lane	3666 N Scadlock Lane	None	None	Visual change to resource setting; historic significance unaffected
43	3601 Scadlock Lane	3601 Scadlock Lane	None	None	Visual change to resource setting; historic significance unaffected
72	UCLA Historic District	Encompasses the east-west axis of the campus and is bounded by Westwood Boulevard and Circle Drive	None	None	None
73	UCLA Ackerman Hall	308 Westwood Plaza	None	None	None
74	11752 Bellagio Road	11752 Bellagio Road	None	None	Visual change to resource setting; historic significance unaffected
75	11734 Bellagio Road	11734 Bellagio Road	None	None	Visual change to resource setting; historic significance unaffected
76	11728 Bellagio Road	11728 Bellagio Road	None	None	Visual change to resource setting; historic significance unaffected
77	650 N Sepulveda Boulevard	650 N Sepulveda Boulevard	None	None	Visual change to resource setting; historic significance unaffected
78	Acanto Street Historic District	Acanto Street	None	None	Visual change to resource setting; historic significance unaffected

Map Reference #	Resource Name	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
79	11371 Ovada Place	11371 Ovada Place	None	None	Visual change to resource setting, historic significance unaffected
80	11378 Ovada Place	11378 Ovada Place	None	None	Visual change to resource setting; historic significance unaffected
81	11398 Thurston Circle	11398 Thurston Circle	None	None	Visual change to resource setting; historic significance unaffected
82	Holiday Inn (Hotel Angeleno)	170 Church Lane	None	None	Visual change to resource setting; historic significance unaffected
83	University Crest Historic District	Bounded by Sunset Boulevard to the north, Veteran Avenue to the east, Montana Avenue to the south, and Sepulveda Boulevard to the west.	None	None	None
84	11284 Montana Avenue	11284 Montana Avenue	None	None	Visual change to resource setting; historic significance unaffected
85	522 S Sepulveda Boulevard	522 S Sepulveda Boulevard	None	None	Visual change to resource setting; historic significance unaffected
86	West Los Angeles Veterans Affairs Historic District	11301 Wilshire Boulevard	Yes	Not applicable; property acquisition constitutes a potential use	Not applicable; property acquisition constitutes a potential use
87	UCLA Veterans Rehabilitation Services	1000 Veteran Avenue	None	None	None
88	Engine Company #37	1090 Veteran Avenue	None	None	None
89	Campbell's Book Store	10918 Le Conte Avenue	None	None	None
91	924 Westwood Boulevard	924 Westwood Boulevard	None	None	None
92	California Pizza Kitchen	1001 Broxton Avenue	None	None	None
93	10940 Weyburn Avenue	10940 Weyburn Avenue	None	None	None

Map Reference #	Resource Name	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
94	Chatam Restaurant	10930 Weyburn Avenue	None	None	None
95	Desmond's	1001 Westwood Boulevard	None	None	None
98	Penney's	1056 Westwood Boulevard	None	None	None
100	Glendale Federal Savings and Loan Association	1090 Westwood Boulevard	None	None	None
103	Gayley Center	1101 Gayley Avenue	None	None	None
106	Tishman Building	10950 W Wilshire Boulevard	None	None	None
107	1220 Veteran Avenue	1220 Veteran Avenue	None	None	None
108	Westwood Federal Building	11000 Wilshire Boulevard	None	None	None
110	1400 Greenfield Avenue	1400 Greenfield Avenue	None	None	None
111	1410 S Bentley Avenue	1410 S Bentley Avenue	None	None	None
112	1410 Camden Avenue	1410 Camden Avenue	None	None	None
113	1418 S Bentley Avenue	1418 S Bentley Avenue	None	None	None
120	Louise Green Millinery Co. Building	1616 Cotner Avenue	None	None	Visual change to resource setting; historic significance unaffected
121	Western Electric Supply Co. Building	1620 Cotner Avenue	None	None	Visual change to resource setting; historic significance unaffected
122	Photo Electronics Corp. Building	1944 Cotner Avenue	None	None	Visual change to resource setting; historic significance unaffected. Potential vibration damage resulting from construction.
123/124	Dual Ultimate Pharmacy	2020 Cotner Avenue	None	None	Visual change to resource setting; historic significance unaffected. Potential vibration damage resulting from construction.

Map Reference #	Resource Name	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
125	2114 Cotner Avenue	2114 Cotner Avenue	None	None	Visual change to resource setting; historic significance unaffected. Potential vibration damage resulting from construction.
126/127	Big Tommy's	11285 and 11289 W Pico Boulevard	None	None	None
128	2467 Sawtelle Boulevard	2467 Sawtelle Boulevard	None	None	None
Not shown	P-19-003803	Confidential	None	None	None

Source: HTA, 2025

SPRR = Southern Pacific Railroad

The discussion that follows provides a preliminary description of potential uses of historical sites along the Alternative 1 alignment.

6.3.1.1 15300 Ventura Boulevard (Map Reference #31/33)

De Minimis Impact

Under Alternative 1, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station would be constructed approximately 20 feet from the rear (west elevation) of the 15300 Ventura Boulevard building and approximately 261 square feet of the legal parcel of the resource would be permanently acquired to accommodate portions of the Ventura Boulevard/Sepulveda Boulevard Station. The building itself would not be physically demolished, destroyed, relocated, or altered.

The historical site's setting is commercial, and the rear elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building or its setting to materially impair its significance.

Construction of the station and the construction staging areas have the potential to cause damage to the historic building related to construction vibration. (Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* [Metro, 2025c] for more information.) Construction adjacent to this resource also has the potential to inadvertently impact character-defining features, including the 15300 Ventura Boulevard parking garage, if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-1.1) will be prepared for Alternative 1. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

Conversion of approximately 261 square feet of the historic site's property to transportation use would not constitute an adverse effect under Section 106 as the historic site would continue to convey its historic significance despite the presence of transportation infrastructure adjacent to and on the historic site property. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site.

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 1, the transportation use of the Section 4(f) resource would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 1 on the 15300 Ventura Boulevard building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the Federal Transit Administration (FTA) must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

6.3.1.2 Da Siani Ristorante (Sherwood Coiffeurs) (Map Reference #35)

Permanent Use

Under Alternative 1, the Da Siani Ristorante (Sherwood Coiffeurs) property would be acquired and demolished for the construction of a proposed aerial MRT alignment parallel to I-405. Physical demolition would materially impair the significance of the historical resource and has been presumed to result in an adverse effect to the historic site which would constitute a greater than de minimis use of this property. Implementation of MM CUL- 4 and MM CUL-5 would not reduce harm to the resource by requiring archival documentation and development of an interpretive program; however, a greater than de minimis use of the property would remain.

As outlined in 23 Code of Federal Regulations (CFR) 774.3, prior to approving the use of any Section 4(f) protected property, the FTA must determine that no feasible and prudent avoidance alternative exists. If Alternative 1 is selected by the Metro Board as the Locally Preferred Alternative, the Alternative 1 developer should assess and develop avoidance alternatives that avoid the use of this historic site, though additional assessment through the FTA's Section 106 process would also be required. Potential alternatives to avoid the use of Section 4(f) property may include one or more of the following:

- **Location Alternatives** – A location alternative refers to the re-routing of the entire project along a different alignment.
- **Alternative Actions** – An alternative action could be a different mode of transportation, such as rail transit or bus service, or some other action that does not involve construction such as the implementation of transportation management systems or similar measures.
- **Alignment Shifts** – An alignment shift is the re-routing of a portion of the project to a different alignment to avoid a specific resource.
- **Design Changes** – A design change is a modification of the proposed design in a manner that would avoid impacts, such as reducing the planned median width, building a retaining wall, or incorporating design exceptions.

If it is determined that no feasible and prudent avoidance alternative exists, then the FTA may approve, from among the remaining alternatives that use Section 4(f) property, only the alternative that causes the least overall harm in light of the statute's preservation purpose. Such a determination would only occur after substantial consultation with the official with jurisdiction over the resource (i.e., the SHPO) and in coordination with the FTA.

6.3.1.3 West Los Angeles Veterans Affairs Historic District (Map Reference #86)

De Minimis Impact

The West Los Angeles Veterans Affairs Historic District is significant for its association with the government's development of veterans' health care and for its distinctive architecture. The district includes 66 contributing resources and 44 noncontributing resources.

Under Alternative 1, the proposed aerial guideway and the proposed aerial Wilshire Boulevard/Metro D Line Station would be constructed within roughly 20 to 150 feet of the historic district, east of Dowlen Drive. In addition, approximately 23,817 square feet of land from the West Los Angeles Veterans Affairs Historic District property would be permanently acquired along the eastern property line to accommodate necessary grading and I-405 ramp modifications. None of the contributing elements to the historic district, including structures and landscaping, would be physically demolished, destroyed,

relocated, or altered. However, due to the aerial nature of the project components, permanent visual impacts on the historic district and its setting are anticipated from the guideway and station.

To address visual effects associated with the Alternative 1 aerial structure, Mitigation Measure (MM) CUL-2 would be implemented to ensure design of the structure adheres to the Secretary of the Interior's *Standards for the Treatment of Historic Properties* (SOI Standards), thereby avoiding visual disruption to the historic site's contributing elements. MM CUL-1 and MM CUL-3 are proposed to address potential effects to the historic district during construction, including protection of the district's contributing landscape elements and development of a Cultural Resources Monitoring and Mitigation Plan (CRMMP) including development of treatment and protection measures for the historic site.

Conversion of approximately 23,817 square feet of the historic district's property to transportation use has been presumed to not constitute an adverse effect under Section 106 as the historic district would continue to convey its historic significance despite the presence of transportation infrastructure adjacent to and on the historic district property. Measures to minimize or avoid harm including MM CUL-1, MM CUL-2, and MM CUL-3 would be implemented to ensure that all contributing elements to the historic district are protected during construction while requiring design of Alternative 1 Wilshire Boulevard/Metro D Line Station and aerial guideway to adhere to the SOI Standards.

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 1, the transportation use of the Section 4(f) resource would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 1 on the West Los Angeles Veterans Affairs Historic District, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

6.3.2 Publicly-Owned Public Parks and Recreational Areas

Table 6-8 presents a summary of the potential use of public parks and recreational areas protected by Section 4(f) based on the analysis provided in the *Sepulveda Transit Corridor Project Parklands Technical Report* (Metro, 2025b). Where a "yes" is shown for permanent property acquisition, temporary occupancy, or proximity impacts, a detailed Section 4(f) use assessment is provided following the table. As shown in Table 6-8, permanent property acquisition and/or temporary occupancy of a park or recreational resource have been identified for two park resources: Mission Canyon Open Space and Teichman Family Magnolia Park. Proximity impacts to parklands were identified through a review of the *Sepulveda Transit Corridor Project Parklands Technical Report* and the *Sepulveda Transit Corridor Project Visual Quality and Aesthetics Technical Report* (Metro, 2025d). None of the parks or recreational facilities identified in Table 6-8 have features, activities, or attributes that are considered noise sensitive; thus, noise impacts have not been considered in the assessment of potential constructive use. Proximity impacts that would not impair the regular use and enjoyment of a park or recreational resource are described as minor; whereas, if there are proximity impacts that have potential to result in substantial impairment to the property's activities, features, or attributes, the proximity impact column is marked with a "yes" and a detailed use assessment is provided.

Table 6-8. Alternative 1: Parks and Recreation Resource Potential Use Summary

Name	Address	Amenities	Size (acres) ^a	Distance from Alternative 1 (feet) ^b	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
Andres and Maria Cardenas Recreation Center	14740 Blythe Street, Panorama City	Skate park, splash pad, community center	0.7	702	None	None	None
Felicia Mahood Multipurpose Center	11338 Santa Monica Boulevard, Los Angeles	Multi-purpose senior center	4.3	791	None	None	None
Getty View Park & Trailhead	1399 Casiano Road, Los Angeles	Hiking trails and open space providing views of the Santa Monica Mountains	180.1	278	None	None	Visual change that does not block views of Getty Center from the park.
Los Angeles Riverfront Greenway	Sherman Oaks	Multi-purpose Los Angeles River Bike Path	6.2	995	None	None	None
Marson Park	15262 Marson Street, Panorama City	Playground	0.3	327	None	None	None
Mildred E. Mathia Botanical Garden	707 Tiverton Drive, Los Angeles	Botanical garden	8.2	979	None	None	None
Mission Canyon Open Space	8260 Mulholland Drive	Planned park development	479.9	95	Yes	None	None
Sepulveda Basin Wildlife Reserve	17017 Burbank Boulevard, Encino	Wildlife reserve areas	327.3	319	None	None	None
Sepulveda Pass Open Space	457 N Fairfax Avenue, Los Angeles	Open space conservation easements	155.0	307	Property acquisitions proposed in privately held portions of open space that are not protected by Section 4(f)	Temporary occupancy on privately held portions of open space that are not protected by Section 4(f)	None

Name	Address	Amenities	Size (acres) ^a	Distance from Alternative 1 (feet) ^b	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
Sherman Oaks Castle Park	4989 Sepulveda Boulevard, Sherman Oaks	Amusement Park and batting cages	5.0	0	None	None	Construction-related noise effects. Resource is not noise sensitive.
Teichman Family Magnolia Park	15365 Magnolia Boulevard, Sherman Oaks	Basketball courts, volleyball/tennis courts, tetherball courts and controlled access	3.9	0	Yes	Not applicable; property acquisition constitutes a potential use	Not applicable; property acquisition constitutes a potential use
Westwood Gardens Park	1246 Glendon Avenue, Los Angeles	Playground and picnic areas	0.3	781	None	None	None
Westwood Recreation Center	1350 Sepulveda Boulevard, Los Angeles	Bad News Bears field, tennis court, basketball court, baseball field, soccer field, multi-purpose field, playground, pool, gym	26.7	260	None	None	None
Woodley Avenue Park	6350 Woodley Avenue, Encino	Fitness zone, picnic shelter, playgrounds	119.8	179	None	None	None

Source: HTA, 2025

6.3.2.1 Mission Canyon Open Space

De Minimis Impact

The Mission Canyon Open Space is a former landfill that has been planned for development of a regional park. The Mountains Recreation and Conservation Authority (MRCA), a partner agency to the Santa Monica Mountains Conservancy (SMMC), has developed designs and circulated an Initial Study and Mitigated Negative Declaration under CEQA in 2022. The proposed park would include a 105-space parking lot, a picnic area, fitness stairs, water tanks, restrooms, maintenance storage, ranger residence, and a 2.5-mile loop trail with regional connection to the Westridge-Canyonback Wilderness Park. Section 4(f) applies to planned parks when the land is one of the enumerated types of publicly owned lands and the public agency that owns the property has formally designated and determined it to be significant for park, recreation area, or wildlife and waterfowl refuge purposes. While the Development Plan has not been formally adopted by the MRCA, in absence of formal consultation with the MRCA to establish the property's significance, the property has been assumed to be protected under Section 4(f).

Under Alternative 1, the aerial MRT alignment would be located approximately 150 feet east of the Mission Canyon Open Space property. While the aerial guideway alignment itself would not result in property effects to the resource, Sepulveda Boulevard would require realignment to accommodate the aerial guideway footings. This realignment would result in acquisition of approximately 0.6 acre of property from the planned park along the hillside fronting Sepulveda Boulevard, near Mission Dump Road. Construction easements within the planned park property would be required to construct the realigned roadway. Figure 6-14 depicts the anticipated acquisition areas.

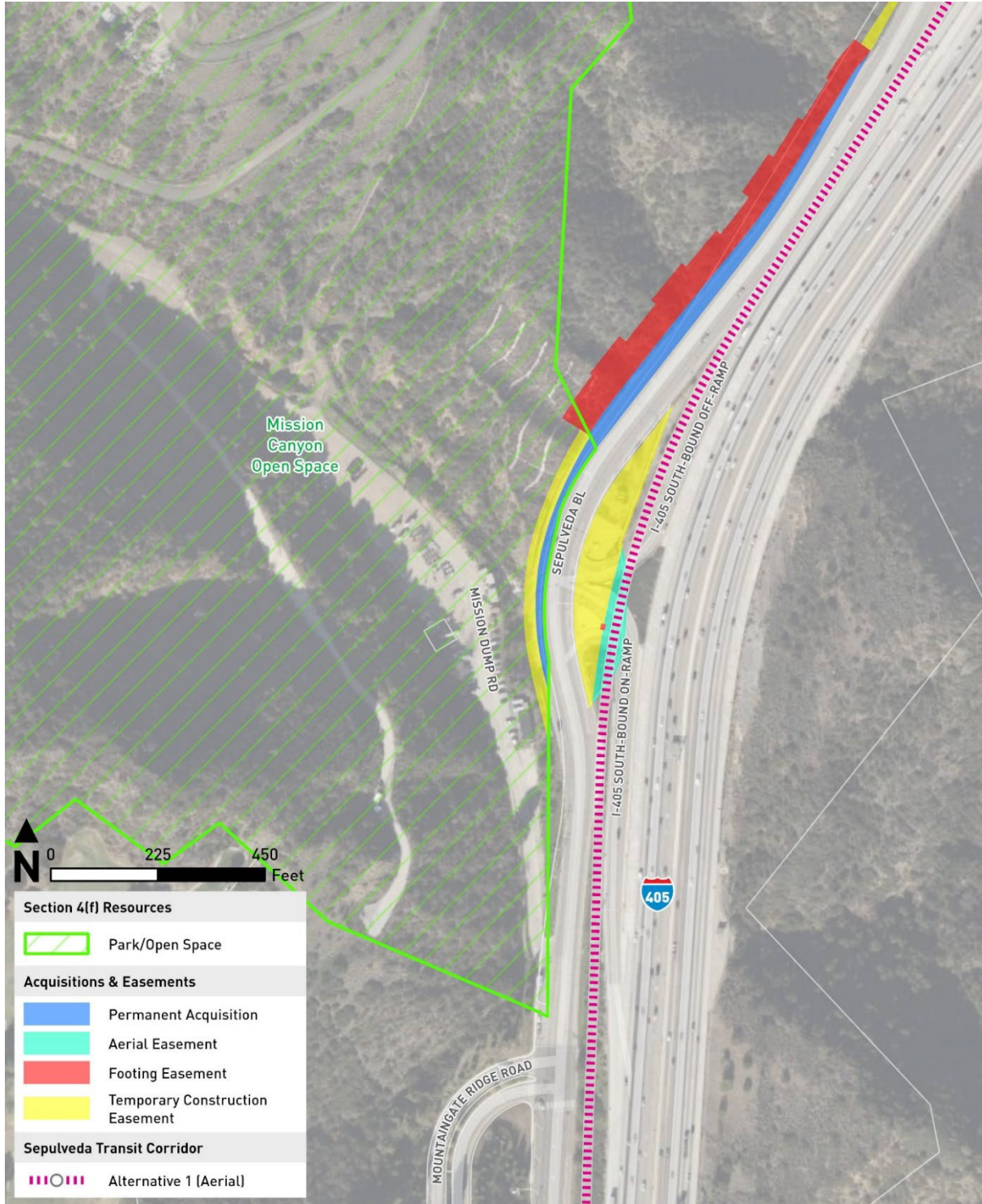
Because the Mission Canyon property has not been developed as a park, there are no existing features, attributes, or activities potentially affected and the likely location and function of any recreational facilities on the site is unknown. The modifications to the property posed by Alternative 1 would consist of grading and slope stabilization along the property line as well as installation of new roadway pavement. Given the steep undeveloped topography of the site, there is limited opportunity to develop any recreational facilities or features in the area affected by Alternative 1. Further, Mission Dump Road, the primary means of access to the property, would remain unaffected by Alternative 1. Upon completion of construction, the Alternative 1 aerial guideway would be visible to potential future park users and may reduce the sense of the natural setting intended for the park development. However, the visual setting is already dominated by the presence of I-405 and the addition of the aerial guideway is unlikely to alter future park users experience of the park.

Applicable measures to minimize harm include MM BIO-11, PM GEO-1, PM GEO-2, PM GEO-3, MM GEO-3, and MM GEO-5. MM BIO-11 would minimize the number of trees removed from the property to maintain the natural setting of the site to the greatest extent possible. PM GEO-1, PM GEO-2, PM GEO-3, MM GEO-3, and MM GEO-5 would ensure that grading and associated slope stabilization activities on the site are seismically sound and appropriately designed.

Due to the nature of Alternative 1 operations (i.e. MRT aerial alignment along the I-405 ROW), it is anticipated that no effect on the potential activities, features, or attributes of the park would occur. Only 0.6 acre of the approximately 480-acre property would be converted to a transportation use. When considering the scope of Alternative 1 and the avoidance and minimization measure commitments, impacts are expected to be minor. The transportation use of the Section 4(f) resource, together with impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 1 would not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f). Based on the nature of the effects of Alternative 1 on the Mission Canyon Open Space, it is

presumed that a de minimis impact finding would be made by FTA. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b).

Figure 6-14. Alternative 1: Mission Canyon Open Space Property Acquisition



Source: HTA, 2025

6.3.2.2 Teichman Family Magnolia Park

De Minimis Impact

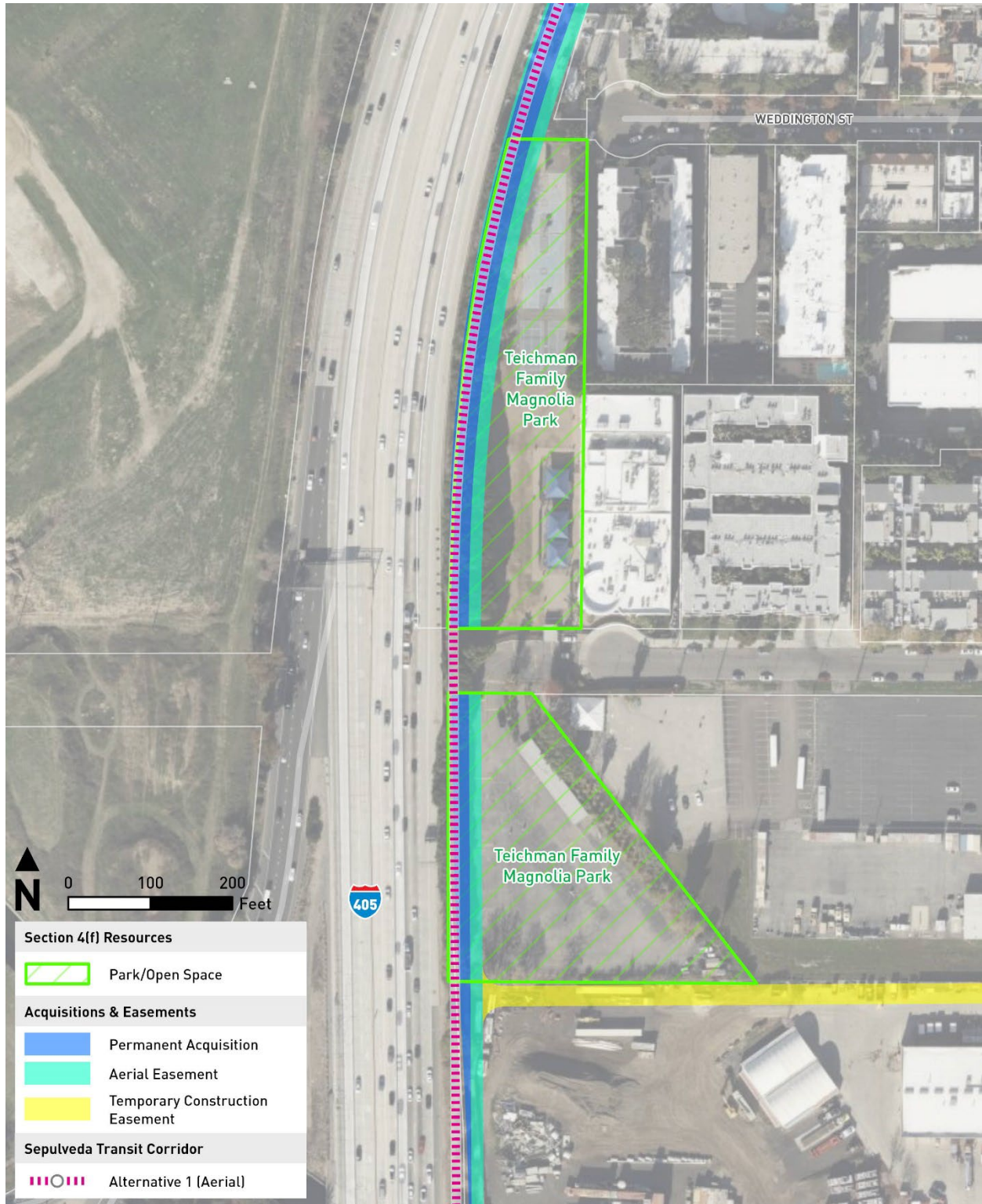
The Teichman Family Magnolia Park is a public park constructed by the Emek Hebrew Academy, a private, not-for-profit school. The park is under lease to the Los Angeles Department of Recreation and Parks from the U.S. Government through the U.S. Army Corps of Engineers (USACE), and the park is available to the public through a shared use agreement between the private school, the USACE, and the Los Angeles Department of Recreation and Parks. The park includes basketball, volleyball, and tetherball courts as well as a controlled access gate and parking facility.

Under Alternative 1, the aerial MRT alignment would be constructed along the western property line of both the parking lot and the park itself. As a result, approximately 0.6 acres of the park would be permanently acquired for Alternative 1 and used for a transportation purpose. The area to be acquired would consist of the landscaped area along the western edge of the park property that serves as a buffer between park uses and the I-405 ROW. No park facilities or features would be acquired or removed as a result of Alternative 1. Figure 6-15 depicts the anticipated acquisitions.

MM BIO-11 would minimize harm to the resource by avoiding, where possible, tree removals and by replacing those trees removed by Alternative 1 construction. As such, it is anticipated that with incorporation of MM BIO-11 the park property would continue to be screened from I-405 with minimal effect to the regular use of the facility for recreational purposes. The proposed aerial guideway would be experienced by park users in a similar fashion to how the existing I-405 facility is experienced.

Due to the nature of Alternative 1, it is anticipated that no effect on the potential activities, features, or attributes of the planned park would occur. Only 0.6 acres of the approximately 4-acre property would be converted to a transportation use. When considering the scope of Alternative 1 and the avoidance and minimization measure commitments, impacts are expected to be minor. The transportation use of the Section 4(f) resource, together with impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 1 would not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f). Based on the nature of the effects of Alternative 1 on the Teichman Family Magnolia Park, it is presumed that a de minimis impact finding would be made by FTA. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b).

Figure 6-15. Alternative 1: Teichman Family Magnolia Park Property Acquisition



Source: HTA, 2025

6.4 Mitigation Measures

6.4.1 Historic Sites

The following mitigation measures have been identified to minimize harm to historic sites resulting from Alternative 1. Applicability of these mitigation measures to each historic site is as follows:

- 15300 Ventura Boulevard: MM CUL-1
- Da Siani Ristorante (Sherwood Coiffeurs): MM CUL-4, MM CUL-5
- West Los Angeles Veterans Affairs Historic District: MM CUL-1, MM CUL-2, and MM CUL-3

MM CUL-1: Cultural Resources Monitoring and Mitigation Plan

- *A project wide Cultural Resources Monitoring and Mitigation Plan shall be developed and implemented by Metro. The purpose of the Cultural Resources Monitoring and Mitigation Plan is to document the actions and procedures to be followed to ensure avoidance or minimization of impacts to cultural resources and to provide a detailed program of mitigation for direct and indirect impacts on cultural resources during Project construction. Preparation of the Cultural Resources Monitoring and Mitigation Plan shall necessitate the completion of a pedestrian survey of the private property parcels within the Resource Study Areas that were not accessible during the preparation of this EIR and the Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report; this shall occur only on parcels slated for acquisition and construction activities. Proposed ground disturbance for the Project shall be reviewed to make any necessary adjustments to archaeological sensitivity assessments as a result of ongoing project design.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth moving activities, the Cultural Resources Monitoring and Mitigation Plan shall address methods for evaluation, treatment, artifact analysis for anticipated artifact types, report writing, repatriation of human remains and associated grave goods, and curation.*
- *The Cultural Resources Monitoring and Mitigation Plan will be a guide for archaeological and tribal monitoring activities as defined in MM CUL 7 and MM TCR 1. The Cultural Resources Monitoring and Mitigation Plan shall require that a Secretary of the Interior-qualified archaeologist in prehistoric and historical archaeology (36 Code of Federal Regulations Part 61) be retained prior to ground disturbing activities.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include recommended treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include that, in the event, as a result of the resource evaluation and tribal consultation process, a*

resource is considered to be eligible for inclusion in the California Register of Historical Resources and/or a local register of historical resources or is determined to be a Tribal Cultural Resources through eligibility listing or determination of significance by the California Environmental Quality Act lead agency (Metro), an archaeological monitor and Native American monitor shall monitor all remaining ground disturbing activities in the area of the resource. If, during cultural resources monitoring, the Secretary of the Interior-qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the Secretary of the Interior qualified archaeologist can specify that monitoring be reduced or eliminated.

- *The Cultural Resources Monitoring and Mitigation Plan shall outline the content and process for implementing pre-construction Cultural Resource training, as discussed in MM CUL 6.*
- *The Cultural Resources Monitoring and Mitigation Plan shall require a pre-construction baseline survey to identify building protection measures for historical resources in relation to tunnel boring machine launch/tunnel boring machine extraction, construction staging, and construction vibration and cut and cover activities adjacent to historical resources. The Project shall conduct a pre-construction survey to establish baseline, pre-construction conditions and to assess the potential for damage related to improvements adjacent to these historical resources.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include building protection measures such as fencing, sensitive construction techniques based on final project design, dust control measures, underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. (Refer to MM VIB-1.1) In scenarios where a historical resource would be impacted by differential settlement caused by tunnel boring machine construction method, the Project shall require the use of an earth pressure balance or slurry shield tunnel boring machine. An architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall review proposed protection measures.*
- *The Cultural Resources Monitoring and Mitigation Plan shall require that a post construction survey be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historic architect who meets the Secretary of Interior Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures.*
- *MM CUL-1 applies to following historical resources:*
 - *Sherman Way Street Trees*
 - *Van Nuys Boulevard Street Trees*
 - *15300 Ventura Boulevard*

- *West Los Angeles Veterans Affairs Historic District*
- *14746 Raymer Street*
- *Photo Electronics Corp. Building*
- *Dual Ultimate Pharmacy*
- *2114 Cotner Avenue*

MM CUL-2: Design Treatments

- *To ensure that new construction does not adversely affect the setting and character of a historic district, the Project shall be designed to be compatible with the Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Rehabilitating Historic Buildings and for the Treatment of Cultural Landscapes at the following historical resources that would be altered by proposed aerial guideway elements, station entrances, towers, and retaining walls:*
 - *West Los Angeles VA Historic District*
- *The project elements shall be designed to conform to the Secretary of the Interior Standards. To ensure the elements meet Secretary of the Interior Standards, the Project shall retain an architectural historian or historic architect who meets the Secretary of the Interior Professional Qualification Standards (36 CFR Part 61) (qualified professional) to consult on and assess project construction plans and/or design sets at 30 percent, 60 percent, and 90 percent design review phases. The qualified professional shall assess each design set for conformance with the Secretary of the Interior Standards and shall prepare memoranda to Metro. Metro shall incorporate any project changes into the subsequent design sets to conform to the Secretary of the Interior Standards. Metro shall approve a memorandum prepared by a qualified professional stating that the final (90 percent) construction plans conform to the Secretary of the Interior Standards prior to the start of construction.*

MM CUL-3: Pre-Construction and Construction Protection Measures

- *The Project shall conduct a pre-construction survey of the contributing landscape elements of the West Los Angeles VA Historic District. A report of the results of this inventory shall be provided to Metro and the California Office of Historic Preservation for review. The results of the pre-construction survey shall be used to identify elements to be avoided or protected during construction activities. The Project shall retain the services of a qualified historic architectural historian or historic architect to develop a plan for on-site construction monitoring to ensure the protection of contributing landscape elements of the West Los Angeles VA Historic District.*
- *MM CUL-3 applies to the following historical resources:*
 - *West Los Angeles VA Historic District*

MM CUL-4: Historical Resource Archival Documentation

- *The Project shall complete historical resource archival documentation of historical resources that will be demolished or substantially altered. The archival*

documentation shall follow the guidelines of the National Park Service's Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey program to create Historic American Building Survey-like documentation. At a minimum, the documentation shall consist of the following:

- Large-format photographs including negatives and archival prints*
- Written narrative following the Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey short format*
- Site plan*
- *The Project shall provide copies of the documentation to the City of Los Angeles Office of Historic Resources for archival purposes. Large-format photographs shall be verified prior to any demolition activities that would affect the Da Siani Ristorante (Sherwood Coiffeurs) building located at 4511 Sepulveda Boulevard. The documentation shall be prepared so that the original archival-quality documentation could be donated for inclusion in the Los Angeles Public Library. Copies of documentation shall be offered to the Los Angeles Public Library and local historical societies upon request.*
- *MM CUL-4 applies to following built environment resources:*
 - Da Siani Ristorante (Sherwood Coiffeurs) 4511 Sepulveda Boulevard*

MM CUL-5: Interpretive Program

- *The Project shall prepare interpretive programs for historical resources that will be demolished or substantially altered. The Project shall provide interpretive materials in the form of an exhibit, pamphlet, website, or similar, that describes and/or illustrates the historic significance of these properties. Interpretive materials shall be provided to the City of Los Angeles Office of Historic Resources for public education purposes. Copies of interpretive materials shall be offered to the Los Angeles Public Library and local historical societies.*
- *MM CUL-5 applies to following historical resources:*
 - Dai Siani Ristorante (Sherwood Coiffeurs) 4511 Sepulveda Boulevard*

MM VIB-1.1: Vibration Control Plan:

- *Prior to construction, the Project contractor shall prepare a Vibration Control Plan demonstrating how the Federal Transit Administration building damage risk criteria and the Federal Transit Administration vibration annoyance criteria would be achieved. The Vibration Control Plan must be approved by Metro prior to initiating vibration-generating construction activities. The Vibration Control Plan would include a list of the major pieces of construction equipment that would be used, and the predictions of the vibration levels at the closest sensitive receivers. The Project contractor would conduct vibration monitoring to demonstrate compliance with the vibration limits during construction activity. Where the construction cannot be performed to meet the vibration criteria, the Project contractor would implement alternative means and methods of*

construction measures to reduce vibration levels as much as feasible. Vibration reducing methods that may be implemented by the Project contractor include:

- When feasible, use construction equipment or less vibration intensive techniques near vibration sensitive locations.*
- Use as small an impact device (i.e., hoe ram, pile driver) as possible to accomplish necessary tasks.*
- Avoid impact pile driving where possible. Drilled piles or vibratory pile drivers would be required where feasible.*
- When feasible, in construction areas close to sensitive buildings, select non-impact demolition and construction methods such as saw or torch cutting and removal for off-site demolition, and use chemical splitting, or hydraulic jack splitting, instead of high impact methods.*
- *The Project contractor shall monitor construction vibration levels at structures identified as a “historic” resource within the meaning of CEQA Guidelines Section 15064.5(a) to ensure the vibration damage threshold of 0.12 in/sec PPV shall not be exceeded. The vibration monitoring shall be conducted by a qualified professional for real-time vibration monitoring for construction work at the Project construction site requiring heavy equipment or ground compaction devices. A pre-construction and post-construction survey of these buildings shall be conducted by a qualified structural engineer. Any damage shall be noted. All vibration monitors used for these measurements shall be equipped with an “alarm” feature to provide advanced notification that vibration impact criteria have been approached. Documented damage in the post-construction survey shall be repaired as required by the Secretary of the Interior’s (SOI’s) Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. The following historic resources shall be included in the Vibration Control Plan.*
 - Historic building located at 4511 Sepulveda Boulevard*
 - Photo Electronics Corp. Building, 1944 Cotner Avenue, Los Angeles*
 - Dual Ultimate Pharmacy, 2020 Cotner Avenue, Los Angeles*
 - Building at 2114 Cotner Avenue, Los Angeles*
 - Rodeo Realty, 15300 Ventura Boulevard, Sherman Oaks*
 - Historic building located at 14746 Raymer Street, Van Nuys*

6.4.2 Publicly-Owned Public Parks and Recreational Areas

The following mitigation measures have been identified to minimize harm to parks and recreational areas resulting from Alternative 1. Applicability of these mitigation measures to each park or recreational facility is as follows:

- Mission Canyon Open Space: MM BIO-11, PM GEO-1, PM GEO-2, PM GEO-3, MM GEO-3, and MM GEO-5
- Teichman Family Magnolia Park: MM BIO-11

- MM BIO-11:** ***Avoid and Minimize Construction-Related Impacts to Protected Trees and Shrubs (Applicable to Alternatives 1 and 3).*** Impacts to protected trees and shrubs shall be avoided, minimized, and/or mitigated by incorporation of the following:
- *A Tree Expert, as defined in the City of Los Angeles Protected Tree and Shrub Ordinance, shall utilize the Initial Protected Tree and Shrub Inventory Memorandum (Appendix B of the Sepulveda Transit Corridor Project Ecosystems and Biological Resources Technical Report [Metro, 2025e]) to complete a separate, more in-depth tree survey report prior to the start of construction and when access is procured for properties within the alignment; the Tree Expert Report shall include field survey methods and details of each protected tree or shrub in height, diameter, canopy spread, physical condition, and location of each protected tree and shrub. The City of Los Angeles Protected Tree and Shrub Ordinance has jurisdiction in the Project; therefore, a Tree Expert shall be required to conduct the detailed survey and procure permit for protected tree/shrub removal from the Los Angeles Board of Public Works. The Tree Expert's follow-up report shall expand upon the initial assessment to provide a comprehensive dataset with verification of tree/shrub species, height, canopy width, and tree/shrub health for the Ground Disturbance Area. This follow-up report shall be used to procure the required permit prior to commencement of tree impacts within the City of Los Angeles.*
 - *Impacts to protected trees and shrubs shall be minimized to the maximum extent feasible. When trimming and/or encroachment into the tree/shrub protection zone (defined as the dripline or canopy) is needed, the following measures shall be required.*
 - *Trimming of protected trees/shrubs must comply with the pruning standards set forth by the Western Chapter of the International Society of Arboriculture in a manner that does not cause permanent damage or adversely affect the health of the trees or shrubs. Since the Metro Tree Policy Trimming shall require coordination and permitting with the appropriate entities as follows:*
 - *Species protected under the Los Angeles Protected Tree and Shrub Ordinance shall coordinate with the City of Los Angeles Board of Public Works, Urban Forestry Division.*
 - *Trees protected under the City of Los Angeles Street Tree Policy shall require coordination with the City of Los Angeles Department of Public Works, Urban Forestry Division.*
 - *Trees covered by the Metro Tree Policy designated for retention shall require the Project to prepare a tree protection plan identifying Tree Protection Zones for all trees designated for retention and will protect larger trees from immediate damage during construction and delayed damage from construction activities, such as loss of root area or soil compaction. The Project will prepare a mitigation plan for damaged and removed trees with a minimum replacement ratio of 2:1 per removed street tree.*

- *Trees protected by the Los Angeles County Oak Tree Ordinance shall require coordination with the Los Angeles County Director of Public Works prior to tree work.*
- *Trees within the Santa Monica Mountains National Recreation Area shall require coordination for tree trimming or removal with the appropriate entities (e.g., National Park Service, Santa Monica Mountains Conservancy, Mountains Recreation and Conservation Authority).*
- *For impacts to protected trees and shrubs beyond trimming, the required tree removal permits shall be obtained, and replacement shall occur at the below rates. Mitigation locations of replacement trees shall be determined through the permitting process.*
 - **Los Angeles County Oak Tree Ordinance:** *All trees within the oak genus (*Quercus*) shall be replaced at a ratio of 2:1 per individual oak tree.*
 - **City of Los Angeles Protected Tree and Shrub Ordinance:** *Protected trees and shrubs included trees of the oak genus (indigenous to California), western sycamore, southern California black walnut and California bay, and two shrub species (Mexican elderberry and toyon). Individual trees and shrubs shall be replaced at a 4:1 ratio by plants that are the same species of protected plant.*
 - **Policy-Protected Trees:** *All policy-protected trees, which fall under the purview of the Los Angeles Street Tree Policy or the Metro Tree Policy, shall be replaced at a ratio of 2:1 per individual. The Los Angeles Street Tree Policy allows for an in-lieu fee to be made with approval of the Board of Public Works following verification that replacement trees cannot be feasibly planted onsite. Trees under the Metro Tree Policy that are designated as heritage trees in a local ordinance shall be replaced at a 4:1 ratio with trees of the same variety.*
 - **Santa Monica Mountains National Recreation Area:** *Any tree within the Santa Monica Mountains National Recreation Area shall be replaced by trees of a species and ratio at the discretion of National Park Service, Santa Monica Mountains Conservancy, Mountains Recreation and Conservation Authority.*
- *All trees occurring on private property or Caltrans right-of-way shall not require permitting but shall require coordination and negotiation with property owners. Mitigation implementation shall follow Metro Tree Policy's replacement ratio of 2:1 per individual.*

- *For protected trees and shrubs that are not anticipated to be impacted, a Tree Protection Zone shall be established around each tree/shrub or cluster of trees/shrubs prior to the commencement of work. The Tree Protection Zone shall be erected using temporary fencing in an environmentally sensitive manner and remain in place until all site work has been completed. Specific installation timeframe may vary but the Tree Protection Zone must be inspected and approved by a Qualified Arborist prior to construction work occurring, including staging of equipment. Work can commence directly following arborist inspection and approval. No construction-related materials shall be stored or staged within the Tree Protection Zone (fenced areas).*
- *The LA Street Tree Policy would require coordination with the City of Los Angeles Department of Public Works for removal or maintenance of protected trees; this policy does not apply to trees within private property, UCLA, or within the Caltrans ROW. Metro Tree Policy would not require permitting but would require coordination with the landowners (i.e., private landowners, UCLA, Caltrans) when a tree must be removed. Additionally, Metro Tree Policy states a mitigation plan would be required to be developed in consultation with a Certified Arborist if construction impacts resulted in a damaged or removed tree; decisions would be made in accordance with local ordinances identifying protected trees.*

PM GEO-1: *The Project shall demonstrate to the County of Los Angeles and the City of Los Angeles that the design of the Project complies with all applicable provisions of the California Building Code with respect to seismic design. Compliance shall include the following:*

- *California Building Code Seismic Zone 4 Standards as the minimum seismic-resistant design for all proposed facilities.*
- *Seismic-resistant earthwork and construction design criteria (i.e., for the construction of the tunnel below ground surface, liquefaction, landslide, etc.), based on the site-specific recommendations of a California Registered Geologist in cooperation with the Project Engineers.*
- *An engineering analysis to characterize site specific performance of alluvium or fill where either forms part or all of the support.*

PM GEO-2: *A California-registered geologist and geotechnical engineer shall submit to and have approval by the Project a site specific evaluation of unstable soil conditions, including recommendations for ground preparation and earthwork activities specific to the site and in conformance with City of Los Angeles Building Code, County of Los Angeles Building Code, the California Building Code, Metro Rail Design Criteria (as applicable), and Caltrans Structure Seismic Design Criteria.*

PM GEO-3: *The Project shall demonstrate that the design of the Project complies with all applicable provisions of the County of Los Angeles Building Code and City of Los Angeles Building Code.*

MM GEO-3: *The Project shall comply with the recommendations of the final soils and geotechnical report. These recommendations shall be implemented in the design of the Project, including but not limited to measures associated with site preparation, fill placement, temporary shoring and permanent dewatering, groundwater seismic design features, excavation stability, foundations, soil stabilization, establishment of deep foundations, concrete slabs and pavements, surface drainage, cement type and corrosion measures, erosion control, shoring and internal bracing, and plan review.*

MM GEO-5: *Prior to construction, the Project shall prepare a Construction Management Plan (CMP) that addresses geologic constraints and outlines strategies to minimize or avoid impacts to geologic hazards during construction. The plan shall address the following geological and geotechnical constraints/resources and incorporate standard mitigation measures (shown in parentheses):*

- *Groundwater withdrawal (using dewatering pumps and proper disposal of contaminated groundwater according to legal requirements)*
- *Risk of ground failure from unstable soils (retaining walls and inserting soil stabilizers)*
- *Subsidence (retaining walls and shoring)*
- *Erosion control methods (netting on slopes, bioswales, sediment basins, re-vegetation)*
- *Soils with shrink-swell potential (inserting soil stabilizers)*
- *Soils with corrosive potential (protective coatings and protection for metal, steel or concrete structures, soil treatment, removal of corrosive soils and proper disposal of any corrosive soils)*
- *Impact to topsoils (netting, and dust control)*

The recommendations of the CMP would be incorporated into the project plans and specifications.

7 ALTERNATIVE 3

7.1 Alternative Description

Alternative 3 is an aerial monorail alignment that would run along the I-405 corridor and would include seven aerial monorail transit (MRT) stations and an underground tunnel alignment between the Getty Center and Wilshire Boulevard with two underground stations. This alternative would provide transfers to five high-frequency fixed guideway transit and commuter rail lines, including the Los Angeles County Metropolitan Transportation Authority's (Metro) E, Metro D, and Metro G Lines, the East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 16.1 miles, with 12.5 miles of aerial guideway and 3.6 miles of underground configuration.

The seven aerial and two underground MRT stations would be as follows:

1. Metro E Line Expo/Sepulveda Station (aerial)
2. Santa Monica Boulevard Station (aerial)
3. Wilshire Boulevard/Metro D Line Station (underground)
4. UCLA Gateway Plaza Station (underground)
5. Getty Center Station (aerial)
6. Ventura Boulevard/Sepulveda Boulevard Station (aerial)
7. Metro G Line Sepulveda Station (aerial)
8. Sherman Way Station (aerial)
9. Van Nuys Metrolink Station (aerial)

7.1.1 Operating Characteristics

7.1.1.1 Alignment

As shown on Figure 7-1, from its southern terminus at the Metro E Line Expo/Sepulveda Station, the alignment of Alternative 3 would generally follow I-405 to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, except for an underground segment between Wilshire Boulevard and the Getty Center.

The proposed southern terminus station would be located west of the existing Metro E Line Expo/Sepulveda Station, east of I-405 between Pico Boulevard and Exposition Boulevard. Tail tracks would extend just south of the station adjacent to the eastbound Interstate 10 to northbound I-405 connector over Exposition Boulevard. North of the Metro E Line Expo/Sepulveda Station, a storage track would be located off of the main alignment north of Pico Boulevard between I-405 and Cotner Avenue. The alignment would continue north along the east side of I-405 until just south of Santa Monica Boulevard, where a proposed station would be located between the I-405 northbound travel lanes and Cotner Avenue. The alignment would cross over the northbound and southbound freeway lanes north of Santa Monica Boulevard and travel along the west side of I-405. Once adjacent to the U.S. Department of Veterans Affairs (VA) Hospital site, the alignment would cross back over the I-405 lanes and Sepulveda Boulevard, before entering an underground tunnel south of the Federal Building parking lot.

Figure 7-1. Alternative 3: Alignment



Source: LASRE, 2024; HTA, 2024

The alignment would proceed east underground and turn north under Veteran Avenue toward the proposed Wilshire Boulevard/Metro D Line Station located under the University of California, Los Angeles (UCLA) Lot 36 on the east side of Veteran Avenue north of Wilshire Boulevard. North of this station, the underground alignment would curve northeast parallel to Weyburn Avenue before curving north and traveling underneath Westwood Plaza at Le Conte Avenue. The alignment would follow Westwood Plaza until the underground UCLA Gateway Plaza Station in front of the Luskin Conference

Center. The alignment would then continue north under the UCLA campus until Sunset Boulevard, where the tunnel would curve northwest for approximately 2 miles to rejoin I-405.

The Alternative 3 alignment would transition from an underground configuration to an aerial guideway structure after exiting the tunnel portal located at the northern end of the Leo Baeck Temple parking lot. The alignment would cross over Sepulveda Boulevard and the I-405 lanes to the proposed Getty Center Station on the west side of I-405, just north of the Getty Center tram station. The alignment would return to the median for a short distance before curving back to the west side of I-405 south of the Sepulveda Boulevard undercrossing north of the Getty Center Drive interchange. After crossing over Bel Air Crest Road and Skirball Center Drive, the alignment would again return to the median and run under the Mulholland Drive Bridge, then continue north within the I-405 median to descend into the San Fernando Valley (Valley).

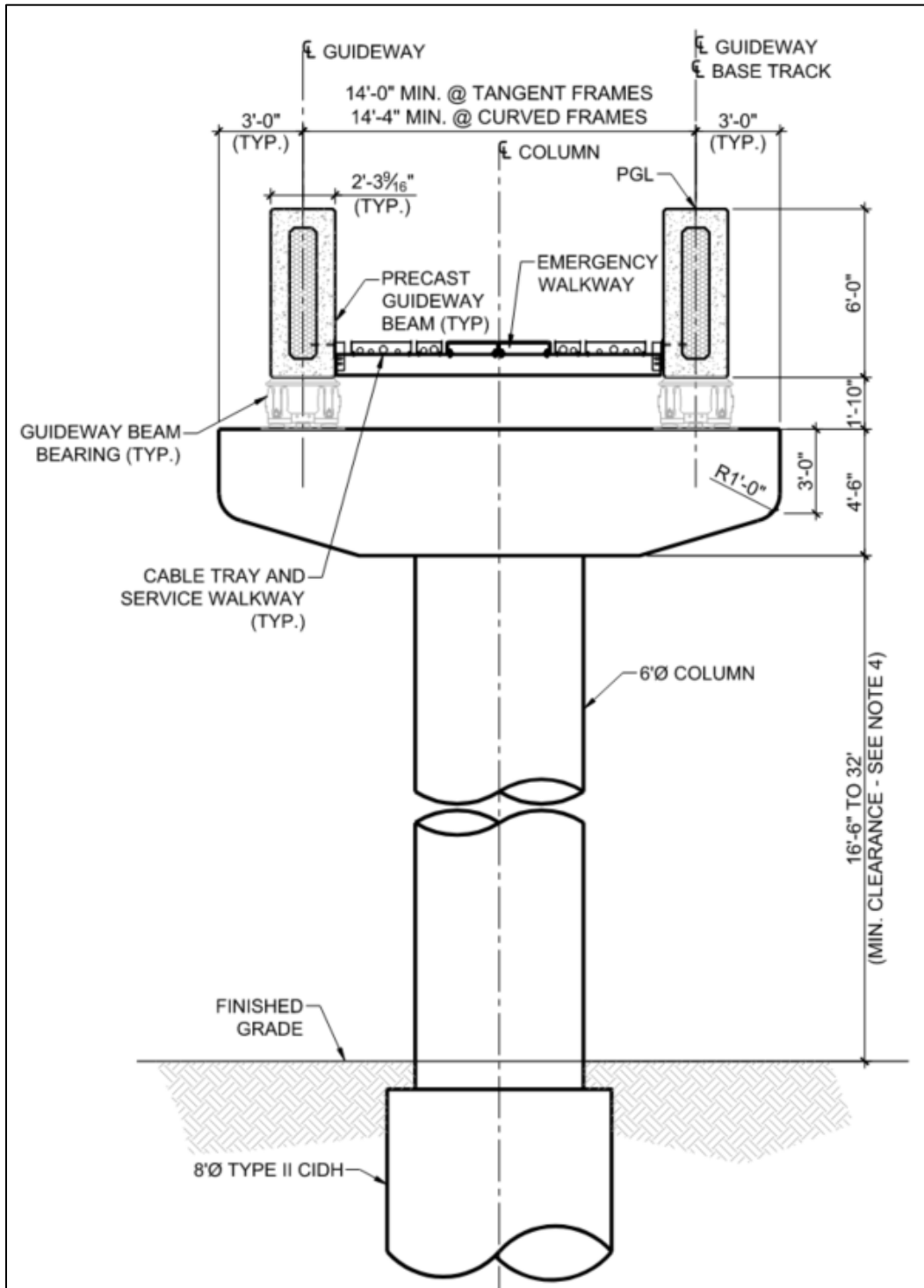
Near Greenleaf Street, the alignment would cross over the northbound freeway lanes and on-ramps toward the proposed Ventura Boulevard Station on the east side of I-405. This station would be located above a transit plaza and replace an existing segment of Dickens Street adjacent to I-405, just south of Ventura Boulevard. Immediately north of the Ventura Boulevard Station, the alignment would cross over the northbound I-405 to U.S. Highway 101 (US-101) connector and continue north between the connector and the I-405 northbound travel lanes. The alignment would continue north along the east side of I-405—crossing over US-101 and the Los Angeles River—to a proposed station on the east side of I-405 near the Metro G Line Busway. A new at-grade station on the Metro G Line would be constructed for Alternative 3 adjacent to the proposed station. These proposed stations are shown on the Metro G Line inset area on Figure 7-1.

The alignment would then continue north along the east side of I-405 to the proposed Sherman Way Station. The station would be located inside the I-405 northbound loop off-ramp to Sherman Way. North of the station, the alignment would continue along the eastern edge of I-405, then curve to the southeast parallel to the LOSSAN rail corridor. The alignment would run elevated along Raymer Street east of Sepulveda Boulevard and cross over Van Nuys Boulevard to the proposed terminus station adjacent to the Van Nuys Metrolink/Amtrak Station. Overhead utilities along Raymer Street would be undergrounded where they would conflict with the guideway or its supporting columns. Tail tracks would be located southeast of this terminus station.

7.1.1.2 Guideway Characteristics

Alternative 3 would utilize straddle-beam monorail technology, which allows the monorail vehicle to straddle a guide beam that both supports and guides the vehicle. Alternative 3 would operate on aerial and underground guideways with dual-beam configurations. Northbound and southbound trains would travel on parallel beams either in the same tunnel or supported by a single-column or straddle-bent aerial structure. Figure 7-2 shows a typical cross-section of the aerial monorail guideway.

Figure 7-2. Typical Aerial Monorail Guideway Cross-Section



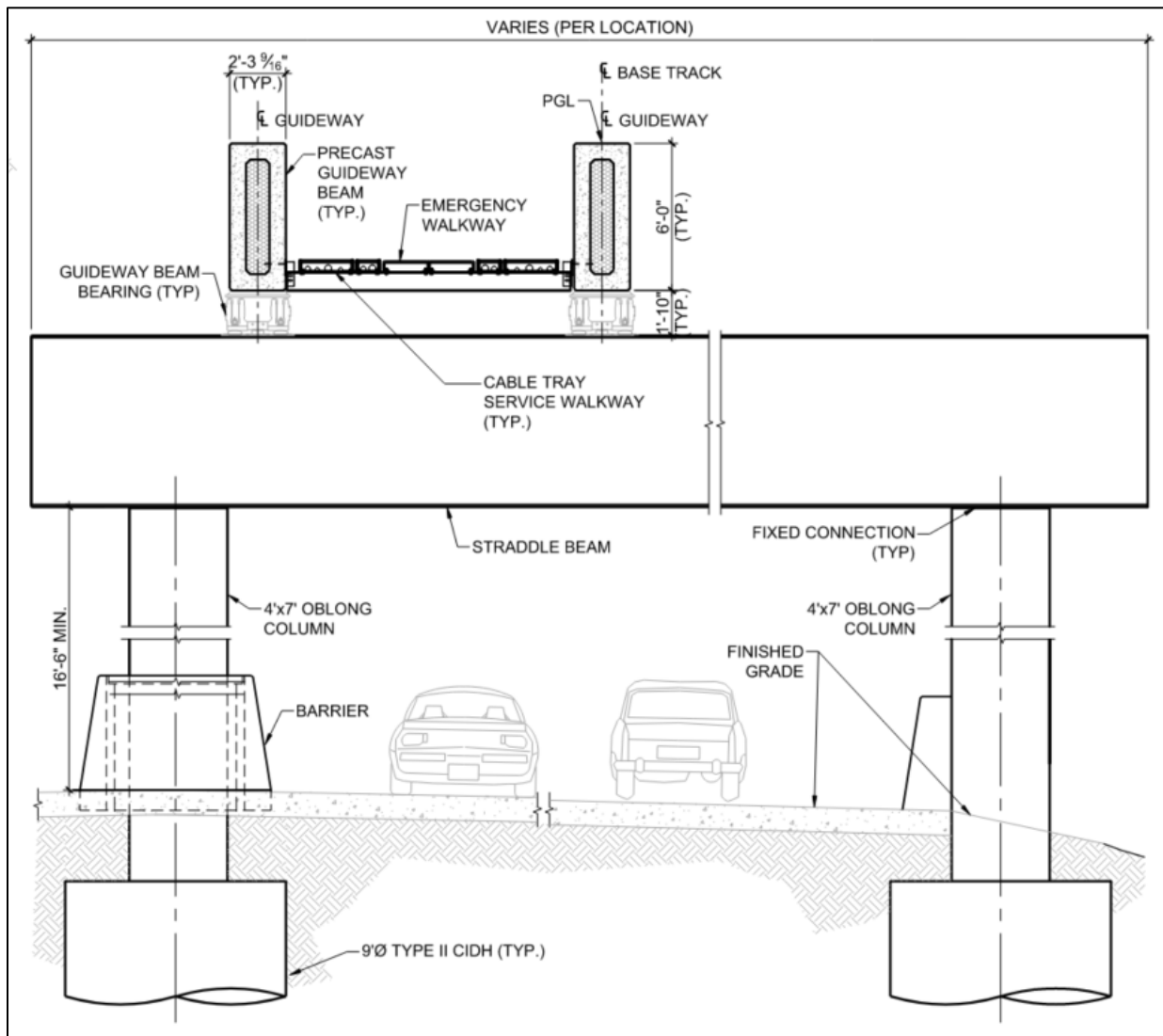
Source: LASRE, 2024

On a typical guideway section (i.e., not at a station), guide beams would rest on 20-foot-wide column caps (i.e., the structure connecting the columns and the guide beams), with typical spans (i.e., the

distance between columns) ranging from 70 to 190 feet. The bottom of the column caps would typically be between 16.5 feet and 32 feet above ground level.

Over certain segments of roadway and freeway facilities, a straddle-bent configuration, as shown on Figure 7-3, consisting of two concrete columns constructed outside of the underlying roadway would be used to support the guide beams and column cap. Typical spans for these structures would range between 65 and 70 feet. A minimum 16.5-foot clearance would be maintained between the underlying roadway and the bottom of the column caps.

Figure 7-3. Typical Monorail Straddle-Bent Cross-Section



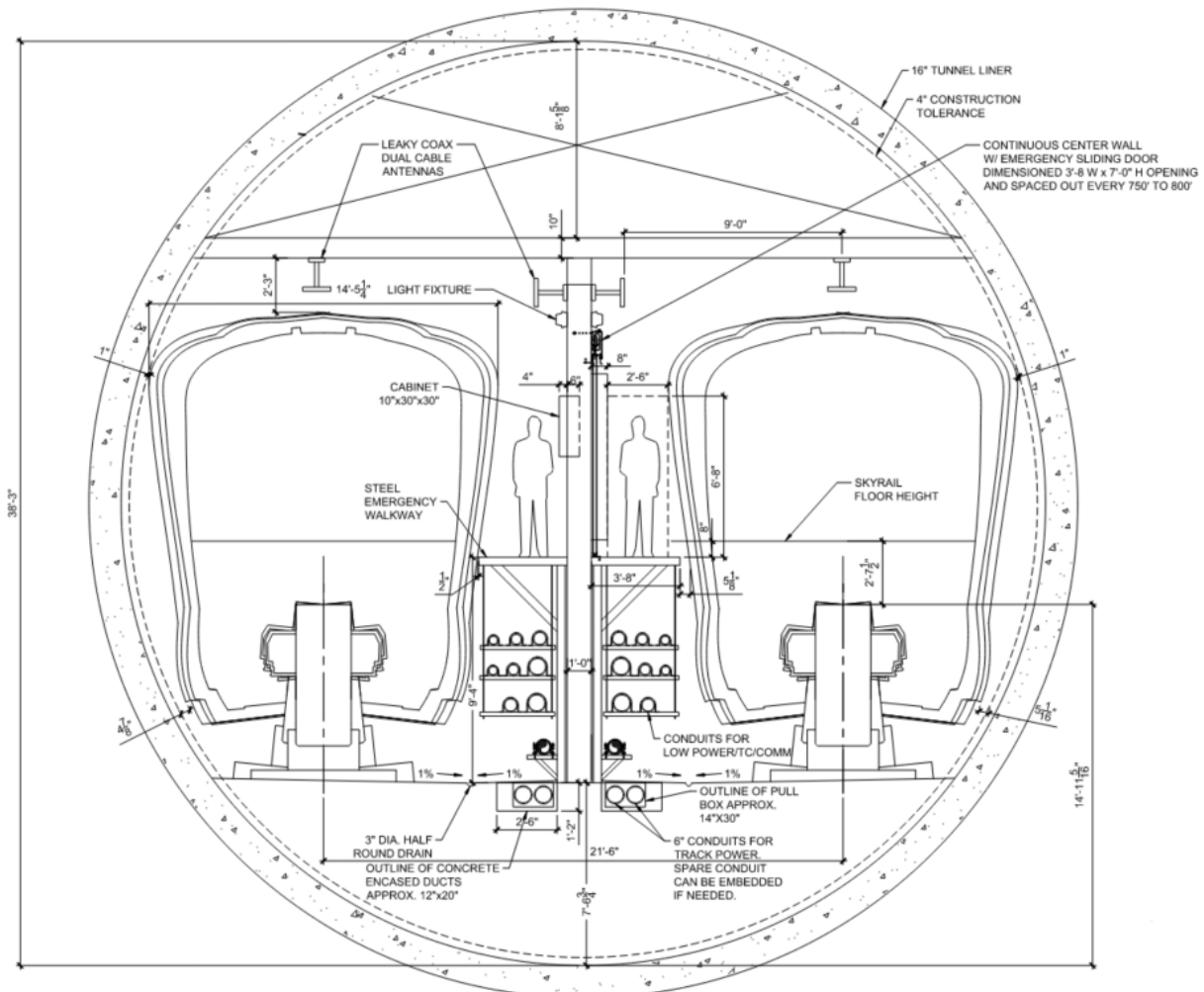
Source: LASRE, 2024

Structural support columns would vary in size and arrangement by alignment location. Columns would be 6 feet in diameter along main alignment segments adjacent to I-405 and be 4 feet wide by 6 feet long in the I-405 median. Straddle-bent columns would be 4 feet wide by 7 feet long. At stations, six rows of dual 5-foot by-8-foot columns would support the aerial guideway. Beam switch locations and long-span structures would also utilize different sized columns, with dual 5-foot columns supporting switch

locations and either 9-foot or 10-foot-diameter columns supporting long-span structures. Crash protection barriers would be used to protect the columns. All columns would have a cast-in-drilled-hole (CIDH) pile foundation extending 1 foot in diameter beyond the column width with varying depths for appropriate geotechnical considerations and structural support.

For underground sections, a single 40-foot-diameter tunnel would be needed to accommodate dual-beam configuration. The tunnel would be divided by a 1-foot-thick center wall dividing two compartments with a 14.5-foot-wide space for trains and a 4-foot-wide emergency evacuation walkway. The center wall would include emergency sliding doors placed every 750 to 800 feet. A plenum within the crown of the tunnel, measuring 8 feet tall from the top of the tunnel, would allow for air circulation and ventilation. Figure 7-4 illustrates these components at a typical cross-section of the underground monorail guideway.

Figure 7-4. Typical Underground Monorail Guideway Cross-Section



Source: LASRE, 2024

7.1.1.3 Vehicle Technology

Alternative 3 would utilize straddle-beam monorail technology, which allows the monorail vehicle to straddle a guide beam that both supports and guides the vehicle. Rubber tires would sit both atop and

on each side of the guide beam to provide traction and guide the train. Trains would be automated and powered by power rails mounted to the guide beam, with planned peak-period headways of 166 seconds and off-peak-period headways of 5 minutes. Monorail trains could consist of up to eight cars. Alternative 3 would have a maximum operating speed of 56 miles per hour; actual operating speeds would depend on the design of the guideway and distance between stations.

Monorail train cars would be 10.5 feet wide, with two double doors on each side. End cars would be 46.1 feet long with a design capacity of 97 passengers, and intermediate cars would be 35.8 feet long and have a design capacity of 90 passengers.

7.1.1.4 Stations

Alternative 3 would include seven aerial and two underground MRT stations with platforms approximately 320 feet long. Aerial stations would be elevated 50 feet to 75 feet above the ground level, and underground stations would be 80 feet to 110 feet underneath the existing ground level. The Metro E Line Expo/Sepulveda, Santa Monica Boulevard, Ventura Boulevard/Sepulveda Boulevard, Sherman Way, and Van Nuys Metrolink Stations would be center-platform stations where passengers would travel up to a shared platform that would serve both directions of travel. The Wilshire Boulevard/Metro D Line, UCLA Gateway Plaza, Getty Center, and Metro G Line Sepulveda Stations would be side-platform stations where passengers would select and travel up or down to station platforms depending on their direction of travel. Each station, regardless of whether it has side or center platforms, would include a concourse level prior to reaching the train platforms. Each station would have a minimum of two elevators, two escalators, and one stairway from ground level to the concourse.

Aerial station platforms would be approximately 320 feet long and would be supported by six rows of dual 5-foot by- 8-foot columns. The platforms would be covered, but not enclosed. Side-platform stations would be 61.5 feet wide to accommodate two 13-foot-wide station platforms with a 35.5-foot-wide intermediate gap for side-by-side trains. Center-platform stations would be 49 feet wide, with a 25-foot-wide center platform.

Underground side platforms would be 320 feet long and 26 feet wide, separated by a distance of 31.5 feet for side-by-side trains.

Monorail stations would include automatic, bi-parting fixed doors along the edges of station platforms. These doors would be integrated into the automatic train control system and would not open unless a train is stopped at the platform.

The following information describes each station, with relevant entrance, walkway, and transfer information. Bicycle parking would be provided at each station.

Metro E Line Expo/Sepulveda Station

- This aerial station would be located near the existing Metro E Line Expo/Sepulveda Station, just east of I-405 between Pico Boulevard and Exposition Boulevard.
- A transit plaza and station entrance would be located on the east side of the station.
- An off-street passenger pick-up/drop-off loop would be located south of Pico Boulevard west of Cotner Avenue.
- An elevated pedestrian walkway would connect the concourse level of the proposed station to the Metro E Line Expo/Sepulveda Station within the fare paid zone.

- Passengers would be able to park at the existing Metro E Line Expo/Sepulveda Station parking facility, which provides 260 parking spaces. No additional automobile parking would be provided at the proposed station.

Santa Monica Boulevard Station

- This aerial station would be located just south of Santa Monica Boulevard, between the I-405 northbound travel lanes and Cotner Avenue.
- Station entrances would be located on the southeast and southwest corners of Santa Monica Boulevard and Cotner Avenue. The entrance on the southeast corner of the intersection would be connected to the station concourse level via an elevated pedestrian walkway spanning Cotner Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

- This underground station would be located under UCLA Lot 36 on the east side of Veteran Avenue north of Wilshire Boulevard.
- A station entrance would be located on the northeast corner of the intersection of Veteran Avenue and Wilshire Boulevard.
- An underground pedestrian walkway would connect the concourse level of the proposed station to the Metro D Line Westwood/UCLA Station using a knock-out panel provided in the Metro D Line Station box. This connection would occur within the fare paid zone.
- No dedicated station parking would be provided at this station.

UCLA Gateway Plaza Station

- This underground station would be located beneath Gateway Plaza.
- Station entrances would be located on the northern end and southeastern end of the plaza.
- No dedicated station parking would be provided at this station.

Getty Center Station

- This aerial station would be located on the west side of I-405 near the Getty Center, approximately 1,000 feet north of the Getty Center tram station.
- An elevated pedestrian walkway would connect the proposed station's concourse level with the Getty Center tram station. The proposed connection would occur outside the fare paid zone.
- An entrance to the walkway above the Getty Center's parking lot would be the proposed station's only entrance.
- No dedicated station parking would be provided at this station.

Ventura Boulevard/Sepulveda Boulevard Station

- This aerial station would be located east of I-405, just south of Ventura Boulevard.
- A transit plaza, including two station entrances, would be located on the east side of the station. The plaza would require the closure of a 0.1-mile segment of Dickens Street between Sepulveda

Boulevard and Ventura Boulevard, with a passenger pick-up/drop-off loop and bus stops provided south of the station, off Sepulveda Boulevard.

- No dedicated station parking would be provided at this station.

Metro G Line Sepulveda Station

- This aerial station would be located near the Metro G Line Sepulveda Station, between I-405 and the Metro G Line Busway.
- Entrances to the MRT station would be located on both sides of the new proposed Metro G Line bus rapid transit (BRT) station.
- An elevated pedestrian walkway would connect the concourse level of the proposed station to the proposed new Metro G Line BRT station outside of the fare paid zone.
- Passengers would be able to park at the existing Metro G Line Sepulveda Station parking facility, which has a capacity of 1,205 parking spaces. Currently, only 260 parking spaces are used for transit parking. No additional automobile parking would be provided at the proposed station.

Sherman Way Station

- This aerial station would be located inside the I-405 northbound loop off-ramp to Sherman Way.
- A station entrance would be located on the north side of Sherman Way, directly across the street from the I-405 northbound off-ramp to Sherman Way East.
- An on-street passenger pick-up/drop-off area would be provided on the north side of Sherman Way west of Firmament Avenue.
- No dedicated station parking would be provided at this station.

Van Nuys Metrolink Station

- This aerial station would be located on the east side of Van Nuys Boulevard, just south of the LOSSAN rail corridor, incorporating the site of the current Amtrak ticket office.
- A station entrance would be located on the east side of Van Nuys Boulevard just south of the LOSSAN rail corridor. A second entrance would be located to the north of the LOSSAN rail corridor with an elevated pedestrian walkway connecting to both the concourse level of the proposed station and the platform of the Van Nuys Metrolink/Amtrak Station.
- Existing Metrolink Station parking would be reconfigured, maintaining approximately the same number of spaces, but 180 parking spaces would be relocated north of the LOSSAN rail corridor. Metrolink parking would not be available to Metro transit riders.

7.1.1.5 Station-to-Station Travel Times

Table 7-1 presents the station-to-station distance and travel times for Alternative 3. The travel times includes both running time and dwelling time. The travel times differ between northbound and southbound trips because of grade differentials and operational considerations at end-of-line stations.

Table 7-1. Alternative 3: Station-to-Station Travel Times and Station Dwell Times

From Station	To Station	Distance (miles)	Northbound Station-to-Station Travel Time (seconds)	Southbound Station-to-Station Travel Time (seconds)	Dwell Time (seconds)
<i>Metro E Line Station</i>					30
Metro E Line	Santa Monica Boulevard	0.9	123	97	—
<i>Santa Monica Boulevard Station</i>					30
Santa Monica Boulevard	Wilshire/Metro D Line	1.1	192	194	—
<i>Wilshire/Metro D Line Station</i>					30
Wilshire/Metro D Line	UCLA Gateway Plaza	0.9	138	133	—
<i>UCLA Gateway Plaza Station</i>					30
UCLA Gateway Plaza	Getty Center	2.6	295	284	—
<i>Getty Center Station</i>					30
Getty Center	Ventura Boulevard	4.7	414	424	—
<i>Ventura Boulevard Station</i>					30
Ventura Boulevard	Metro G Line	2.0	179	187	—
<i>Metro G Line Station</i>					30
Metro G Line	Sherman Way	1.5	134	133	—
<i>Sherman Way Station</i>					30
Sherman Way	Van Nuys Metrolink	2.4	284	279	—
<i>Van Nuys Metrolink Station</i>					30

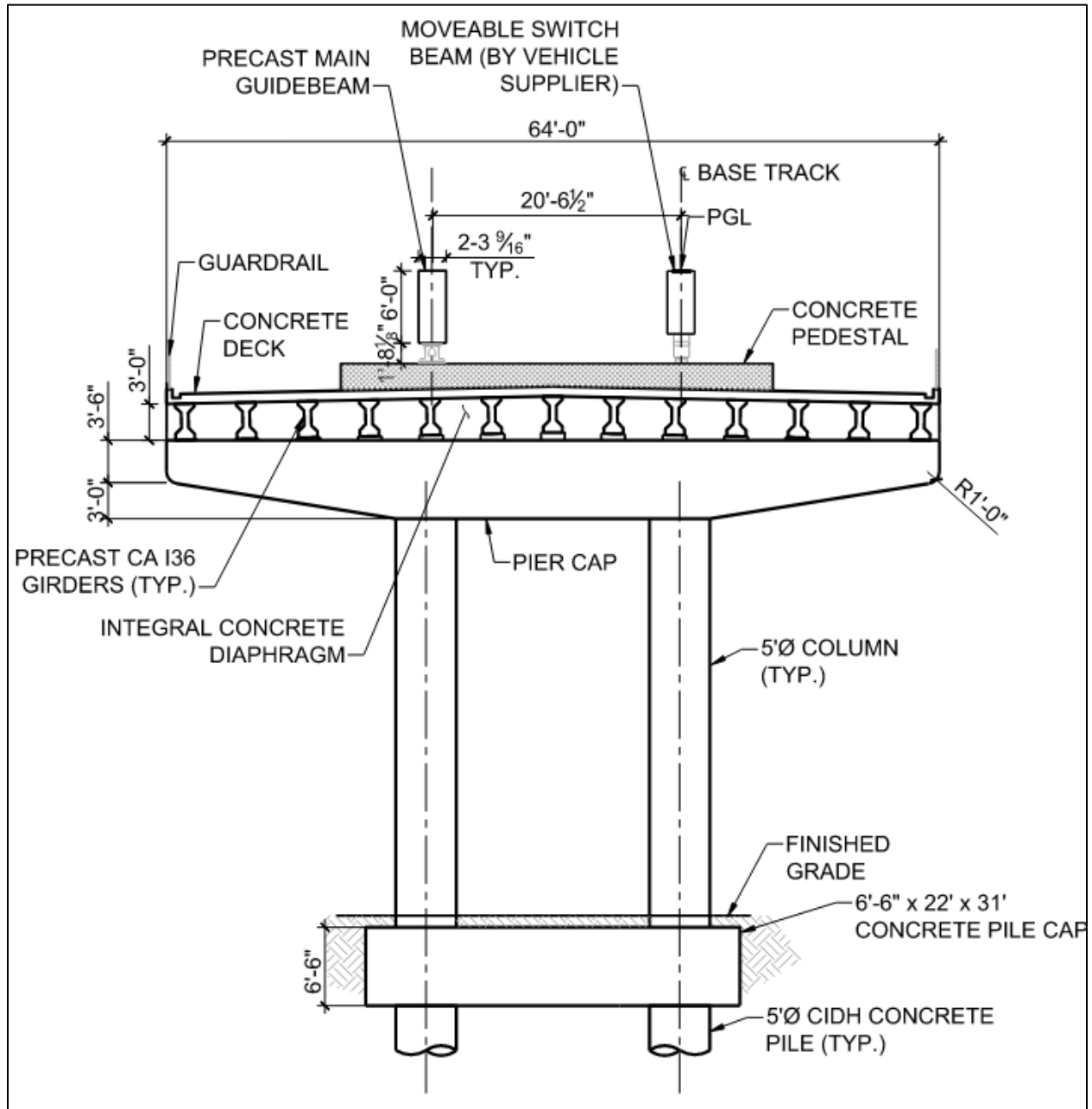
Source: LASRE, 2024

— = no data

7.1.1.6 Special Trackwork

Alternative 3 would include five pairs of beam switches to enable trains to cross over and reverse direction on the opposite beam. All beam switches would be located on aerial portions of the alignment of Alternative 3. From south to north, the first pair of beam switches would be located just north of the Metro E Line Expo/Sepulveda Station. A second pair of beam switches would be located on the west side of I-405, directly adjacent to the VA Hospital site, south of the Wilshire Boulevard/Metro D Line Station. A third pair of beam switches would be located in the Sepulveda Pass just south of Mountaingate Drive and Sepulveda Boulevard. A fourth pair of beam switches would be located south of the Metro G Line Station between the I-405 northbound lanes and the Metro G Line Busway. The final pair would be located near the Van Nuys Metrolink Station.

At beam switch locations, the typical cross-section of the guideway would increase in column and column cap width. The column cap width at these locations would be 64 feet, with dual 5-foot-diameter columns. Underground pile caps for additional structural support would also be required at these locations. Figure 7-5 shows a typical cross-section of the monorail beam switch.

Figure 7-5. Typical Monorail Beam Switch Cross-Section


Source: LASRE, 2024

7.1.1.7 Maintenance and Storage Facility

MSF Base Design

In the maintenance and storage facility (MSF) Base Design for Alternative 3, the MSF would be located on City of Los Angeles Department of Water and Power (LADWP) property east of the Van Nuys Metrolink Station. The MSF Base Design site would be approximately 18 acres and would be designed to accommodate a fleet of 208 monorail vehicles. The site would be bounded by the LOSSAN rail corridor

to the north, Saticoy Street to the south, and property lines extending north of Tyrone and Hazeltine Avenues to the east and west, respectively.

Monorail trains would access the site from the main alignment's northern tail tracks at the northwest corner of the site. Trains would travel parallel to the LOSSAN rail corridor before curving southeast to maintenance facilities and storage tracks. The guideway would remain in an aerial configuration within the MSF Base Design, including within maintenance facilities.

The site would include the following facilities:

- Primary entrance with guard shack
- Primary maintenance building that would include administrative offices, an operations control center, and a maintenance shop and office
- Train car wash building
- Emergency generator
- Traction power substation (TPSS)
- Maintenance-of-way (MOW) building
- Parking area for employees

MSF Design Option 1

In the MSF Design Option 1, the MSF would be located on industrial property, abutting Orion Avenue, south of the LOSSAN rail corridor. The MSF Design Option 1 site would be approximately 26 acres and would be designed to accommodate a fleet of 224 monorail vehicles. The site would be bounded by I-405 to the west, Stagg Street to the south, the LOSSAN rail corridor to the north, and Orion Avenue and Raymer Street to the east. The monorail guideway would travel along the northern edge of the site.

Monorail trains would access the site from the monorail guideway east of Sepulveda Boulevard, requiring additional property east of Sepulveda Boulevard and north of Raymer Street. From the northeast corner of the site, trains would travel parallel to the LOSSAN rail corridor before turning south to maintenance facilities and storage tracks parallel to I-405. The guideway would remain in an aerial configuration within the MSF Design Option 1, including within maintenance facilities.

The site would include the following facilities:

- Primary entrance with guard shack
- Primary maintenance building that would include administrative offices, an operations control center, and a maintenance shop and office
- Train car wash building
- Emergency generator
- TPSS
- MOW building
- Parking area for employees

Figure 7-6 shows the locations of the MSF Base Design and MSF Design Option 1 for Alternative 3.

Figure 7-6. Alternative 3: Maintenance and Storage Facility Options



Source: LASRE, 2024; HTA, 2024

7.1.1.8 Traction Power Substations

TPSSs transform and convert high voltage alternating current supplied from power utility feeders into direct current suitable for transit operation. A TPSS on a site of approximately 8,000 square feet would be located approximately every 1 mile along the alignment. Table 7-2 lists the TPSS locations proposed for Alternative 3.

Figure 7-7 shows the TPSS locations along the Alternative 3 alignment.

Table 7-2. Alternative 3: Traction Power Substation Locations

TPSS No.	TPSS Location Description	Configuration
1	TPSS 1 would be located east of I-405, just south of Exposition Boulevard and the monorail guideway tail tracks.	At-grade
2	TPSS 2 would be located east of I-405 and Sepulveda Boulevard, just north of the Getty Center Station.	At-grade
3	TPSS 3 would be located west of I-405, just east of the intersection between Promontory Road and Sepulveda Boulevard.	At-grade
4	TPSS 4 would be located between I-405 and Sepulveda Boulevard, just north of the Skirball Center Drive Overpass.	At-grade
5	TPSS 5 would be located east of I-405, just south of Ventura Boulevard Station, between Sepulveda Boulevard and Dickens Street.	At-grade
6	TPSS 6 would be located east of I-405, just south of the Metro G Line Sepulveda Station.	At-grade
7	TPSS 7 would be located east of I-405, just east of the Sherman Way Station, inside the I-405 Northbound Loop Off-Ramp to Sherman Way westbound.	At-grade
8	TPSS 8 would be located east of I-405, at the southeast quadrant of the I-405 overcrossing with the LOSSAN rail corridor.	At-grade
9	TPSS 9 would be located east of I-405, at the southeast quadrant of the I-405 overcrossing with the LOSSAN rail corridor.	At-grade (within MSF Design Option)
10	TPSS 10 would be located between Van Nuys Boulevard and Raymer Street, south of the LOSSAN rail corridor.	At-grade
11	TPSS 11 would be located south of the LOSSAN rail corridor, between Tyrone Avenue and Hazeltine Avenue.	At-grade (within MSF Base Design)
12	TPSS 12 would be located southwest of Veteran Avenue at Wellworth Avenue.	Underground
13	TPSS 13 would be located within the Wilshire Boulevard/Metro D Line Station.	Underground (adjacent to station)
14	TPSS 14 would be located underneath UCLA Gateway Plaza.	Underground (adjacent to station)

Source: LASRE, 2024; HTA, 2024

Figure 7-7. Alternative 3: Traction Power Substation Locations



Source: LASRE, 2024; HTA, 2024

7.1.1.9 Roadway Configuration Changes

Table 7-3 lists the roadway changes necessary to accommodate the guideway of Alternative 3. Figure 7-8 shows the location of these roadway changes in the Sepulveda Transit Corridor Project (Project) Study Area, except for the I-405 configuration changes, which occur throughout the corridor.

Table 7-3. Alternative 3: Roadway Changes

Location	From	To	Description of Change
Cotner Avenue	Nebraska Avenue	Santa Monica Boulevard	Roadway realignment to accommodate aerial guideway columns
Beloit Avenue	Massachusetts Avenue	Ohio Avenue	Roadway narrowing to accommodate aerial guideway columns
Sepulveda Boulevard	Getty Center Drive	Not Applicable	Southbound right turn lane to Getty Center Drive shortened to accommodate aerial guideway columns
I-405 Northbound On-Ramp and Off-Ramp at Sepulveda Boulevard near I-405 Exit 59	Sepulveda Boulevard near I-405 Northbound Exit 59	Sepulveda Boulevard/I-405 Undercrossing (near Getty Center)	Ramp realignment to accommodate aerial guideway columns and I-405 widening
Sepulveda Boulevard	I-405 Southbound Skirball Center Drive Ramps (north of Mountaingate Drive)	Skirball Center Drive	Roadway realignment into existing hillside to accommodate aerial guideway columns and I-405 widening
I-405 Northbound On-Ramp at Mulholland Drive	Mulholland Drive	Not Applicable	Roadway realignment into the existing hillside between the Mulholland Drive Bridge pier and abutment to accommodate aerial guideway columns and I-405 widening
Dickens Street	Sepulveda Boulevard	Ventura Boulevard	Permanent removal of street for Ventura Boulevard Station construction Pick-up/drop-off area would be provided along Sepulveda Boulevard at the truncated Dickens Street
Sherman Way	Haskell Avenue	Firmament Avenue	Median improvements, passenger drop-off and pick-up areas, and bus pads within existing travel lanes
Raymer Street	Sepulveda Boulevard	Van Nuys Boulevard	Curb extensions and narrowing of roadway width to accommodate aerial guideway columns
I-405	Sepulveda Boulevard Northbound Off-Ramp (Getty Center Drive interchange)	Sepulveda Boulevard Northbound On-Ramp (Getty Center Drive interchange)	I-405 widening to accommodate aerial guideway columns in the median
I-405	Skirball Center Drive	U.S. Highway 101	I-405 widening to accommodate aerial guideway columns in the median

Source: LASRE, 2024; HTA, 2024

Figure 7-8. Alternative 3: Roadway Changes



Source: LASRE, 2024; HTA, 2024

In addition to the changes made to accommodate the guideway, as listed in Table 7-3, roadways and sidewalks near stations would be reconstructed, which would result in modifications to curb ramps and driveways.

7.1.1.10 Ventilation Facilities

For ventilation of the monorail’s underground portion, a plenum within the crown of the tunnel would provide a separate compartment for air circulation and allow multiple trains to operate between

stations. Vents would be located at the southern portal near the Federal Building parking lot, Wilshire/Metro D Line Station, UCLA Gateway Plaza Station, and at the northern portal near the Leo Baeck Temple parking lot. Emergency ventilation fans would be located at the UCLA Gateway Plaza Station and at the northern and southern tunnel portals.

7.1.1.11 Fire/Life Safety – Emergency Egress

Continuous emergency evacuation walkways would be provided along the guideway. Walkways along the alignment’s aerial portions would typically consist of structural steel frames anchored to the guideway beams to support non-slip walkway panels. The walkways would be located between the two guideway beams for most of the aerial alignment; however, where the beams split apart, such as entering center-platform stations, short portions of the walkway would be located on the outside of the beams. For the underground portion of Alternative 3, 3.5-foot-wide emergency evacuation walkways would be located on both sides of the beams. Access to tunnel segments for first responders would be through stations.

7.1.2 Construction Activities

Construction activities for Alternative 3 would include constructing the aerial guideway and stations, underground tunnel and stations, and ancillary facilities, and widening I-405. Construction of the transit facilities through substantial completion is expected to have a duration of 8 ½ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

Aerial guideway construction would begin at the southern and northern ends of the alignment and connect in the middle. Constructing the guideway would require a combination of freeway and local street lane closures throughout the working limits to provide sufficient work area. The first stage of I-405 widening would include a narrowing of adjacent freeway lanes to a minimum width of 11 feet (which would eliminate shoulders) and placing K-rail on the outside edge of the travel lanes to create outside work areas. Within these outside work zones, retaining walls, drainage, and outer pavement widenings would be constructed to allow for I-405 widening. The reconstruction of on- and off-ramps would be the final stage of I-405 widening.

A median work zone along I-405 for the length of the alignment would be required for erection of the guideway structure. In the median work zone, demolition of existing median and drainage infrastructure would be followed by the installation of new K-rails and installation of guideway structural components, which would include full directional freeway closures when guideway beams must be transported into the median work areas during late-night hours. Additional night and weekend directional closures would be required for installation of long-span structures over I-405 travel lanes where the guideway would transition from the median.

Aerial station construction is anticipated to last the duration of construction activities for Alternative 3 and would include the following general sequence of construction:

- Site clearing
- Utility relocation
- Construction fencing and rough grading
- CIDH pile drilling and installation
- Elevator pit excavation
- Soil and material removal

- Pile cap and pier column construction
- Concourse level and platform level falsework and cast-in-place structural concrete
- Guideway beam installation
- Elevator and escalator installation
- Completion of remaining concrete elements such as pedestrian bridges
- Architectural finishes and mechanical, electrical, and plumbing installation

Underground stations, including the Wilshire Boulevard/Metro D Line Station and the UCLA Gateway Plaza Station, would use a “cut-and-cover” construction method whereby the station structure would be constructed within a trench excavated from the surface that is covered by a temporary deck and backfilled during the later stages of station construction. Traffic and pedestrian detours would be necessary during underground station excavation until decking is in place and the appropriate safety measures are taken to resume cross traffic.

A tunnel boring machine (TBM) would be used to construct the underground segment of the guideway. The TBM would be launched from a staging area on Veteran Avenue south of Wilshire Boulevard, and head north toward an exit portal location north of Leo Baeck Temple. The southern portion of the tunnel between Wilshire Boulevard and the Bel Air Country Club would be at a depth between 80 to 110 feet from the surface to the top of the tunnel. The UCLA Gateway Plaza Station would be constructed using cut-and-cover methods. Through the Santa Monica Mountains, the tunnel would range between 30 to 300 feet deep.

Alternative 3 would require construction of a concrete casting facility for columns and beams associated with the elevated guideway. A specific site has not been identified; however, it is expected that the facility would be located on industrially zoned land adjacent to a truck route in either the Antelope Valley or Riverside County. When a site is identified, the contractor would obtain all permits and approvals necessary from the relevant jurisdiction, the appropriate air quality management entity, and other regulatory entities.

TPSS construction would require additional lane closures. Large equipment, including transformers, rectifiers, and switchgears would be delivered and installed through prefabricated modules where possible in at-grade TPSSs. The installation of transformers would require temporary lane closures on Exposition Boulevard, Beloit Avenue, and the I-405 northbound on-ramp at Burbank Boulevard.

Table 7-4 and Figure 7-9 show the potential construction staging areas for Alternative 3. Staging areas would provide the necessary space for the following activities:

- Contractors’ equipment
- Receiving deliveries
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment)

Table 7-4. Alternative 3: Construction Staging Locations

No.	Location Description
1	Public Storage between Pico Boulevard and Exposition Boulevard, east of I-405
2	South of Dowlen Drive and east of Greater LA Fisher House
3	Federal Building Parking Lot
4	Kinross Recreation Center and UCLA Lot 36
5	North end of the Leo Baeck Temple Parking Lot (tunnel boring machine retrieval)
6	At 1400 N Sepulveda Boulevard
7	At 1760 N Sepulveda Boulevard
8	East of I-405 and north of Mulholland Drive Bridge
9	Inside of I-405 Northbound to US-101 Northbound Loop Connector, south of US-101
10	ElectroRent Building south of G Line Busway, east of I-405
11	Inside the I-405 Northbound Loop Off-Ramp at Victory Boulevard
12	Along Cabrito Road east of Van Nuys Boulevard

Source: LASRE, 2024; HTA, 2024

Figure 7-9. Alternative 3: Construction Staging Locations



Source: LASRE, 2024; HTA, 2024

7.2 Existing Conditions

This section describes Section 4(f) properties that were considered for evaluation. Properties subject to Section 4(f) consideration include historic resources of local, state, or national significance, whether privately or publicly owned, as well as publicly owned parks, recreation areas, and wildlife refuges of national or local significance. Section 2.1.1.1 provides more information about the types of properties protected by Section 4(f) of the U.S. Department of Transportation Act.

7.2.1 Historic Sites

This section identifies eligible historic properties that are subject to Section 4(f) and describes the architectural styles that form the basis of the evaluation. Prior to completing this Section 4(f) evaluation, a CEQA historical resource impact analysis was completed to identify historical and archaeological resources in the Built Environment Resource Study Area (RSA) and to determine their significance (refer to the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* [Metro, 2025a]). Historic and archival research was undertaken to determine the presence of previously identified historic properties eligible for listing in the National Register of Historic Places (NRHP). In addition, a historic architectural survey was completed for the Section 4(f) Built Environment RSA for the project alternatives to further identify and evaluate properties that are historically significant and meet the criteria for eligibility for listing in the NRHP. Historical resources identified for the purposes of CEQA analysis in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a), as well as each resource's potential Section 4(f) protection status, are shown in Table 7-5. With regard to Section 4(f) requirements, historic sites identified in Table 7-5 that are listed in or eligible for listing in the NRHP were evaluated for potential use. The locations of these resources are depicted in Figure 7-10 and Figure 7-11.

To date, a Section 106 consultation process has not occurred; thus, key Section 4(f) consultation with the officials with jurisdiction over historic sites (i.e., the State Historic Preservation Officer [SHPO]) also has not occurred. Thus, the identification of historic sites would be revisited when there is federal involvement.

In addition to built-environment historic properties, the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a) identified various archaeological and tribal cultural resources through a combination of archival and field research. This effort yielded 10 previously identified archaeological resources within the Project Study Area. Of those previously identified resources, the South Central Coastal Information Center (SCCIC) records search identified one previously recorded archaeological resource (P-19-003803) within the Alternative 3 Section 4(f) Archaeological RSA. This archaeological resource was also the only previously identified resource that has been determined eligible for listing in the NRHP. If P-19-003803 is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place then the exception (23 CFR 774.13b) to the requirements of Section 4(f) would apply and no Section 4(f) evaluation of the archaeological site would be required. Section 4(f) applies to archeological sites that are listed in or eligible for listing in the NRHP and that warrant preservation in place. Efforts to preserve the resource or develop and execute a Data Recovery Plan should be addressed in the Section 106 process. Since the Section 106 process has not been initiated, the officials with jurisdiction over the resource (i.e., the SHPO) have not been consulted on the importance of the resource or its data recovery potential. Thus, P-19-003803 is considered a Section 4(f) protected historical site for the purposes of this report.

Table 7-5. Alternative 3: Identified Historic Sites in the Environment Resource Study Area

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
1	13812 Saticoy Street	NA	13812 Saticoy Street	The industrial building located at 13812 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
2	13914 Saticoy Street	NA	13914 Saticoy Street	The industrial building located at 13914 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
3	13938 Saticoy Street	NA	13938 Saticoy Street	The industrial building located at 13938 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
4	13942 Saticoy Street	NA	13942 Saticoy Street	The industrial building located at 13942 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
5	SPRR Warehouse	NA	7766 Van Nuys Boulevard	The SPRR Warehouse located at 7766 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the post-World War II railroad development and the SPRR's transition to diesel locomotive engines.	Yes
6	14704 Raymer Street	NA	14704 Raymer Street	The industrial property located at 14704 Raymer Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
7	14746 Raymer Street	NA	14746 Raymer Street	The industrial property located at 14746 Raymer Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
12	Sherman Way Street Trees	NA	Along either side of Sherman Way between Woodley Avenue and Sherman Circle	The Sherman Way Street Trees are eligible for listing in the local register significant as representing the Street Planting Plan for Sherman Way (paved between 1911 and 1913), a major streetcar and automobile route which was the main corridor from central Los Angeles to Van Nuys.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
14	Van Nuys Boulevard Street Trees	NA	Between Sherman Way along Sherman Circle and Hamlin Street on Van Nuys Boulevard	The Van Nuys Boulevard Street Trees are eligible for listing in the local register significant as representing the Street Planting Plan for Sherman Way (paved between 1911 and 1913, and parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which was the main automobile and streetcar corridor from central Los Angeles to Van Nuys.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.
18	Air Raid Siren No. 117	NA	South side of Oxnard Street, west of Sepulveda Boulevard	The Air Raid Siren No. 117 is eligible for listing in the NRHP and CRHR and is significant under Criterion A for its association with World War II and Cold War military infrastructure.	Yes
19	Cabana Motel	NA	5764 Sepulveda Boulevard	The Cabana Motel located at 5764 Sepulveda Boulevard is eligible for listing in the NRHP, CRHR, and the local register at the local level and is significant under Criterion A/1 for its association with Los Angeles's postwar car culture and Criterion C/3 for its Modern design.	Yes
20	El Cortez Motel	NA	5746 Sepulveda Boulevard	The El Cortez Motel located at 5746 Sepulveda Boulevard is eligible for listing in the NRHP, CRHR, and the local register at the local level and is significant under Criterion A/1 for its association with Los Angeles's postwar car culture and Criterion C/3 for its Modern design.	Yes
21	5724 Sepulveda Boulevard	NA	5724 Sepulveda Boulevard	The multiple-family building located at 5724 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the postwar housing crisis and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
22	Kauai Surf	NA	15232 Martha Street	The Kauai Surf apartments building located at 15232 Martha Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
23	5450 Sepulveda Boulevard	NA	5450 Sepulveda Boulevard	The residential building located at 5450 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Monterey design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
24	Cathedral of St. Mary Church	NA	5335 N Sepulveda Boulevard	The Cathedral of St. Mary Church located at 5335 N Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Byzantine Revival design.	Yes
25	Lt. Patrick H. Daniels United States Army Reserve Center	NA	5161 Sepulveda Boulevard	The Lt. Patrick H. Daniels United States Army Reserve Center building located at 5161 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the Army Reserves in Los Angeles during the Vietnam War and under Criterion C/3 for its Modern design.	Yes
27	4700 Sepulveda Boulevard	NA	4700 Sepulveda Boulevard	The multiple-family building located at 4700 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Eclectic Streamline Moderne design.	Yes
28	4737 Orion Avenue	NA	4737 Orion Avenue	The residential building located at 4737 Orion Avenue is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the postwar housing crisis and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
29	4714 Orion Avenue	NA	4714 Orion Avenue	The residential building located at 4714 Orion Avenue is eligible for listing in the NRHP, CRHR, and the local register at the local level. It is significant under Criterion A/1 for its association with the postwar housing crisis and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
30	15233 Ventura Boulevard	NA	15233 Ventura Boulevard	The commercial property located at 15233 Ventura Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	Yes
31/33	15300 Ventura Boulevard	NA	15300 Ventura Boulevard	The building is individually eligible for listing in the NRHP and is significant under Criterion C for its International design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
32	Sherman Oaks Circle Historic District	NA	Between Firmament Avenue and I-405	The Sherman Oaks Circle Historic District is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 as residential subdivision that reflects both pre-and post-World War II residential development and architectural styles.	Yes
34	15233 Ventura Boulevard	NA	15250 Ventura Boulevard	The commercial property located at 15250 Ventura Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	Yes
35	Da Siani Ristorante (Sherwood Coiffeurs)	NA	4511 Sepulveda Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	Yes
36	4506 Saugus Avenue	NA	4506 Saugus Avenue	The multiple-family building located at 4506 Saugus Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Contemporary design.	Yes
37	15224 Dickens Street	NA	15224 Dickens Street	The multiple-family residential building located at 15224 Dickens Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	Yes
38	15564 Briarwood Drive	NA	15564 Briarwood Drive	The residential building located at 15564 Briarwood Drive is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern Post and Beam design.	Yes
40	3754 N Scadlock Lane	NA	3754 N Scadlock Lane	The residential building located at 3754 N Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
41	3700 N Scadlock Lane	NA	3700 N Scadlock Lane	The residential building located at 3700 N Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
42	3666 N Scadlock Lane	NA	3666 N Scadlock Lane	The residential building located at 3666 N Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
43	3601 Scadlock Lane	NA	3601 Scadlock Lane	The residential building located at 3601 Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
66	The John Thomas Dye School	NA	11414 Chalon Road	The John Thomas Dye School is eligible for the listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with educational development in Bel Air, and Criterion B/2 for its association with the professional lives and careers of Cathryn Robberts Dye and John Thomas Dye II.	Yes
67	10940 Weyburn Avenue	NA	619 Sarbonne Road	The residential building located at 619 Sarbonne Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Streamline Moderne design.	Yes
68	10811 Ambazac Way	NA	10811 Ambazac Way	The residential building located at 10811 Ambazac Way is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Monterey Revival design.	Yes
71	Marymount High School (Main Administration Building, including Chapel and Auditorium)	NA	10643-10685 Sunset Boulevard and 101-121 Marymount Place	The local register listed Marymount High School (Main Administration Building, including Chapel and Auditorium) (LAHCM No. 254) is significant under local register criteria for its design and local significance.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.
72	UCLA Historic District	NA	Encompasses the east-west axis of the campus and is bounded by Westwood Boulevard and Circle Drive	The district includes 15 contributing resources and landscape features, and two non-contributing resources. The district is significant under NRHP Criterion A as the first public institution of higher education in Southern California, and under NRHP Criterion C for its design.	Yes
73	UCLA Ackerman Hall	P-19-190591	308 Westwood Plaza	The building is individually eligible for listing the NRHP and CRHR and is significant under Criterion A for its association with the history of UCLA and under Criterion C/3 for its Modern design.	Yes
85	522 S Sepulveda Boulevard	NA	522 S Sepulveda Boulevard	The residential building located at 522 S Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Contemporary design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
86	West Los Angeles Veterans Affairs Historic District	P-19-173043	11301 Wilshire Boulevard	NRHP Listed – Eligible under Criteria A and C for its association with the government’s development of veterans’ health care and for its distinctive architecture. The district includes 66 contributing resources and 44 noncontributing resources.	Yes
87	UCLA Veterans Rehabilitation Services	P-19-189982	1000 Veteran Avenue	The UCLA Veterans Rehabilitation Services building is eligible for listing in the NRHP and CRHR. It is significant under Criterion C/3 for its Contemporary design and as a work of a master, Welton Beckett and Associates.	Yes
88	Engine Company #37	P-19-173149	1090 Veteran Avenue	The building is eligible under NRHP and CRHR Criteria A/1 and C/3 and is significant for its association with the Veteran’s Service Administration during World War II and its design.	Yes
90	Holmby Building	NA	921 Westwood Boulevard	The local register listed Holmby Building (LAHCM No. 1223) is significant under local register criteria as an excellent example of Mediterranean Revival commercial architecture in Westwood Village and as the work of master architect Gordon B. Kaufmann.	No. Not eligible for the NRHP. This property is listed in the LAHCM only.
91	924 Westwood Boulevard	NA	924 Westwood Boulevard	The commercial building located at 924 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	Yes
92	California Pizza Kitchen	NA	1001 Broxton Avenue	The commercial building at 1001 Broxton Avenue is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the original development of Westwood by the Janss Corporation and under Criterion C/3 for its Spanish Colonial Revival commercial architecture.	Yes
93	10930 Weyburn Avenue	NA	10940 Weyburn Avenue	The commercial building located at 10940 Weyburn Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Spanish Colonial Revival design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
94	Chatam Restaurant	NA	10930 Weyburn Avenue	The Chatam Restaurant building located at 10930 Weyburn Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its One Part Commercial Block design.	Yes
96	Bullock's Department Store	NA	1000 S Westwood Boulevard	The Bullock's Department Store is eligible for local register listing and is significant as an individual building that represents a very early phase of commercial development in a neighborhood, and as a rare example of its type.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.
103	Gayley Center	NA	1101 Gayley Avenue	The Gayley Center is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Late Modern commercial architecture and as work of noted architects Krisel-Shapiro & Associates.	Yes
104/105	Linde Medical Building	P-19-189273	10921 Wilshire Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its International style design.	Yes
106	Tishman Building	NA	10950 W Wilshire Boulevard	The Tishman Building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Corporate Modern high-rise architecture and as the work of master architect Welton Becket.	Yes
107	1220 Veteran Avenue	P-19-173150	1220 Veteran Avenue	The building is individually eligible for listing in the NRHP and is significant under Criterion C for its design and as a work of a master architect, George J. Fosdyke.	Yes
108	Westwood Federal Building	P-19-189274	11000 Wilshire Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its New Formalist design and association with master architects of Welton Becket and Associates with Paul R. Williams and A. C. Martin and Associates.	Yes

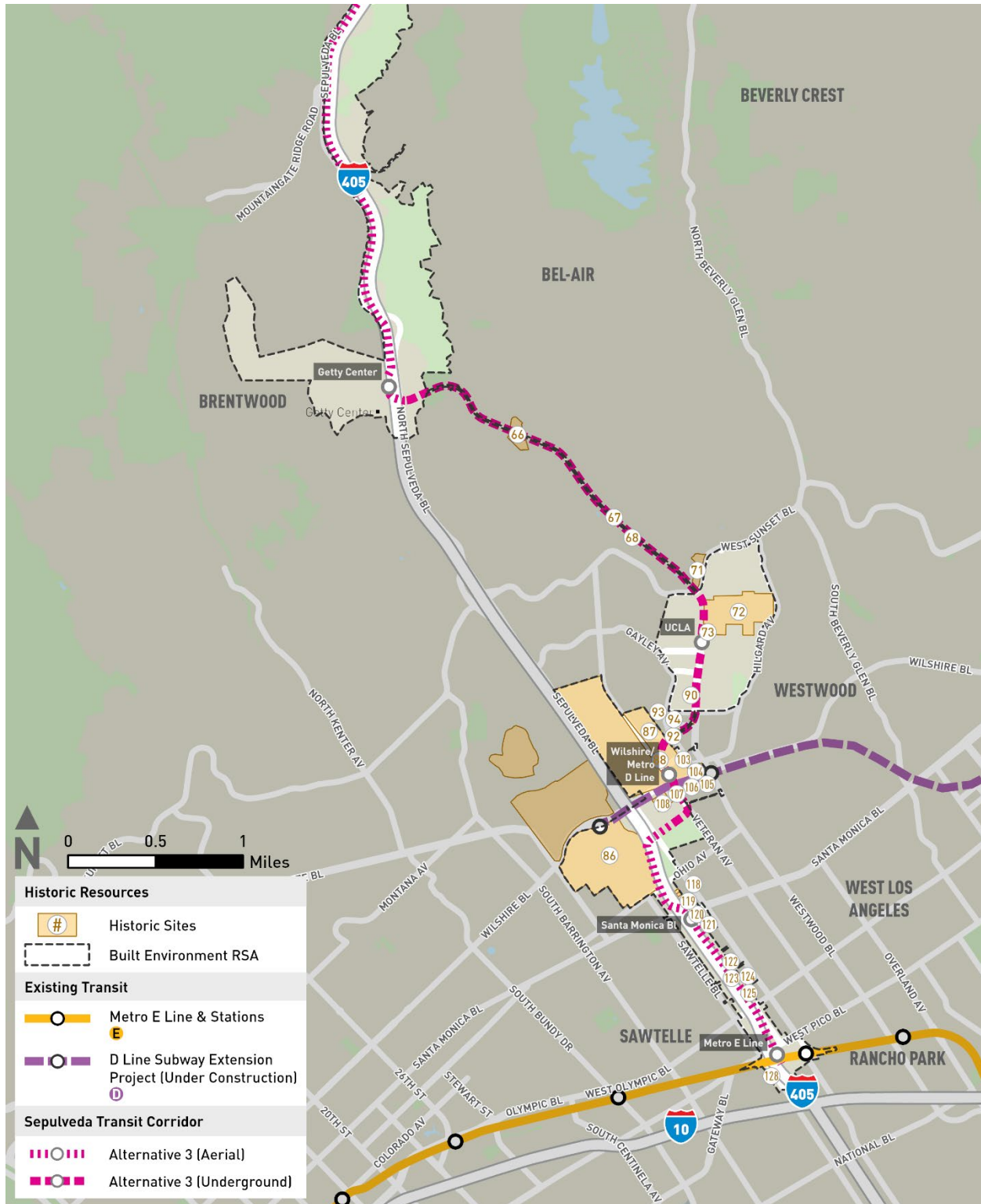
Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
109	LADWP Westwood Distribution Headquarters	P-19-173148	1400 S Sepulveda Boulevard	The LADWP Westwood Distribution Headquarters located at 1400 S Sepulveda Boulevard was previously identified through the SCCIC records search. The resource is not visible from the public right-of-way. For the Project, this resource is considered a historical resource for the purposes of CEQA.	This property has not been evaluated for potential eligibility for listing in the NRHP. Presumed to be Section 4(f) protected.
110	1400 Greenfield Avenue	NA	1400 Greenfield Avenue	The building is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its Modern design.	Yes
118/119	General Telephone Company Building	NA	1544 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Art Deco design.	Yes
120	Louise Green Millinery Co. Building	NA	1616 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	Yes
121	Western Electric Supply Co. Building	NA	1620 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	Yes
122	Photo Electronics Corp. Building	NA	1944 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	Yes
123/124	Dual Ultimate Pharmacy	NA	2020 Cotner Avenue	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	Yes
125	2114 Cotner Avenue	NA	2114 Cotner Avenue	The industrial building located at 2114 Cotner Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
126/127	Big Tommy's	NA	11285 and 11289 W Pico Boulevard	The Big Tommy's restaurant building is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with Los Angeles's commerce and car culture.	Yes
128	2467 Sawtelle Boulevard	NA	2467 Sawtelle Boulevard	The multiple-family residential building located at 2467 Sawtelle Boulevard is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the postwar housing crisis and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
129	2435 Military Avenue	NA	2435 Military Avenue	The commercial building located at 2435 Military Avenue is eligible for listing in the local register for its Modern and Contemporary design.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.
Not shown	P-19-003803	NA	Confidential	Santa Monica Air Line Railroad Segment. Appears eligible for NRHP as an individual property through survey evaluation	Yes; however, Section 4(f) protection would be confirmed as part of the Section 106 process.

Source: HTA, 2025.

CRHR = California Register of Historical Resources
 LAHCM = Los Angeles Historic-Cultural Monument
 NA = not applicable
 NRHP = National Register of Historic Places
 SCCIC = South Central Coastal Information Center
 SPRR = Southern Pacific Railroad

Figure 7-10. Alternative 3: Historic Sites within the Resource Study Area – North



Source: HTA, 2025

Figure 7-11. Alternative 3: Historic Sites within the Resource Study Area – South



Source: HTA, 2025.

7.2.2 Publicly-Owned Public Parks and Recreational Areas

Public parks and recreational areas inventoried within the Section 4(f) Recreation RSA, including all parks and recreational resources publicly owned and available for public use, are listed in Table 7-6.

Figure 7-12 and Figure 7-13 depict the location of parks and recreational resources relative to the Alternative 3 alignment.

While schools with recreational facilities available for public are protected under Section 4(f), research up to this time has not revealed any public school facilities in the Section 4(f) Recreation RSA with joint use agreements or similar contracts that indicate public availability. As such, no public school recreation facilities are included in this assessment. Future federal coordination efforts will include consultation with the Los Angeles Unified School District (LAUSD) to confirm that no such agreements are in place or an informal public use at any of the LAUSD facilities in the Section 4(f) Recreation RSA.

Table 7-6. Alternative 3: Park and Recreation Facilities within the Resource Study Area

Name	Address	Official with Jurisdiction	Facility Type	Features, Attributes, and Amenities	Size (acres) ^a	Distance from Alternative 3 (feet) ^b
Andres and Maria Cardenas Recreation Center	14740 Blythe Street, Panorama City	City of Los Angeles	Local Park	Recreational features including skate park, splash pad, community center	0.7	702
Felicia Mahood Multipurpose Center	11338 Santa Monica Boulevard, Los Angeles	City of Los Angeles	Local Park	Park features including multi-purpose senior Center	4.3	791
Getty View Park & Trailhead	1399 Casiano Road, Los Angeles	SMMC	Regional Open Space	Recreational features including hiking trails and open space providing views of the Santa Monica Mountains	180.1	0
Los Angeles Riverfront Greenway	Sherman Oaks	City of Los Angeles	Regional Open Space	Recreational features including the multi-purpose Los Angeles River Bike Path	6.2	995
Marson Park	15262 Marson Street, Panorama City	Los Angeles Neighborhood Land Trust	Local Park	Recreational features including playground	0.3	327
Mildred E. Mathia Botanical Garden	707 Tiverton Drive, Los Angeles	University of California, Los Angeles	Botanical Garden	Park features including free public botanical garden and gathering space. Primary purpose of the facility is educational and the resource is likely not Section 4(f) protected though additional coordination with the officials with jurisdiction is required to confirm.	8.2	979
Mission Canyon Open Space	8260 Mulholland Drive	County of Los Angeles	Natural Areas	Planned Park features including open space preserved for development of a regional park	479.9	95
Sepulveda Basin Wildlife Reserve	17017 Burbank Boulevard, Encino	USACE	Regional Open Space	Refuge features including wildlife reserve areas within the Sepulveda Basin	327.3	319
Sepulveda Pass Open Space	457 N Fairfax Avenue, Los Angeles	SMMC	Regional Open Space	Conservation features including open space conservation easements preserving land in the Santa Monica Mountains	155.0	307
Sherman Oaks Castle Park	4989 Sepulveda Boulevard, Sherman Oaks	City of Los Angeles	Amusement Park	Recreational features including an amusement Park and batting cages.	5.0	0

Name	Address	Official with Jurisdiction	Facility Type	Features, Attributes, and Amenities	Size (acres) ^a	Distance from Alternative 3 (feet) ^b
Teichman Family Magnolia Park	15365 Magnolia Boulevard, Sherman Oaks	City of Los Angeles	Local Park	Park features including basketball courts, volleyball/tennis courts, tetherball courts, playground, and controlled access	3.9	0
Westwood Park	1350 Sepulveda Boulevard, Los Angeles	City of Los Angeles	Local Park	Park features including Bad News Bears field, tennis court, basketball court, baseball field, soccer field, multi-purpose field, playground, pool, gym	26.7	54
Woodley Avenue Park	6350 Woodley Avenue, Encino	USACE	Regional Recreation Park	Park features including fitness zone, picnic shelter, playgrounds	119.8	179
Total Area					1,306.3	

Source: Los Angeles County Department of Regional Planning, 2024

^aSize (acres) refers to the full size of the resource, not the acreage within the Section 4(f) Recreation RSA.

^bA distance of “0 feet” from the alternative indicates that the alternative would either cross over the resource or be underground through the resource.

SMMC = Santa Monica Mountains Conservancy

USACE = U.S. Army Corps of Engineers

Figure 7-12. Alternative 3: Parks and Recreational Facilities within the Resource Study Area (from Panorama City to Brentwood)



Source: HTA, 2025

Figure 7-13. Alternative 3: Parks and Recreational Facilities within the Resource Study Area (from Beverly Crest to Mar Vista)



Source: HTA, 2025

7.3 Section 4(f) Use Evaluation

7.3.1 Historic Sites

Table 7-7 presents a summary of the potential use of historic sites protected by Section 4(f) based on the analysis provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a). Where a “yes” is shown for permanent property acquisition, temporary occupancy, or proximity impacts, a detailed Section 4(f) use assessment is provided following the table. As shown in Table 7-7, permanent property acquisition and/or temporary occupancy of a historic site have been identified for three historic sites: 15300 Ventura Boulevard, Da Siani Ristorante, 10811, and the Westwood Federal Building. Where proximity impacts were identified in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* that would not impair a historic site’s significance, it is presumed that the impact would not be considered an adverse effect for Section 106 purposes and Section 4(f) use would not occur. If there are proximity impacts that have potential to affect a historic site’s significance, the proximity impact column is marked with a “yes” and a detailed use assessment is provided. For historic sites where no portion of the site would be acquired or converted to a transportation use, nor physically demolished, destroyed, relocated, or altered, there would be no use unless the proximity impacts are shown to substantially impair the activities, features or attributes that qualify the property for protection under Section 4(f).

A portion of the Alternative 3 alignment would be situated in an underground tunnel which would be situated below historic sites. Underground tunnel easements and temporary construction easements would be required in these instances. According to the Federal Highway Administration’s (FHWA) Section 4(f) Policy Paper (USDOT, 2012), tunneling under a historic site triggers the requirements of Section 4(f) only if the tunneling substantially impairs the historic values of the historic site. Similarly, underground tunnel easements are not considered a permanent use of Section 4(f) property because they do not convey property interest or allow permanent access onto the property. Due to the underground nature of the Alternative 3 improvements, no proximity impacts are anticipated at any historic sites. Historic sites that would involve underground tunnel easements are noted in Table 7-7 as tunnel easements and have been presumed to have no potential for a use under Section 4(f).

Construction of Alternative 3 would have the potential to damage buildings in close proximity to vibration-intensive construction activities. Based on the FTA guidance manual, vibration levels from proposed construction activities were estimated at historic buildings or structures eligible for the NRHP along the Alternative 3 alignment and included in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c). Historic sites that are potentially subject to construction-related vibration damage have been noted in Table 7-7. MM VIB-3.1 (Vibration Control Plan) includes special considerations for historic buildings including avoidance of vibration-intensive activities such as pile driving when construction takes place in close proximity to historic buildings. With incorporation of applicable vibration control mitigation measures it is anticipated that permanent damage to any historic buildings would be avoided. As such, in instances where the only potential effects on a historic site involves potential vibration damage, it is presumed that there would be no potential for a constructive use of the historic site. Instances where there are multiple potential proximity effects warrant additional discussion, which is provided following Table 7-7.

Table 7-7. Alternative 3: Historic Sites Potential Use Summary

Map Reference #	Resource Name	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
1	13812 Saticoy Street	13812 Saticoy Street	None	None	None
2	13914 Saticoy Street	13914 Saticoy Street	None	None	None
3	13938 Saticoy Street	13938 Saticoy Street	None	None	None
4	13942 Saticoy Street	13942 Saticoy Street	None	None	None
5	SPRR Warehouse	7766 Van Nuys Boulevard	None	None	Visual change to resource setting; historic significance unaffected
6	14704 Raymer Street	14704 Raymer Street	None	None	Visual change to resource setting; historic significance unaffected
7	14746 Raymer Street	14746 Raymer Street	None	None	Visual change to resource setting; historic significance unaffected. Potential vibration damage resulting from construction.
18	Air Raid Siren No. 117	South side of Oxnard Street, west of Sepulveda Boulevard	None	None	None
19	Cabana Motel	5764 Sepulveda Boulevard	None	None	None
20	El Cortez Motel	5746 Sepulveda Boulevard	None	None	None
21	5724 Sepulveda Boulevard	5724 Sepulveda Boulevard	None	None	None
22	Kauai Surf	15232 Martha Street	None	None	None
23	5450 Sepulveda Boulevard	5450 Sepulveda Boulevard	None	None	None
24	Cathedral of St. Mary Church	5335 N Sepulveda Boulevard	None	None	None
25	Lt. Patrick H. Daniels United States Army Reserve Center	5161 Sepulveda Boulevard	None	None	None
27	4700 Sepulveda Boulevard	4700 Sepulveda Boulevard	None	None	None
28	4737 Orion Avenue	4737 Orion Avenue	None	None	None
29	4714 Orion Avenue	4714 Orion Avenue	None	None	None
30	15233 Ventura Boulevard	15233 Ventura Boulevard	None	None	Visual change to resource setting; historic significance unaffected
31/33	15300 Ventura Boulevard	15300 Ventura Boulevard	Yes	Not applicable; property acquisition constitutes a potential use	Visual change to resource setting. Potential vibration damage resulting from construction.

Map Reference #	Resource Name	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
32	Sherman Oaks Circle Historic District	Between Firmament Avenue and I-405	None	None	Visual change to resource setting; historic significance unaffected
34	15233 Ventura Boulevard	15250 Ventura Boulevard	None	None	Visual change to resource setting; historic significance unaffected
35	Da Siani Ristorante (Sherwood Coiffeurs)	4511 Sepulveda Boulevard	Yes	Not applicable; the historic resource would be demolished	Not applicable: the historic resource would be demolished.
36	4506 Saugus Avenue	4506 Saugus Avenue	None	None	None
37	15224 Dickens Street	15224 Dickens Street	None	None	Visual change to resource setting; historic significance unaffected
38	15564 Briarwood Drive	15564 Briarwood Drive	None	None	None
40	3754 N Scadlock Lane	3754 N Scadlock Lane	None	None	Visual change to resource setting; historic significance unaffected
41	3700 N Scadlock Lane	3700 N Scadlock Lane	None	None	Visual change to resource setting; historic significance unaffected
42	3666 N Scadlock Lane	3666 N Scadlock Lane	None	None	Visual change to resource setting; historic significance unaffected
43	3601 Scadlock Lane	3601 Scadlock Lane	None	None	Visual change to resource setting; historic significance unaffected
66	The John Thomas Dye School	11414 Chalon Road	None	None	None
67	10940 Weyburn Avenue	619 Sarbonne Road	None	None	None
68	10811 Ambazac Way	10811 Ambazac Way	Tunnel Easement	None	None
72	UCLA Historic District	Encompasses the east-west axis of the campus and is bounded by Westwood Boulevard and Circle Drive	None	None	None
73	UCLA Ackerman Hall	308 Westwood Plaza	None	None	Potential vibration damage resulting from construction.
85	522 S Sepulveda Boulevard	522 S Sepulveda Boulevard	None	None	Visual change to resource setting; historic significance unaffected

Map Reference #	Resource Name	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
86	West Los Angeles Veterans Affairs Historic District	11301 Wilshire Boulevard	None	None	Yes
87	UCLA Veterans Rehabilitation Services	1000 Veteran Avenue	Tunnel Easement	None	None
88	Engine Company #37	1090 Veteran Avenue	Tunnel Easement	None	None
91	924 Westwood Boulevard	924 Westwood Boulevard	None	None	None
92	California Pizza Kitchen	1001 Broxton Avenue	None	None	None
93	10930 Weyburn Avenue	10940 Weyburn Avenue	Tunnel Easement	None	Yes
94	Chatam Restaurant	10930 Weyburn Avenue	Tunnel Easement	None	Yes
103	Gayley Center	1101 Gayley Avenue	None	None	None
104/105	Linde Medical Building	10921 Wilshire Boulevard	None	None	None
106	Tishman Building	10950 W Wilshire Boulevard	None	None	None
107	1220 Veteran Avenue	1220 Veteran Avenue	None	None	None
108	Westwood Federal Building	11000 Wilshire Boulevard	Yes	Yes	Visual change to resource setting; historic significance unaffected.
110	1400 Greenfield Avenue	1400 Greenfield Avenue	None	None	None
118/119	General Telephone Company Building	1544 Cotner Avenue	None	None	Visual change to resource setting; historic significance unaffected
120	Louise Green Millinery Co. Building	1616 Cotner Avenue	None	None	Visual change to resource setting; historic significance unaffected
121	Western Electric Supply Co. Building	1620 Cotner Avenue	None	None	Visual change to resource setting; historic significance unaffected
122	Photo Electronics Corp. Building	1944 Cotner Avenue	None	None	Visual change to resource setting; historic significance unaffected. Potential vibration damage resulting from construction.
123/124	Dual Ultimate Pharmacy	2020 Cotner Avenue	None	None	Visual change to resource setting; historic significance unaffected. Potential vibration damage resulting from construction.

Map Reference #	Resource Name	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
125	2114 Cotner Avenue	2114 Cotner Avenue	None	None	Visual change to resource setting; historic significance unaffected. Potential vibration damage resulting from construction.
126/127	Big Tommy's	11285 and 11289 W Pico Boulevard	None	None	Visual change to resource setting; historic significance unaffected
128	2467 Sawtelle Boulevard	2467 Sawtelle Boulevard	None	None	None
Not shown	P-19-003803	Confidential	None	None	None

Source: HTA, 2025

SPRR = Southern Pacific Railroad

7.3.1.1 15300 Ventura Boulevard (Map Reference #31/33)

De Minimis Impact

Under Alternative 3, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station would be constructed approximately 20 feet from the rear (west elevation) of the 15300 Ventura Boulevard building and approximately 261 square feet of the legal parcel of the resource would be permanently acquired to accommodate portions of the Ventura Boulevard/Sepulveda Boulevard Station. The building itself would not be physically demolished, destroyed, relocated, or altered.

The historical site's setting is commercial, and the rear elevation's current viewshed includes I-405. The aerial structure would generally follow existing transportation corridors and would not limit views of the resource. The proposed aerial structure would introduce a new visual element but would not change the historic character of the building or its setting to materially impair its significance.

Construction of the station and the construction staging areas have the potential to cause damage to the historic building related to construction vibration. (Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* [Metro, 2025c] for more information.) Construction adjacent to this resource also has the potential to inadvertently impact character-defining features, including the 15300 Ventura Boulevard parking garage, if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-3.1) will be prepared for Alternative 3. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

Conversion of approximately 261 square feet of the historic site's property to transportation use would not constitute an adverse effect under Section 106 as the historic site would continue to convey its historic significance despite the presence of transportation infrastructure adjacent to and on the historic site property. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site.

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 3, the transportation use of the Section 4(f) resource would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site and as a result, the activities, features, or attributes that qualify the resource for protection under Section 4(f). Based on the nature of the effects of Alternative 3 on the 15300 Ventura Boulevard building, it is presumed that the FTA would make a finding of a de minimis impact. Prior to finalizing this determination, the Federal Transit Administration (FTA) must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

7.3.1.2 Da Siani Ristorante (Sherwood Coiffeurs) (Map Reference #35)

Permanent Use

Under Alternative 3, the Da Siani Ristorante (Sherwood Coiffeurs) property would be acquired and demolished for the construction of a proposed aerial MRT alignment parallel to I-405. Physical

demolition would materially impair the significance of the historical resource has been presumed to result in an adverse effect to the historic site which would constitute a greater than de minimis use of this property.

As outlined in 23 Code of Federal Regulations (CFR) 774.3, prior to approving the use of any Section 4(f) protected property, the FTA must determine that no feasible and prudent avoidance alternative exists. If Alternative 3 is selected by the Metro Board as the Locally Preferred Alternative, the Alternative 3 developer should assess and develop avoidance alternatives that avoids the use of this historic site, though additional assessment through the FTA's Section 106 process would also be required. Potential alternatives to avoid the use of Section 4(f) property may include one or more of the following:

- **Location Alternatives** – A location alternative refers to the re-routing of the entire project along a different alignment.
- **Alternative Actions** – An alternative action could be a different mode of transportation, such as rail transit or bus service, or some other action that does not involve construction such as the implementation of transportation management systems or similar measures.
- **Alignment Shifts** – An alignment shift is the re-routing of a portion of the project to a different alignment to avoid a specific resource.
- **Design Changes** – A design change is a modification of the proposed design in a manner that would avoid impacts, such as reducing the planned median width, building a retaining wall, or incorporating design exceptions.

If it is determined that no feasible and prudent avoidance alternative exists, then the FTA may approve, from among the remaining alternatives that use Section 4(f) property, only the alternative that causes the least overall harm in light of the statute's preservation purpose. Such a determination would only occur after substantial consultation with the official with jurisdiction over the resource (i.e., the SHPO) and in coordination with the FTA.

7.3.1.3 UCLA Ackerman Hall (Map Reference #73)

De Minimis Impact

Under Alternative 3, the proposed underground UCLA Gateway Plaza Station and roadway improvements would be constructed approximately 30 feet west of the historic UCLA Ackerman Hall. The construction would include excavation of the station box, building construction, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The station portal adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elements would introduce a permanent visual element directly in front of the historic building, they would not block significant views of the historical resource. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the station and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. (Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* [Metro, 2025c] for more information.) The construction adjacent to the historic resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape

elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-3.1) will be prepared for Alternative 3. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 3, the proximity impacts of construction activities would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 3 on the UCLA Ackerman Hall, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

7.3.1.4 West Los Angeles Veterans Affairs Historic District (Map Reference #86)

De Minimis Impact

The West Los Angeles Veterans Affairs Historic District is significant for its association with the government's development of veterans' health care and for its distinctive architecture. The district includes 66 contributing resources and 44 noncontributing resources.

Under Alternative 3, the proposed underground Wilshire Boulevard/Metro D Line Station and roadway improvements would be constructed approximately 50 feet east of the resource. The construction would include excavation of the station box, building construction, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The contributing resources of the historic district, including structures and landscaping, would not be physically demolished, destroyed, relocated, or altered. The station portal adjacent to the historic district would introduce new visual, audible, and atmospheric elements within its immediate surroundings. However, the existing setting would be left largely intact.

Construction of the station and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. (Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* [Metro, 2025c] for more information.) The construction adjacent to the historic resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting

activities during different time periods. In addition, a Vibration Control Plan (MM VIB-3.1) will be prepared for Alternative 3. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 3, the proximity impacts of construction activities would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 3 on the West Los Angeles Veterans Affairs Historic District, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

7.3.1.5 Westwood Federal Building (Map Reference #108)

De Minimis Impact

The Westwood Federal Building is multi-story office building. It is significant for its 1966 New Formalist design and association with master architects of Welton Becket and Associates with Paul R. Williams and A. C. Martin and Associates.

Under Alternative 3, the proposed underground Wilshire Boulevard/Metro D Line Station and a TPSS site would be constructed approximately 420 feet northeast from the side (east elevation) of the building, at the corner of Wilshire Boulevard and Veteran Avenue. An additional TPSS site would be constructed approximately 178 feet southeast of south elevation. Additionally, Alternative 3 would require permanent acquisition of approximately 17,751 square feet of property from the historic site property to accommodate the aboveground portion of the Alternative 3 alignment, which would transition from an aerial alignment to an underground alignment within the Westwood Federal Building parking lot. Views to and from the building would not be affected by the aboveground portion of the alignment. The building would not be physically demolished, destroyed, relocated, or altered and no facilities with historic value are located in the portion of the property to be acquired. The new station and TPSS site would introduce a new visual element but would not change the historic character of the building because its character defining features, such as its architectural design, materials, and fenestration, would not be altered or obscured. The distance of the new elements from the building minimizes their effect on its immediate setting, and the new features would not fundamentally alter the existing urban context of the area. The building's primary elevations and overall historic integrity would remain visible and intact. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 3, the proximity impacts would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 3 on the Westwood Federal Building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

7.3.2 Publicly-Owned Parks and Recreational Areas

Table 7-8 presents a summary of the potential use of public parks and recreational areas protected by Section 4(f) based on the analysis provided in the *Sepulveda Transit Corridor Project Parklands Technical Report* (Metro, 2025b). Where a “yes” is shown for permanent property acquisition, temporary occupancy, or proximity impacts, a detailed Section 4(f) use assessment is provided following the table. As shown in Table 7-8, permanent property acquisition and/or temporary occupancy of a park or recreational resource have been identified for two park resources: Mission Canyon Open Space and Teichman Family Magnolia Park. Proximity impacts to parklands were identified through a review of the *Sepulveda Transit Corridor Project Parklands Technical Report* and the *Sepulveda Transit Corridor Project Visual Quality and Aesthetics Technical Report* (Metro, 2025d). None of the parks or recreational facilities identified in Table 7-8 have features, activities, or attributes that are considered noise sensitive; thus, noise impacts have not been considered in the assessment of potential constructive use. Proximity impacts that would not impair the regular use and enjoyment of a park or recreational resource are described as minor; whereas, if there are proximity impacts that have potential to result in substantial impairment to the property’s activities, features, or attributes, the proximity impact column is marked with a “yes” and a detailed use assessment is provided.

Table 7-8. Alternative 3: Parks and Recreation Resource Potential Use Summary

Name	Address	Amenities	Size (acres) ^a	Distance from Alternative 3 (feet) ^b	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
Andres and Maria Cardenas Recreation Center	14740 Blythe Street, Panorama City	Skate park, splash pad, community center	0.7	702	None	None	None
Felicia Mahood Multipurpose Center	11338 Santa Monica Boulevard, Los Angeles	Multi-purpose senior center	4.3	791	None	None	None
Getty View Park & Trailhead	1399 Casiano Road, Los Angeles	Hiking trails and open space providing views of the Santa Monica Mountains	180.1	0	None	None	Visual change that would not block views of Getty Center from the park
Los Angeles Riverfront Greenway	Sherman Oaks	Multi-purpose Los Angeles River Bike Path	6.2	995	None	None	None
Marson Park	15262 Marson Street, Panorama City	Playground	0.3	327	None	None	None
Mildred E. Mathia Botanical Garden	707 Tiverton Drive, Los Angeles	Botanical garden	8.2	979	None	None	None
Mission Canyon Open Space	8260 Mulholland Drive	Planned park development	479.9	95	Yes	None	None
Sepulveda Basin Wildlife Reserve	17017 Burbank Boulevard, Encino	Wildlife reserve areas	327.3	319	None	None	None
Sepulveda Pass Open Space	457 N Fairfax Avenue, Los Angeles	Open space conservation easements	155.0	307	Property acquisitions proposed in privately held portions of open space that are not protected by Section 4(f)	Temporary occupancy on privately held portions of open space that are not protected by Section 4(f)	None

Name	Address	Amenities	Size (acres) ^a	Distance from Alternative 3 (feet) ^b	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
Sherman Oaks Castle Park	4989 Sepulveda Boulevard, Sherman Oaks	Amusement park and batting cages	5.0	0	None	None	Construction-related noise effects; resource is not noise sensitive
Teichman Family Magnolia Park	15365 Magnolia Boulevard, Sherman Oaks	Basketball courts, volleyball/tennis courts, tetherball courts and controlled access	3.9	0	Yes	Not applicable; property acquisition constitutes a potential use	Not applicable; property acquisition constitutes a potential use
Westwood Park	1350 Sepulveda Boulevard, Los Angeles	Bad News Bears field, tennis court, basketball court, baseball field, soccer field, multi-purpose field, playground, pool, gym	26.7	54	None	None	None
Woodley Avenue Park	6350 Woodley Avenue, Encino	Fitness zone, picnic shelter, playgrounds	119.8	179	None	None	None

Source: HTA, 2025

7.3.2.1 Mission Canyon Open Space

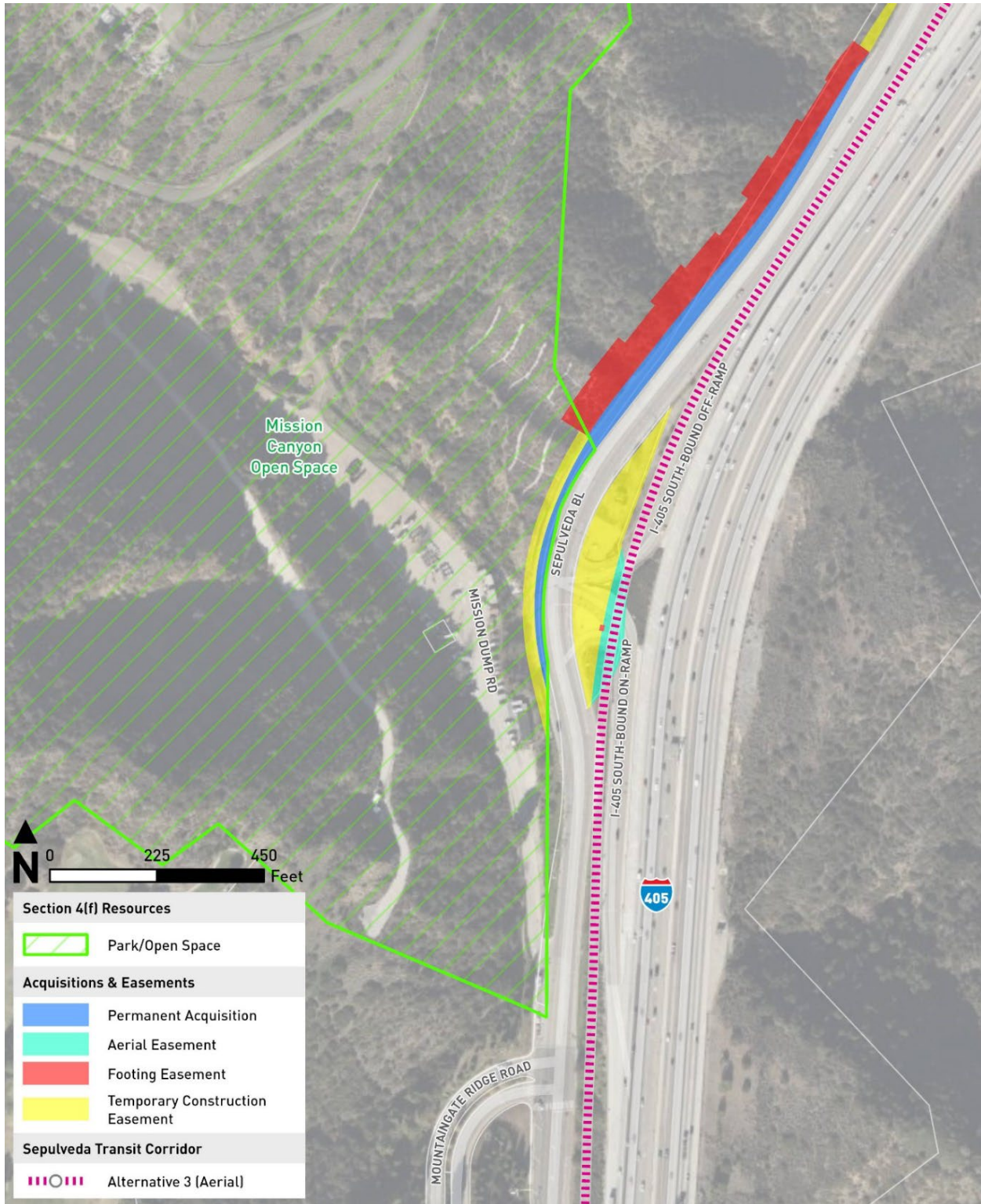
De Minimis Impact

The Mission Canyon Open Space is a former landfill that has been planned for development of a regional park. The Mountains Recreation and Conservation Authority (MRCA), a partner agency to the Santa Monica Mountains Conservancy, has developed designs and circulated an Initial Study and Mitigated Negative Declaration under CEQA in 2022. The proposed park would include a 105-space parking lot, a picnic area, fitness stairs, water tanks, restrooms, maintenance storage, ranger residence, and a 2.5-mile loop trail with regional connection to the Westridge-Canyonback Wilderness Park. Section 4(f) applies to planned parks when the land is one of the enumerated types of publicly owned lands and the public agency that owns the property has formally designated and determined it to be significant for park, recreation area, or wildlife and waterfowl refuge purposes. While the Development Plan has not been formally adopted by the MRCA, in absence of formal consultation with the MRCA to establish the property's significance, the property has been assumed to be protected under Section 4(f).

Under Alternative 3, the aerial MRT alignment would be located approximately 150 feet east of the Mission Canyon Open Space property. While the aerial guideway alignment itself would not result in property effects to the resource, Sepulveda Boulevard would require realignment to accommodate the aerial guideway footings. This realignment would result in acquisition of approximately 0.6 acre of property from the planned park along the hillside fronting Sepulveda Boulevard, near Mission Dump Road. Construction easements within the planned park property would be required to construct the realigned roadway. Figure 7-14 depicts the anticipated acquisitions.

Because the Mission Canyon property has not been developed, there are no existing features, attributes, or activities potentially affected and the likely location and function of any recreational facilities on the site is unknown. The modifications to the property posed by Alternative 3 would consist of grading and slope stabilization along the property line as well as installation of new roadway pavement. Given the steep undeveloped topography of the site, there is limited opportunity to develop any recreational facilities or features in the area affected by Alternative 3. Further, Mission Dump Road, the primary means of access to the property, would remain unaffected by Alternative 3. Upon completion of construction, the Alternative 3 aerial guideway would be visible to potential future park users and may reduce the sense of the natural setting intended for the park development. However, the visual setting is already dominated by the presence of I-405 and the addition of the aerial guideway is unlikely to alter future park users experience of the park.

Figure 7-14. Alternative 3: Mission Canyon Open Space Property Acquisition



Source: HTA, 2025

Applicable measures to minimize harm include Mitigation Measure (MM) BIO-11, PM GEO-1, PM GEO-2, PM GEO-3, MM GEO-3, and MM GEO-5. MM BIO-11 would minimize the number of trees removed from the property to maintain the natural setting of the site to the greatest extent possible. PM GEO-1, PM GEO-2, PM GEO-3, MM GEO-3, and MM GEO-5 would ensure that grading and associated slope stabilization activities on the site are seismically sound and appropriately designed.

Due to the nature of Alternative 3 operations (i.e. MRT aerial alignment along the I-405 ROW), it is anticipated that no effect on the potential activities, features, or attributes of the park would occur. Only 0.6 acre of the approximately 480-acre property would be converted to a transportation use. When considering the scope of Alternative 3 and the avoidance and minimization measure commitments, impacts are expected to be minor. The transportation use of the Section 4(f) resource, together with impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 3, would not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f). Based on the nature of the effects of Alternative 3 on the Mission Canyon Open Space, it is presumed that a de minimis impact finding would be made by FTA. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b).

7.3.2.2 Teichman Family Magnolia Park

De Minimis Impact

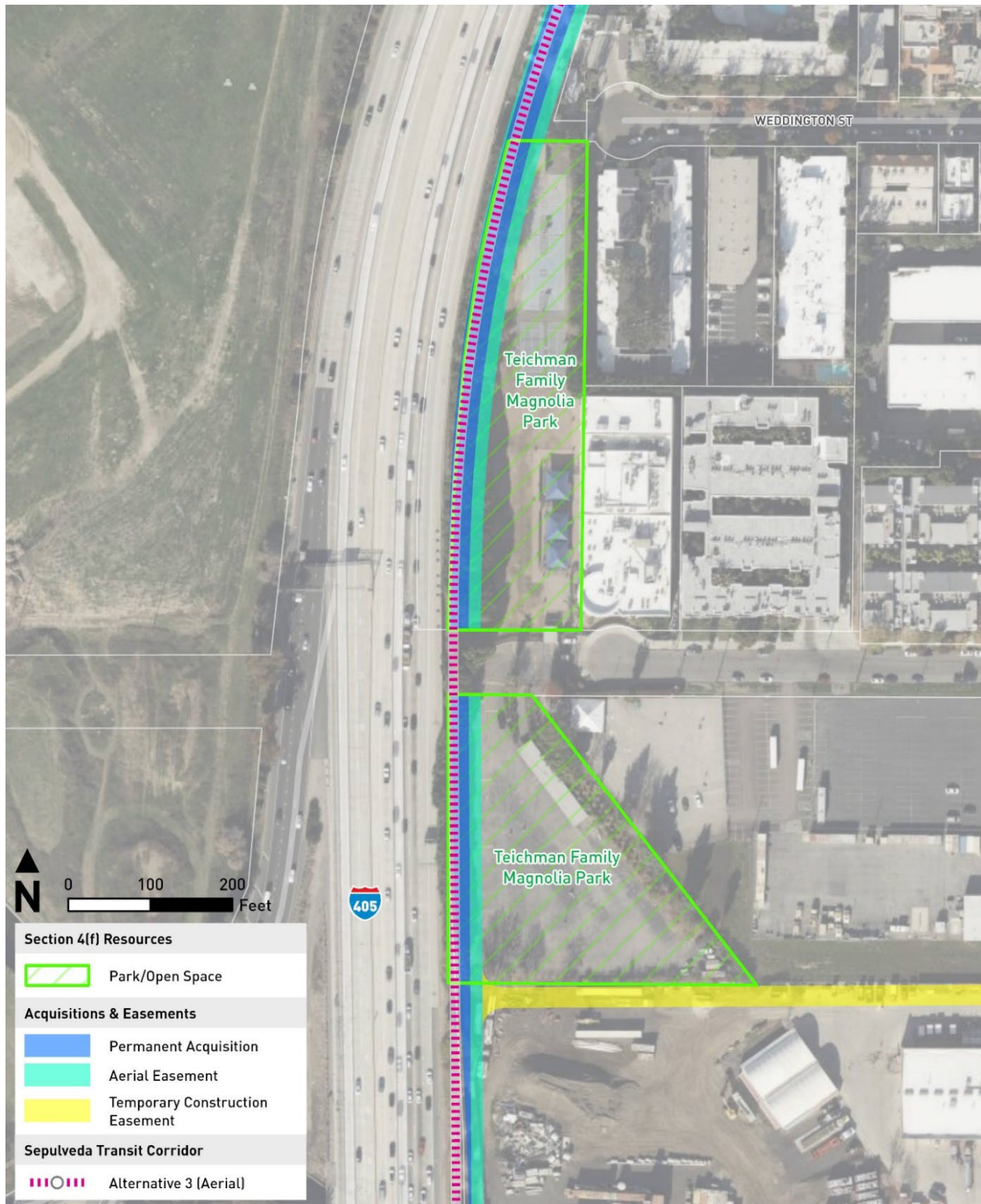
The Teichman Family Magnolia Park is a public park constructed by the Emek Hebrew Academy, a private, not-for-profit school. The park is under lease to the Department of Recreation and Parks from the U.S. Government through the U.S. Army Corps of Engineers (USACE), and the park is available to the public through a shared use agreement between the private school, the USACE, and the Los Angeles Department of Recreation and Parks. The park includes basketball, volleyball, and tetherball courts as well as a controlled access gate and parking facility.

Under Alternative 3, the aerial MRT alignment would be constructed along the western property line of both the parking lot and the park itself. As a result, approximately 0.6 acre of the park would be permanently acquired for Alternative 3 and used for a transportation purpose. The area to be acquired would consist of the landscaped area along the western edge of the park property that serves as a buffer between park uses and the I-405 right-of-way (ROW). No park facilities or features would be acquired or removed as a result of Alternative 3. Figure 7-15 depicts the anticipated acquisitions.

MM BIO-11 would minimize harm to the resource by avoiding, where possible, tree removals and by replacing those trees removed by Alternative 3 construction. As such, it is anticipated that with incorporation of MM BIO-11 the park property would continue to be screened from I-405 with minimal effect to the regular use of the facility for recreational purposes. The proposed aerial guideway would be experienced by park users in a similar fashion to how the existing I-405 facility is experienced.

Due to the nature of Alternative 3, it is anticipated that no effect on the potential activities, features, or attributes of the planned park would occur. Only 0.6 acre of the approximately 4-acre property would be converted to a transportation use. When considering the scope of Alternative 3 and the avoidance and minimization measure commitments, impacts are expected to be minor. The transportation use of the Section 4(f) resource, together with impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 3, would not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f). Based on the nature of the effects of Alternative 3 on the Teichman Family Magnolia Park, it is presumed that a de minimis impact finding would be made by FTA. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b).

Figure 7-15. Alternative 3: Teichman Family Magnolia Park Property Acquisition



Source: HTA, 2025

7.4 Mitigation Measures

7.4.1 Historic Sites

The following mitigation measures have been identified to minimize harm to historic sites resulting from Alternative 3. Applicability of these mitigation measures to each historic site is as follows:

- 15300 Ventura Boulevard: MM CUL-1
- Da Siani Ristorante (Sherwood Coiffeurs): MM CUL-4, MM CUL-5
- West Los Angeles Veterans Affairs Historic District: MM CUL-1, MM CUL-2, and MM CUL-3
- UCLA Ackerman Hall: MM CUL-1
- Westwood Federal Building: MM CUL-1

MM CUL-1: Cultural Resources Monitoring and Mitigation Plan

- *A project wide Cultural Resources Monitoring and Mitigation Plan shall be developed and implemented by Metro. The purpose of the Cultural Resources Monitoring and Mitigation Plan is to document the actions and procedures to be followed to ensure avoidance or minimization of impacts to cultural resources and to provide a detailed program of mitigation for direct and indirect impacts on cultural resources during Project construction. Preparation of the Cultural Resources Monitoring and Mitigation Plan shall necessitate the completion of a pedestrian survey of the private property parcels within the Resource Study Areas that were not accessible during the preparation of this EIR and the Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report; this shall occur only on parcels slated for acquisition and construction activities. Proposed ground disturbance for the Project shall be reviewed to make any necessary adjustments to archaeological sensitivity assessments as a result of ongoing project design.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth moving activities, the Cultural Resources Monitoring and Mitigation Plan shall address methods for evaluation, treatment, artifact analysis for anticipated artifact types, report writing, repatriation of human remains and associated grave goods, and curation.*
- *The Cultural Resources Monitoring and Mitigation Plan will be a guide for archaeological and tribal monitoring activities as defined in MM CUL 7 and MM TCR 1. The Cultural Resources Monitoring and Mitigation Plan shall require that a Secretary of the Interior-qualified archaeologist in prehistoric and historical archaeology (36 Code of Federal Regulations Part 61) be retained prior to ground disturbing activities.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include recommended treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.*

- *The Cultural Resources Monitoring and Mitigation Plan shall include that, in the event, as a result of the resource evaluation and tribal consultation process, a resource is considered to be eligible for inclusion in the California Register of Historical Resources and/or a local register of historical resources or is determined to be a Tribal Cultural Resources through eligibility listing or determination of significance by the California Environmental Quality Act lead agency (Metro), an archaeological monitor and Native American monitor shall monitor all remaining ground disturbing activities in the area of the resource. If, during cultural resources monitoring, the Secretary of the Interior-qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the Secretary of the Interior qualified archaeologist can specify that monitoring be reduced or eliminated.*
- *The Cultural Resources Monitoring and Mitigation Plan shall outline the content and process for implementing pre-construction Cultural Resource training, as discussed in MM CUL 6.*
- *The Cultural Resources Monitoring and Mitigation Plan shall require a pre-construction baseline survey to identify building protection measures for historical resources in relation to tunnel boring machine launch/tunnel boring machine extraction, construction staging, and construction vibration and cut and cover activities adjacent to historical resources. The Project shall conduct a pre-construction survey to establish baseline, pre-construction conditions and to assess the potential for damage related to improvements adjacent to these historical resources.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include building protection measures such as fencing, sensitive construction techniques based on final project design, dust control measures, underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. (Refer to MM-VIB-3.1) In scenarios where a historical resource would be impacted by differential settlement caused by tunnel boring machine construction method, the Project shall require the use of an earth pressure balance or slurry shield tunnel boring machine. An architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall review proposed protection measures.*
- *The Cultural Resources Monitoring and Mitigation Plan shall require that a post construction survey be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historic architect who meets the Secretary of Interior Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures.*
- *MM CUL-1 applies to the following historical resources:*
 - *Sherman Way Street Trees*

- 15300 Ventura Boulevard
- 10811 Ambazac Way
- UCLA Ackerman Hall
- West Los Angeles VA Historic District
- UCLA Veterans Rehabilitation Services
- 10940 Weyburn Avenue
- Chatam Restaurant
- Westwood Federal Building
- 14746 Raymer Street
- Photo Electronics Corp. Building
- Dual Ultimate Pharmacy
- 2114 Cotner Avenue

MM CUL-2: Design Treatments

- *To ensure that new construction does not adversely affect the setting and character of a historic district, the Project shall be designed to be compatible with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Rehabilitating Historic Buildings and for the Treatment of Cultural Landscapes at the following historical resources that would be altered by proposed aerial guideway elements, station entrances, towers, and retaining walls:*
 - West Los Angeles VA Historic District
- *The project elements shall be designed to conform to the Secretary of the Interior Standards. To ensure the elements meet Secretary of the Interior Standards, the Project shall retain an architectural historian or historic architect who meets the Secretary of the Interior Professional Qualification Standards (36 CFR Part 61) (qualified professional) to consult on and assess project construction plans and/or design sets at 30 percent, 60 percent, and 90 percent design review phases. The qualified professional shall assess each design set for conformance with the Secretary of the Interior Standards and shall prepare memoranda to Metro. Metro shall incorporate any project changes into the subsequent design sets to conform to the Secretary of the Interior Standards. Metro shall approve a memorandum prepared by a qualified professional stating that the final (90 percent) construction plans conform to the Secretary of the Interior Standards prior to the start of construction.*

MM CUL-3: Pre-Construction and Construction Protection Measures

- *The Project shall conduct a pre-construction survey of the contributing landscape elements of the West Los Angeles VA Historic District. A report of the results of this inventory shall be provided to Metro and the California Office of Historic Preservation for review. The results of the pre-construction survey shall be used to identify elements to be avoided or protected during construction activities. The Project shall retain the services of a qualified historic architectural historian or historic architect to develop a plan for on-site construction monitoring to ensure*

the protection of contributing landscape elements of the West Los Angeles VA Historic District.

- *MM CUL-3 applies to the following historical resources:*
 - *West Los Angeles VA Historic District*

MM CUL-4: Historical Resource Archival Documentation

- *The Project shall complete historical resource archival documentation of historical resources that will be demolished or substantially altered. The archival documentation shall follow the guidelines of the National Park Service’s Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey program to create Historic American Building Survey-like documentation. At a minimum, the documentation shall consist of the following:*
 - *Large-format photographs including negatives and archival prints*
 - *Written narrative following the Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey short format*
 - *Site plan*
- *The Project shall provide copies of the documentation to the City of Los Angeles for archival purposes. Large-format photographs shall be completed prior to any demolition activities that would affect the Da Siani Ristorante (Sherwood Coiffeurs) building located at 4511 Sepulveda Boulevard. The documentation shall be prepared so that the original archival-quality documentation could be donated for inclusion in the Los Angeles Public Library. Copies of documentation shall be offered to the Los Angeles Public Library and local historical societies upon request.*
- *MM CUL-4 applies to the following historical resources:*
 - *Da Siani Ristorante (Sherwood Coiffeurs) 4511 Sepulveda Boulevard*

MM CUL-5: Interpretive Program

- *The Project shall prepare interpretive programs for historical resources that will be demolished or substantially altered. The Project shall provide interpretive materials in the form of an exhibit, pamphlet, website, or similar, that describes and/or illustrates the historic significance of these properties. Interpretive materials shall be provided to the City of Los Angeles for public education purposes. Copies of interpretive materials shall be offered to the Los Angeles Public Library and local historical societies upon request.*
- *MM CUL-5 applies to following historical resources:*
 - *Dai Siani Ristorante (Sherwood Coiffeurs) 4511 Sepulveda Boulevard*

MM VIB-3.1: Vibration Control Plan

- *Prior to construction, the Project contractor shall prepare a Vibration Control Plan demonstrating how the Federal Transit Administration building damage risk*

criteria and the Federal Transit Administration vibration annoyance criteria would be achieved. The Vibration Control Plan must be approved by Metro prior to initiating vibration-generating construction activities. The Vibration Control Plan would include a list of the major pieces of construction equipment that would be used, and the predictions of the vibration levels at the closest sensitive receivers. The Project contractor would conduct vibration monitoring to demonstrate compliance with the vibration limits during construction activity. Where the construction cannot be performed to meet the vibration criteria, the Project contractor shall implement alternative means and methods of construction measures to reduce vibration levels as much as feasible. Vibration reducing methods that may be implemented by the Project contractor include:

- When feasible, use construction equipment or less vibration intensive techniques near vibration sensitive locations.*
- Use as small an impact device (i.e., hoe ram, pile driver) as possible to accomplish necessary tasks.*
- Avoid impact pile driving where possible. Drilled piles or vibratory pile drivers would be required where feasible.*
- When feasible, in construction areas close to sensitive buildings, select non-impact demolition and construction methods such as saw or torch cutting and removal for off-site demolition, and use chemical splitting, or hydraulic jack splitting, instead of high impact methods.*
- The Project contractor shall monitor construction vibration levels at structures identified as a “historic” resource within the meaning of CEQA Guidelines Section 15064.5(a) to ensure the vibration damage threshold of 0.12 in/sec PPV shall not be exceeded. The vibration monitoring shall be conducted by a qualified professional for real-time vibration monitoring for construction work at the Project construction site requiring heavy equipment or ground compaction devices. A pre-construction and post-construction survey of these buildings shall be conducted by a qualified structural engineer. Any damage shall be noted. All vibration monitors used for these measurements shall be equipped with an “alarm” feature to provide advanced notification that vibration impact criteria have been approached. Documented damage in the post-construction survey shall be repaired as required by the Secretary of the Interior’s (SOI’s) Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. The following historic resources shall be included in the Vibration Control Plan.*
 - Historic building located at 4511 Sepulveda Boulevard*
 - Photo Electronics Corp. Building, 1944 Cotner Avenue, Los Angeles*
 - Dual Ultimate Pharmacy, 2020 Cotner Avenue, Los Angeles*
 - Building at 2114 Cotner Avenue, Los Angeles*
 - UCLA Ackerman Hall, 308 Westwood Plaza, Los Angeles*
 - Rodeo Realty, 15300 Ventura Boulevard, Sherman Oaks*
 - Historic building located at 14746 Raymer Street, Van Nuys*

7.4.2 Public Parks and Recreational Areas

The following mitigation measures have been identified to minimize harm to parks and recreational areas resulting from Alternative 3. Applicability of these mitigation measures to each park or recreational facility is as follows:

- Mission Canyon Open Space: MM BIO-11, PM GEO-1, PM GEO-2, PM GEO-3, MM GEO-3, and MM GEO-5
- Teichman Family Magnolia Park: MM BIO-11

MM BIO-11: ***Avoid and Minimize Construction-Related Impacts to Protected Trees and Shrubs (Applicable to Alternatives 1 and 3).*** *Impacts to protected trees and shrubs shall be avoided, minimized, and/or mitigated by incorporation of the following:*

- *A Tree Expert, as defined in the City of Los Angeles Protected Tree and Shrub Ordinance, shall utilize the Initial Protected Tree and Shrub Inventory Memorandum (Appendix B of the Sepulveda Transit Corridor Project Ecosystems and Biological Resources Technical Report [Metro, 2025e]) to complete a separate, more in-depth tree survey report prior to the start of construction and when access is procured for properties within the alignment; the Tree Expert Report shall include field survey methods and details of each protected tree or shrub in height, diameter, canopy spread, physical condition, and location of each protected tree and shrub. The City of Los Angeles Protected Tree and Shrub Ordinance has jurisdiction in the Project; therefore, a Tree Expert shall be required to conduct the detailed survey and procure permit for protected tree/shrub removal from the Los Angeles Board of Public Works. The Tree Expert's follow-up report shall expand upon the initial assessment to provide a comprehensive dataset with verification of tree/shrub species, height, canopy width, and tree/shrub health for the Ground Disturbance Area. This follow-up report shall be used to procure the required permit prior to commencement of tree impacts within the City of Los Angeles.*
- *Impacts to protected trees and shrubs shall be minimized to the maximum extent feasible. When trimming and/or encroachment into the tree/shrub protection zone (defined as the dripline or canopy) is needed, the following measures shall be required.*
- *Trimming of protected trees/shrubs must comply with the pruning standards set forth by the Western Chapter of the International Society of Arboriculture in a manner that does not cause permanent damage or adversely affect the health of the trees or shrubs. Since the Metro Tree Policy Trimming shall require coordination and permitting with the appropriate entities as follows:*
 - *Species protected under the Los Angeles Protected Tree and Shrub Ordinance shall coordinate with the City of Los Angeles Board of Public Works, Urban Forestry Division.*
 - *Trees protected under the City of Los Angeles Street Tree Policy shall require coordination with the City of Los Angeles Department of Public Works, Urban Forestry Division.*

- *Trees covered by the Metro Tree Policy designated for retention shall require the Project to prepare a tree protection plan identifying Tree Protection Zones for all trees designated for retention and will protect larger trees from immediate damage during construction and delayed damage from construction activities, such as loss of root area or soil compaction. The Project will prepare a mitigation plan for damaged and removed trees with a minimum replacement ratio of 2:1 per removed street tree.*
- *Trees protected by the Los Angeles County Oak Tree Ordinance shall require coordination with the Los Angeles County Director of Public Works prior to tree work.*
- *Trees within the Santa Monica Mountains National Recreation Area shall require coordination for tree trimming or removal with the appropriate entities (e.g., National Park Service, Santa Monica Mountains Conservancy, Mountains Recreation and Conservation Authority).*
- *For impacts to protected trees and shrubs beyond trimming, the required tree removal permits shall be obtained, and replacement shall occur at the below rates. Mitigation locations of replacement trees shall be determined through the permitting process.*
 - **Los Angeles County Oak Tree Ordinance:** *All trees within the oak genus (Quercus) shall be replaced at a ratio of 2:1 per individual oak tree.*
 - **City of Los Angeles Protected Tree and Shrub Ordinance:** *Protected trees and shrubs included trees of the oak genus (indigenous to California), western sycamore, southern California black walnut and California bay, and two shrub species (Mexican elderberry and toyon). Individual trees and shrubs shall be replaced at a 4:1 ratio by plants that are the same species of protected plant.*
 - **Policy-Protected Trees:** *All policy-protected trees, which fall under the purview of the Los Angeles Street Tree Policy or the Metro Tree Policy, shall be replaced at a ratio of 2:1 per individual. The Los Angeles Street Tree Policy allows for an in-lieu fee to be made with approval of the Board of Public Works following verification that replacement trees cannot be feasibly planted onsite. Trees under the Metro Tree Policy that are designated as heritage trees in a local ordinance shall be replaced at a 4:1 ratio with trees of the same variety.*
 - **Santa Monica Mountains National Recreation Area:** *Any tree within the Santa Monica Mountains National Recreation Area shall be replaced by trees of a species and ratio at the discretion of National Park Service, Santa Monica Mountains Conservancy, Mountains Recreation and Conservation Authority.*
- *All trees occurring on private property or Caltrans right-of-way shall not require permitting but shall require coordination and negotiation with property owners. Mitigation implementation shall follow Metro Tree Policy's replacement ratio of 2:1 per individual.*

- *For protected trees and shrubs that are not anticipated to be impacted, a Tree Protection Zone shall be established around each tree/shrub or cluster of trees/shrubs prior to the commencement of work. The Tree Protection Zone shall be erected using temporary fencing in an environmentally sensitive manner and remain in place until all site work has been completed. Specific installation timeframe may vary but the Tree Protection Zone must be inspected and approved by a Qualified Arborist prior to construction work occurring, including staging of equipment. Work can commence directly following arborist inspection and approval. No construction-related materials shall be stored or staged within the Tree Protection Zone (fenced areas).*
- *The LA Street Tree Policy would require coordination with the City of Los Angeles Department of Public Works for removal or maintenance of protected trees; this policy does not apply to trees within private property, UCLA, or within the Caltrans ROW. Metro Tree Policy would not require permitting but would require coordination with the landowners (i.e., private landowners, UCLA, Caltrans) when a tree must be removed. Additionally, Metro Tree Policy states a mitigation plan would be required to be developed in consultation with a Certified Arborist if construction impacts resulted in a damaged or removed tree; decisions would be made in accordance with local ordinances identifying protected trees.*

PM GEO-1: *The Project shall demonstrate to the County of Los Angeles and the City of Los Angeles that the design of the Project complies with all applicable provisions of the California Building Code with respect to seismic design. Compliance shall include the following:*

- *California Building Code Seismic Zone 4 Standards as the minimum seismic-resistant design for all proposed facilities*
- *Seismic-resistant earthwork and construction design criteria (i.e., for the construction of the tunnel below ground surface, liquefaction, landslide, etc.), based on the site-specific recommendations of a California Registered Geologist in cooperation with the Project Engineers*
- *An engineering analysis to characterize site specific performance of alluvium or fill where either forms part or all of the support*

PM GEO-2: *A California-registered geologist and geotechnical engineer shall submit to and have approval by the Project a site specific evaluation of unstable soil conditions, including recommendations for ground preparation and earthwork activities specific to the site and in conformance with City of Los Angeles Building Code, County of Los Angeles Building Code, the California Building Code, Metro Rail Design Criteria (as applicable), and Caltrans Structure Seismic Design Criteria.*

PM GEO-3: *The Project shall demonstrate that the design of the Project complies with all applicable provisions of the County of Los Angeles Building Code and City of Los Angeles Building Code.*

MM GEO-3: *The Project shall comply with the recommendations of the final soils and geotechnical report. These recommendations shall be implemented in the design of the Project, including but not limited to measures associated with site preparation, fill placement,*

temporary shoring and permanent dewatering, groundwater seismic design features, excavation stability, foundations, soil stabilization, establishment of deep foundations, concrete slabs and pavements, surface drainage, cement type and corrosion measures, erosion control, shoring and internal bracing, and plan review.

MM GEO-5:

Prior to construction, the Project shall prepare a Construction Management Plan (CMP) that addresses geologic constraints and outlines strategies to minimize or avoid impacts to geologic hazards during construction. The plan shall address the following geological and geotechnical constraints/resources and incorporate standard mitigation measures (shown in parentheses):

- *Groundwater withdrawal (using dewatering pumps and proper disposal of contaminated groundwater according to legal requirements)*
- *Risk of ground failure from unstable soils (retaining walls and inserting soil stabilizers)*
- *Subsidence (retaining walls and shoring)*
- *Erosion control methods (netting on slopes, bioswales, sediment basins, re-vegetation)*
- *Soils with shrink-swell potential (inserting soil stabilizers)*
- *Soils with corrosive potential (protective coatings and protection for metal, steel or concrete structures, soil treatment, removal of corrosive soils and proper disposal of any corrosive soils)*
- *Impact to topsoils (netting, and dust control)*

The recommendations of the CMP would be incorporated into the project plans and specifications.

8 ALTERNATIVE 4

8.1 Alternative Description

Alternative 4 is a heavy rail transit (HRT) system with a hybrid underground and aerial guideway track configuration that would include four underground stations and four aerial stations. This alternative would provide transfers to five high-frequency fixed guideway transit and commuter rail lines, including the Los Angeles County Metropolitan Transportation Authority's (Metro) E, Metro D, and Metro G Lines, the East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 13.9 miles, with 5.7 miles of aerial guideway and 8.2 miles of underground configuration.

The four underground and four aerial HRT stations would be as follows:

1. Metro E Line Expo/Sepulveda Station (underground)
2. Santa Monica Boulevard Station (underground)
3. Wilshire Boulevard/Metro D Line Station (underground)
4. UCLA Gateway Plaza Station (underground)
5. Ventura Boulevard/Sepulveda Boulevard Station (aerial)
6. Metro G Line Sepulveda Station (aerial)
7. Sherman Way Station (aerial)
8. Van Nuys Metrolink Station (aerial)

8.1.1 Operating Characteristics

8.1.1.1 Alignment

As shown on Figure 8-1, from its southern terminus station at the Metro E Line Expo/Sepulveda Station, the alignment of Alternative 4 would run underground north through the Westside of Los Angeles (Westside) and the Santa Monica Mountains to a tunnel portal south of Ventura Boulevard in the San Fernando Valley (Valley). At the tunnel portal, the alignment would transition to an aerial guideway that would generally run above Sepulveda Boulevard before curving eastward along the south side of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor to the northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station.

The proposed southern terminus station would be located underground east of Sepulveda Boulevard between the existing elevated Metro E Line tracks and Pico Boulevard. Tail tracks for vehicle storage would extend underground south of National Boulevard east of Sepulveda Boulevard. The alignment would continue north beneath Bentley Avenue before curving northwest to an underground station at the southeast corner of Santa Monica Boulevard and Sepulveda Boulevard. From the Santa Monica Boulevard Station, the alignment would continue and curve eastward toward the Wilshire Boulevard/Metro D Line Station beneath the Metro D Line Westwood/UCLA Station, which is currently under construction as part of the Metro D Line Extension Project. From there, the underground alignment would curve slightly to the northeast and continue beneath Westwood Boulevard before reaching the UCLA Gateway Plaza Station.

Figure 8-1. Alternative 4: Alignment



Source: STCP, 2024; HTA, 2024

From the UCLA Gateway Plaza Station, the alignment would turn to the northwest beneath the Santa Monica Mountains to the east of Interstate 405 (I-405). South of Mulholland Drive, the alignment would curve to the north to reach a tunnel portal at Del Gado Drive, just east of I-405 and south of Sepulveda Boulevard.

The alignment would transition from an underground configuration to an aerial guideway structure after exiting the tunnel portal and would continue northeast to the Ventura Boulevard/Sepulveda Boulevard

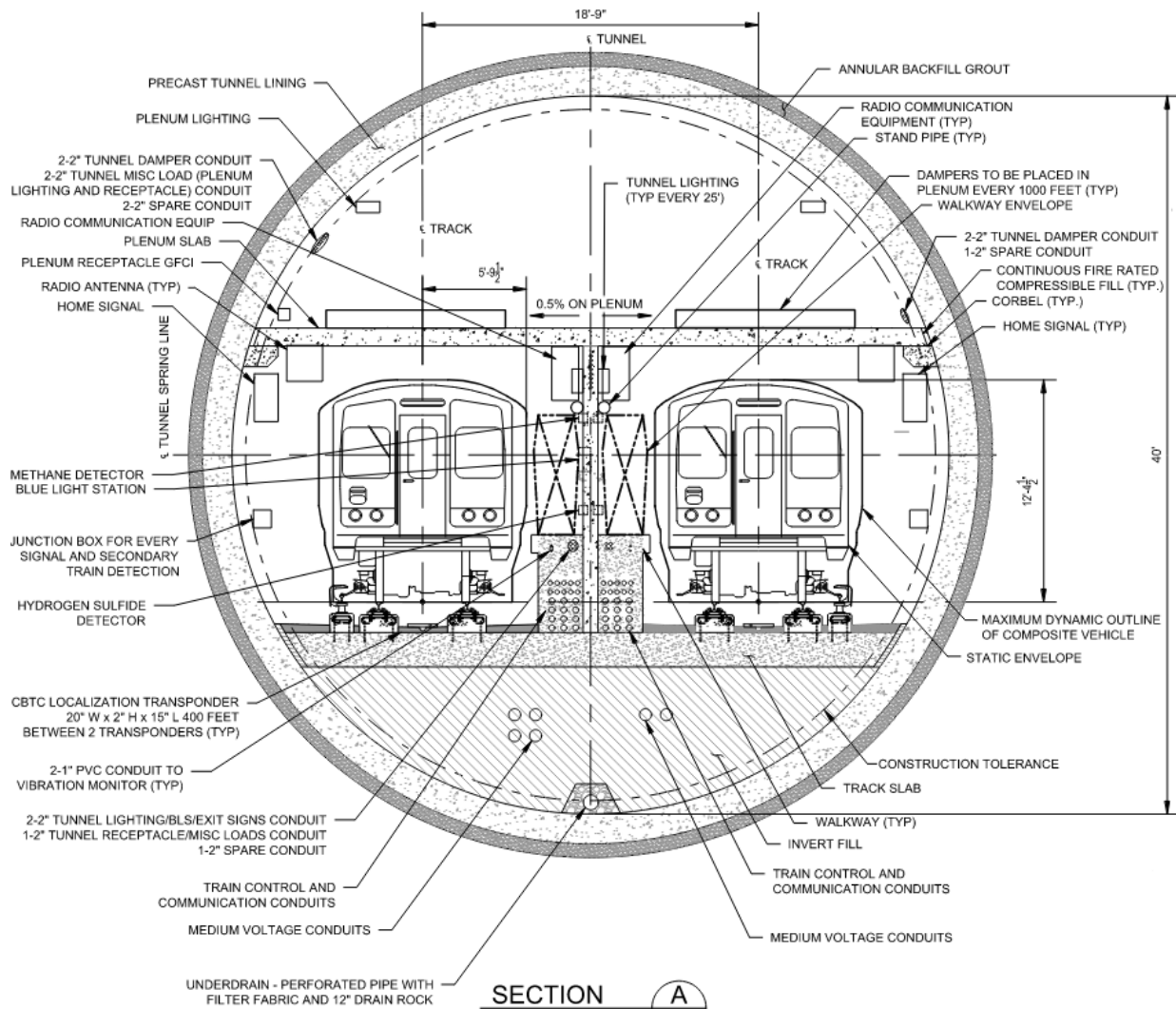
Station located over Dickens Street, immediately west of the Sepulveda Boulevard and Dickens Street intersection. North of the station, the aerial guideway would transition to the center median of Sepulveda Boulevard. The aerial guideway would continue north on Sepulveda Boulevard and cross over U.S. Highway 101 (US-101) and the Los Angeles River before continuing to the Metro G Line Sepulveda Station, immediately south of the Metro G Line Busway. Overhead utilities along Sepulveda Boulevard in the Valley would be undergrounded where they would conflict with the guideway or its supporting columns.

The aerial guideway would continue north above Sepulveda Boulevard where it would reach the Sherman Way Station just south of Sherman Way. After leaving the Sherman Way Station, the alignment would continue north before curving to the southeast to parallel the LOSSAN rail corridor on the south side of the existing tracks. Parallel to the LOSSAN rail corridor, the guideway would conflict with the existing Willis Avenue Pedestrian Bridge, which would be demolished. The alignment would follow the LOSSAN rail corridor before reaching the proposed northern terminus Van Nuys Metrolink Station located adjacent to the existing Metrolink/Amtrak Station. Tail tracks and yard lead tracks would descend to a proposed at-grade maintenance and storage facility (MSF) east of the northern terminus station. Modifications to the existing pedestrian underpass to the Metrolink platforms to accommodate these tracks would result in reconfiguration of an existing rail spur serving City of Los Angeles Department of Water and Power (LADWP) property.

8.1.1.2 Guideway Characteristics

Alternative 4 would utilize a single-bore tunnel configuration for underground tunnel sections, with an outside diameter of approximately 43.5 feet. The tunnel would include two parallel tracks with 18.75-foot track spacing in tangent sections separated by a continuous central dividing wall throughout the tunnel. Inner walkways would be constructed adjacent to the two tracks. Inner and outer walkways would be constructed within tunnel sections near the track crossovers. At the crown of tunnel, a dedicated air plenum would be provided by constructing a concrete slab above the railway corridor. The air plenum would allow for ventilation throughout the underground portion of the alignment. Figure 8-2 illustrates these components at a typical cross-section of the underground guideway.

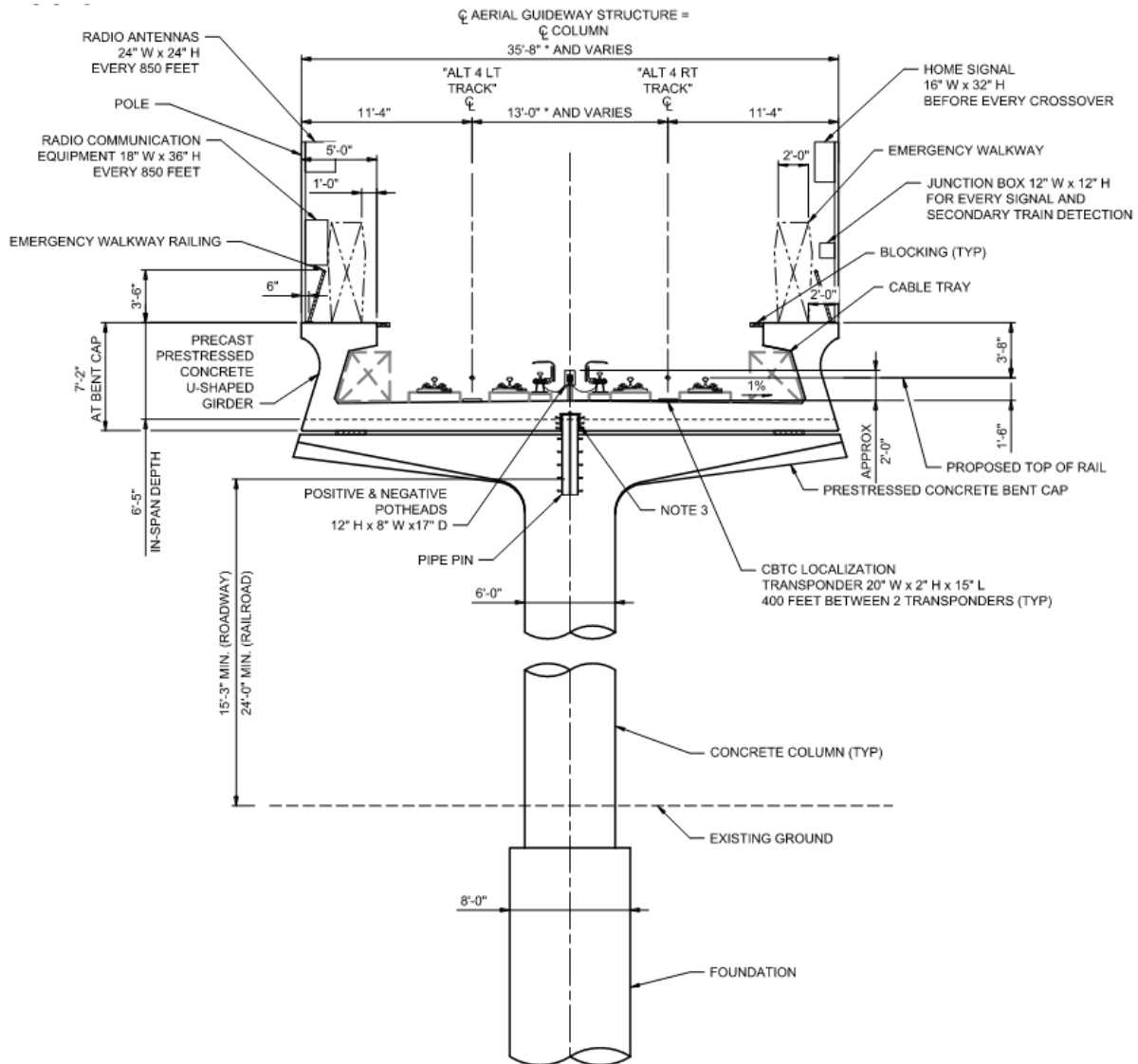
Figure 8-2. Typical Underground Guideway Cross-Section



Source: STCP, 2024

In aerial sections, the guideway would be supported by either single columns or straddle-bents. Both types of structures would support a U-shaped concrete girder and the HRT track. The aerial guideway would be approximately 36 feet wide. The track would be constructed on the concrete girders with direct fixation and would maintain a minimum of 13 feet between the centerlines of the two tracks. On the outer side of the tracks, emergency walkways would be constructed with a minimum width of 2 feet.

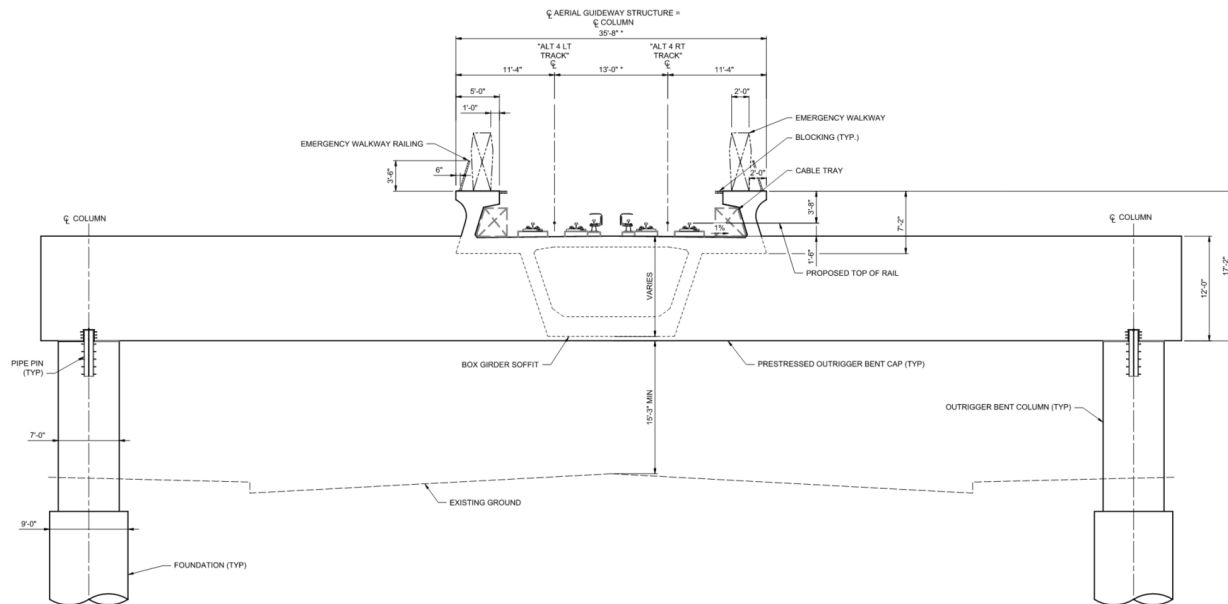
The single-column pier would be the primary aerial structure throughout the aerial portion of the alignment. Crash protection barriers would be used to protect columns located in the median of Sepulveda Boulevard in the Valley. Figure 8-3 shows a typical cross-section of the single-column aerial guideway.

Figure 8-3. Typical Aerial Guideway Cross-Section


Source: STCP, 2024

In order to span intersections and maintain existing turn movements, sections of the aerial guideway would be supported by straddle bents, a concrete straddle-beam placed atop two concrete columns constructed outside of the underlying roadway. Figure 8-4 illustrates a typical straddle-bent configuration.

Figure 8-4. Typical Aerial Straddle-Bent Cross-Section



Source: STCP, 2024

8.1.1.3 Vehicle Technology

Alternative 4 would utilize steel-wheel HRT trains, with automated train operations and planned peak-period headways of 2.5 minutes and off-peak-period headways ranging from 4 to 6 minutes. Each train could consist of three or four cars with open gangways between cars. The HRT vehicle would have a maximum operating speed of 70 miles per hour; actual operating speeds would depend on the design of the guideway and distance between stations. Train cars would be approximately 10 feet wide with three double doors on each side. Each car would be approximately 72 feet long with capacity for 170 passengers. Trains would be powered by a third rail.

8.1.1.4 Stations

Alternative 4 would include four underground stations and four aerial stations with station platforms measuring 280 feet long for both station configurations. The aerial stations would be constructed a minimum of 15.25 feet above ground level, supported by rows of dual columns with 8-foot diameters. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink/Amtrak Station.

All stations would be side-platform stations where passengers would select and travel to station platforms depending on their direction of travel. All stations would include 20-foot-wide side platforms separated by 30 feet for side-by-side trains. Aerial station platforms would be covered, but not enclosed. Each underground station would include an upper and lower concourse level prior to reaching the train platforms. Each aerial station, except for the Sherman Way Station, would include a mezzanine level prior to reaching the station platforms. At the Sherman Way Station, separate entrances on opposite sides of the street would provide access to either the northbound or southbound platform with an overhead pedestrian walkway providing additional connectivity across platforms. Each station would have a minimum of two elevators, two escalators, and one stairway from the ground level to the concourse or mezzanine.

Stations would include automatic, bi-parting fixed doors along the edges of station platforms. These platform screen doors would be integrated into the automatic train control system and would not open unless a train is stopped at the platform.

The following information describes each station, with relevant entrance, walkway, and transfer information. Bicycle parking would be provided at each station.

Metro E Line Expo/Sepulveda Station

- This underground station would be located just north of the existing Metro E Line Expo/Sepulveda Station, on the east side of Sepulveda Boulevard.
- A station entrance would be located on the east side of Sepulveda Boulevard north of the Metro E Line.
- A walkway to transfer to the Metro E Line would be provided at street level within the fare paid zone.
- A 126-space parking lot would be located immediately north of the station entrance, east of Sepulveda Boulevard. Passengers would also be able to park at the existing Metro E Line Expo/Sepulveda Station parking facility, which provides 260 parking spaces.

Santa Monica Boulevard Station

- This underground station would be located under the southeast corner of Santa Monica Boulevard and Sepulveda Boulevard.
- The station entrance would be located on the south side of Santa Monica Boulevard between Sepulveda Boulevard and Bentley Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

- This underground station would be located beneath the Metro D Line tracks and platform under Gayley Avenue between Wilshire Boulevard and Lindbrook Drive.
- Station entrances would be provided on the northeast corner of Wilshire Boulevard and Gayley Avenue and on the northeast corner of Lindbrook Drive and Gayley Avenue. Passengers would also be able to use the Metro D Line Westwood/UCLA Station entrances to access the station platform.
- A direct internal station transfer to the Metro D Line would be provided at the south end of the station.
- No dedicated station parking would be provided at this station.

UCLA Gateway Plaza Station

- This underground station would be located underneath Gateway Plaza on the University of California, Los Angeles (UCLA) campus.
- Station entrances would be provided on the north side of Gateway Plaza and on the east side of Westwood Boulevard across from Strathmore Place.
- No dedicated station parking would be provided at this station.

Ventura Boulevard/Sepulveda Boulevard Station

- This aerial station would be located west of Sepulveda Boulevard spanning over Dickens Street.

- A station entrance would be provided on the west side of Sepulveda Boulevard south of Dickens Street.
- A 52-space parking lot would be located adjacent to the station entrance on the southwest corner of the Sepulveda Boulevard and Dickens Street intersection, and an additional 40-space parking lot would be located on the northwest corner of the same intersection.

Metro G Line Sepulveda Station

- This aerial station would be located over Sepulveda Boulevard immediately south of the Metro G Line Busway.
- A station entrance would be provided on the west side of Sepulveda Boulevard south of the Metro G Line Busway.
- An elevated pedestrian walkway would connect the platform level of the proposed station to the planned aerial Metro G Line Busway platforms within the fare paid zone.
- Passengers would be able to park at the existing Metro G Line Sepulveda Station parking facility, which has a capacity of 1,205 parking spaces. Currently, only 260 parking spaces are used for transit parking. No additional automobile parking would be provided at the proposed station.

Sherman Way Station

- This aerial station would be located over Sepulveda Boulevard between Sherman Way and Gault Street.
- Station entrances would be provided on either side of Sepulveda Boulevard south of Sherman Way.
- A 46-space parking lot would be located on the northwest corner of the Sepulveda Boulevard and Gault Street intersection, and an additional 76-space parking lot would be located west of the station along Sherman Way.

Van Nuys Metrolink Station

- This aerial station would span Van Nuys Boulevard, just south of the LOSSAN rail corridor.
- The primary station entrance would be located on the east side of Van Nuys Boulevard just south of the LOSSAN rail corridor. A secondary station entrance would be located between Raymer Street and Van Nuys Boulevard.
- An underground pedestrian walkway would connect the station plaza to the existing pedestrian underpass to the Metrolink/Amtrak platform outside the fare paid zone.
- Existing Metrolink Station parking would be reconfigured, maintaining approximately the same number of spaces, but 66 parking spaces would be relocated west of Van Nuys Boulevard. Metrolink parking would not be available to Metro transit riders.

8.1.1.5 Station-To-Station Travel Times

Table 8-1 presents the station-to-station distance and travel times at peak period for Alternative 4. The travel times include both run time and dwell time. Dwell time is 30 seconds for transfer stations and 20 seconds for other stations. Northbound and southbound travel times vary slightly because of grade differentials and operational considerations at end-of-line stations.

Table 8-1. Alternative 4: Station-to-Station Travel Times and Station Dwell Times

From Station	To Station	Distance (miles)	Northbound Station-to-Station Travel Time (seconds)	Southbound Station-to-Station Travel Time (seconds)	Dwell Time (seconds)
<i>Metro E Line Station</i>					30
Metro E Line	Santa Monica Boulevard	0.9	89	86	—
<i>Santa Monica Boulevard Station</i>					20
Santa Monica Boulevard	Wilshire/Metro D Line	0.9	91	92	—
<i>Wilshire/Metro D Line Station</i>					30
Wilshire/Metro D Line	UCLA Gateway Plaza	0.7	75	68	—
<i>UCLA Gateway Plaza Station</i>					20
UCLA Gateway Plaza	Ventura Boulevard	6.1	376	366	—
<i>Ventura Boulevard Station</i>					20
Ventura Boulevard	Metro G Line	1.9	149	149	—
<i>Metro G Line Station</i>					30
Metro G Line	Sherman Way	1.4	110	109	—
<i>Sherman Way Station</i>					20
Sherman Way	Van Nuys Metrolink	1.9	182	180	—
<i>Van Nuys Metrolink Station</i>					30

Source: STCP, 2024

— = no data

8.1.1.6 Special Trackwork

Alternative 4 would include 10 double crossovers throughout the alignment, enabling trains to cross over to the parallel track. Each terminus station would include a double crossover immediately north and south of the station. Except for the Santa Monica Boulevard Station, each station would have a double crossover immediately south of the station. The remaining crossovers would be located along the alignment midway between the UCLA Gateway Plaza Station and the Ventura Boulevard Station.

8.1.1.7 Maintenance and Storage Facility

The MSF for Alternative 4 would be located east of the Van Nuys Metrolink Station and would encompass approximately 46 acres. The MSF would be designed to accommodate 184 rail cars and would be bounded by single-family residences to the south, the LOSSAN rail corridor to the north, Woodman Avenue on the east, and Hazeltine Avenue and industrial manufacturing enterprises to the west. Trains would access the site from the fixed guideway's tail tracks at the northwest corner of the site. Trains would then travel southeast to maintenance facilities and storage tracks.

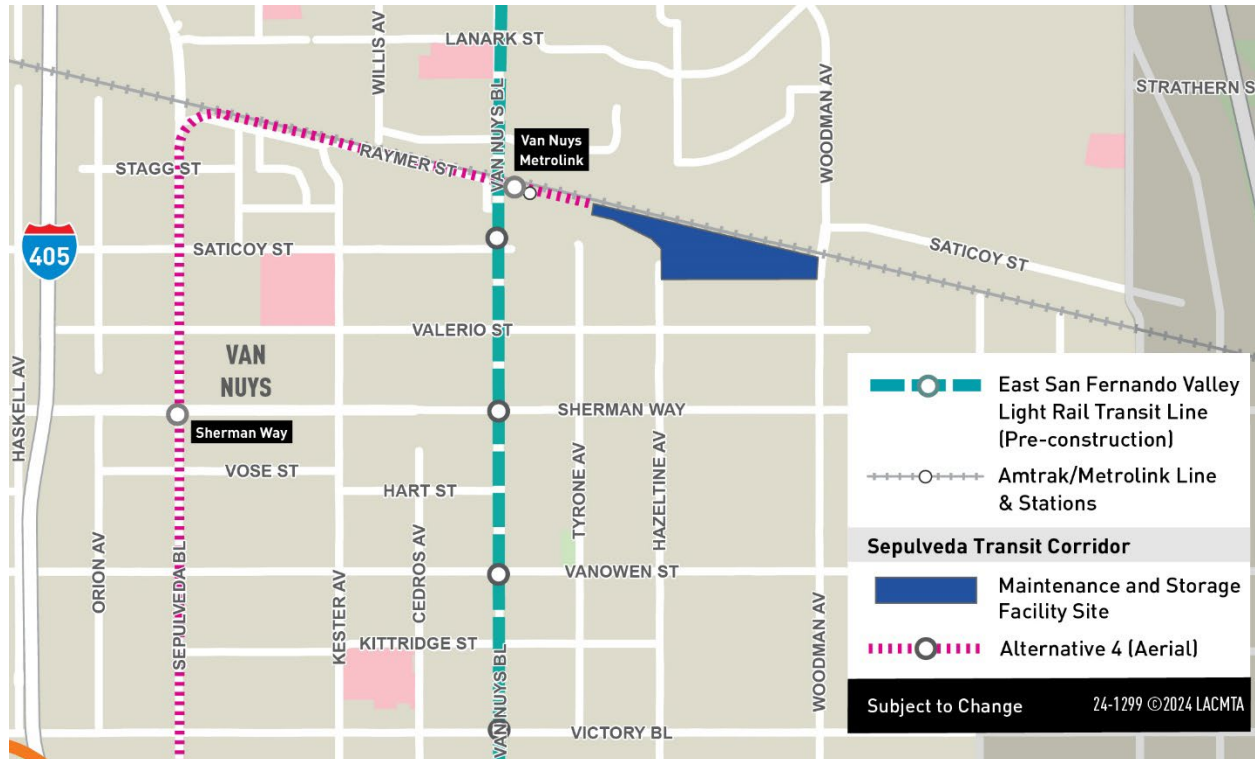
The site would include the following facilities:

- Two entrance gates with guard shacks
- Main shop building
- Maintenance-of-way building
- Storage tracks
- Carwash building
- Cleaning and inspections platforms
- Material storage building
- Hazmat storage locker

- Traction power substation (TPSS) located on the west end of the MSF to serve the mainline
- TPSS located on the east end of the MSF to serve the yard and shops
- Parking area for employees
- Grade separated access roadway (over the HRT tracks at the east end of the facility, and necessary drainage)

Figure 8-5 shows the location of the MSF site for Alternative 4.

Figure 8-5. Alternative 4: Maintenance and Storage Facility Site



Source: STCP, 2024; HTA, 2024

8.1.1.8 Traction Power Substations

TPSSs transform and convert high voltage alternating current supplied from power utility feeders into direct current suitable for transit operation. Twelve TPSS facilities would be located along the alignment and would be spaced approximately 0.5 to 2.5 miles apart. TPSS facilities would generally be located within the stations, adjacent to the tunnel through the Santa Monica Mountains, or within the MSF. TPSSs would be approximately 2,000 to 3,000 square feet. Table 8-2 lists the TPSS locations for Alternative 4.

Figure 8-6 shows the TPSS locations along the Alternative 4 alignment.

Table 8-2. Alternative 4: Traction Power Substation Locations

TPSS No.	Location Description	Configuration
1	TPSS 1 would be located east of Sepulveda Boulevard and north of the Metro E Line.	Underground (within station)

TPSS No.	Location Description	Configuration
2	TPSS 2 would be located south of Santa Monica Boulevard between Sepulveda Boulevard and Bentley Avenue.	Underground (within station)
3	TPSS 3 would be located at the southeast corner of UCLA Gateway Plaza.	Underground (within station)
4	TPSS 4 would be located south of Bellagio Road and west of Stone Canyon Road.	Underground (adjacent to tunnel)
5	TPSS 5 would be located west of Roscomare Road between Donella Circle and Linda Flora Drive.	Underground (adjacent to tunnel)
6	TPSS 6 would be located east of Loom Place between Longbow Drive and Vista Haven Road.	Underground (adjacent to tunnel)
7	TPSS 7 would be located west of Sepulveda Boulevard between the I-405 Northbound On-Ramp and Dickens Street.	At-grade (within station)
8	TPSS 8 would be located west of Sepulveda Boulevard between the Metro G Line Busway and Oxnard Street.	At-grade (within station)
9	TPSS 9 would be located at the southwest corner of Sepulveda Boulevard and Sherman Way.	At-grade (within station)
10	TPSS 10 would be located south of the LOSSAN rail corridor and north of Raymer Street and Kester Avenue.	At-grade
11	TPSS 11 would be located south of the LOSSAN rail corridor and east of the Van Nuys Metrolink Station.	At-grade (within MSF)
12	TPSS 12 would be located south of the LOSSAN rail corridor and east of Hazeltine Avenue.	At-grade (within MSF)

Source: STCP, 2024; HTA, 2024

Figure 8-6. Alternative 4: Traction Power Substation Locations



Source: STCP, 2024; HTA, 2024

8.1.1.9 Roadway Configuration Changes

Table 8-3 lists the roadway changes necessary to accommodate the guideway of Alternative 4. Figure 8-7 shows the location of roadway changes in the Sepulveda Transit Corridor Project (Project) Study Area, and Figure 8-8 shows detail of the street vacation at Del Gado Drive.

In addition to the changes made to accommodate the guideway, as listed in Table 8-3, roadways and sidewalks near stations would be reconstructed, resulting in modifications to curb ramps and driveways.

Table 8-3. Alternative 4: Roadway Changes

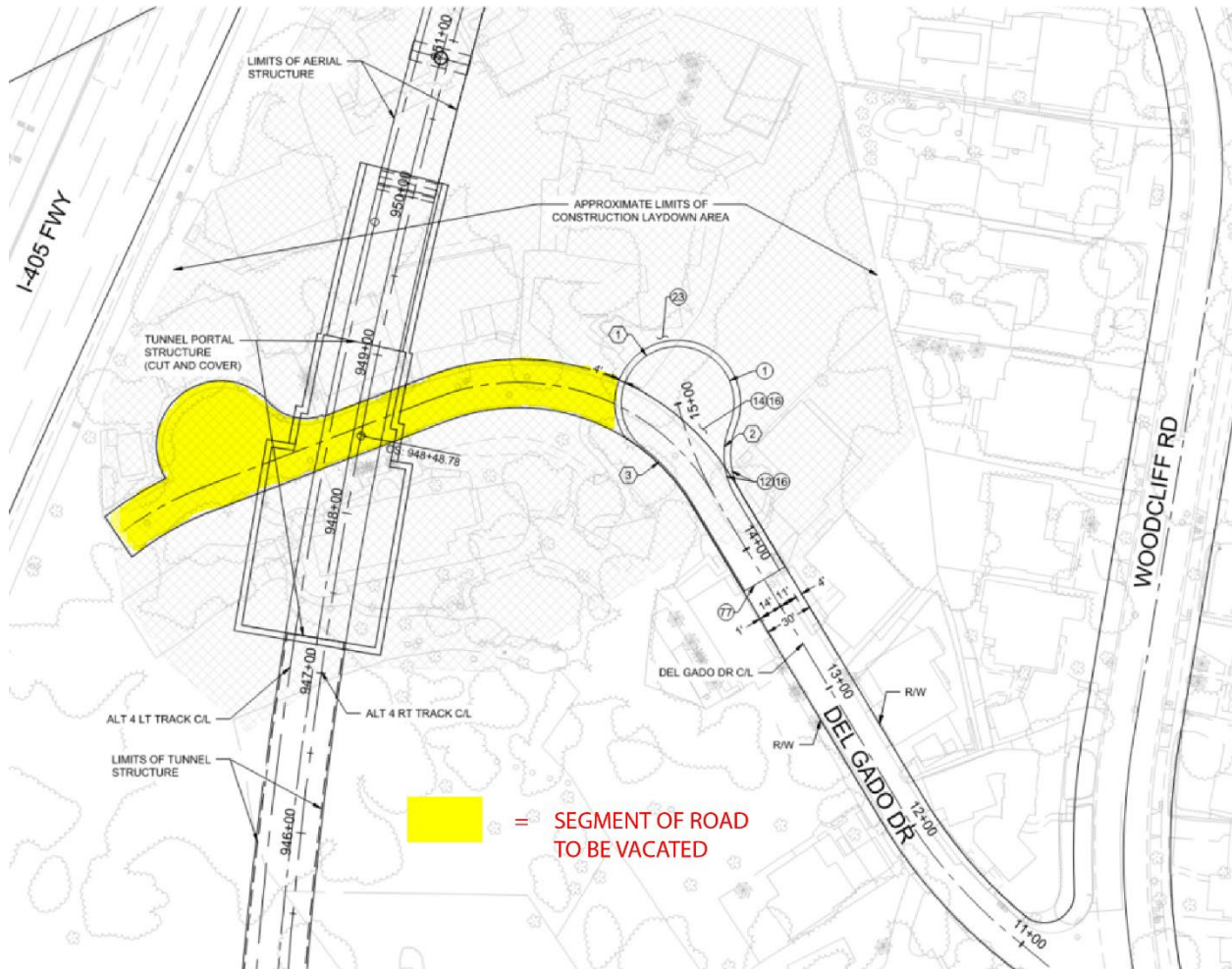
Location	From	To	Description of Change
Del Gado Drive	Woodcliff Road	Not Applicable	Vacation of approximately 325 feet of Del Gado Drive east of I-405 to accommodate tunnel portal
Sepulveda Boulevard	Ventura Boulevard	Raymer Street	Construction of raised median and removal of all on-street parking on the southbound side of the street and some on-street parking on the northbound side of the street to accommodate aerial guideway columns
Sepulveda Boulevard	La Maida Street	Not Applicable	Prohibition of left turns to accommodate aerial guideway columns
Sepulveda Boulevard	Valleyheart Drive South, Hesby Street, Hartsook Street, Archwood Street, Hart Street, Leadwell Street, Covello Street	Not Applicable	Prohibition of left turns to accommodate aerial guideway columns
Raymer Street	Kester Avenue	Keswick Street	Reconstruction resulting in narrowing of width and removal of parking on the westbound side of the street to accommodate aerial guideway columns

Source: STCP, 2024; HTA, 2024

Figure 8-7. Alternative 4: Roadway Changes



Source: STCP, 2024; HTA, 2024

Figure 8-8. Alternative 4: Street Vacation at Del Gado Drive


Source: STCP, 2024; HTA, 2024

8.1.1.10 Ventilation Facilities

For ventilation of the alignment's underground portion, a plenum within the crown of the tunnel would provide a separate compartment for air circulation and allow multiple trains to operate between stations. Each underground station would include a fan room with additional ventilation facilities. Alternative 4 would also include a stand-alone ventilation facility at the tunnel portal on the northern end of the tunnel segment, located east of I-405 and south of Del Gado Drive. Within this facility, ventilation fan rooms would provide both emergency ventilation, in case of a tunnel fire, and regular ventilation, during non-revenue hours. The facility would also house sump pump rooms to collect water from various sources, including storm water; wash water (from tunnel cleaning); and water from a fire-fighting incident, system testing, or pipe leaks.

8.1.1.11 Fire/Life Safety – Emergency Egress

Within the tunnel segment, emergency walkways would be provided between the center dividing wall and each track. Sliding doors would be located in the central dividing wall at required intervals to connect the two sides of the railway with a continuous walkway to allow for safe egress to a point of safety (typically at a station) during an emergency. Similarly, the aerial guideway would include two

emergency walkways with safety railing located on the outer side of the tracks. Access to tunnel segments for first responders would be through stations and the portal.

8.1.2 Construction Activities

Temporary construction activities for Alternative 4 would occur within project work zones at permanent facility locations, construction staging and laydown areas, and construction office areas. Construction of the transit facilities through substantial completion is expected to have a duration of 8 ¼ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

For the guideway, Alternative 4 would consist of a single-bore tunnel through the Westside and Santa Monica Mountains. The tunnel would be comprised of two separate segments, one running north from the southern terminus to the UCLA Gateway Plaza Station (Westside segment), and the other running south from the portal in the San Fernando Valley to the UCLA Gateway Plaza Station (Santa Monica Mountains segment). Two tunnel boring machines (TBM) with approximately 45-foot-diameter cutting faces would be used to construct the two tunnel segments underground. For the Westside segment, the TBM would be launched from Staging Area No. 1 in Table 8-4 at Sepulveda Boulevard and National Boulevard. For the Santa Monica Mountains segment, the TBM would be launched from Staging Area No. 4 in the San Fernando Valley. Both TBMs would be extracted from the UCLA Gateway Plaza Station Staging Area No. 3 in Table 8-4. Figure 8-9 shows the location of construction staging locations along the Alternative 4 alignment.

Table 8-4. Alternative 4: On-Site Construction Staging Locations

No.	Location Description
1	Commercial properties on southeast corner of Sepulveda Boulevard and National Boulevard
2	North side of Wilshire Boulevard between Veteran Avenue and Gayley Avenue
3	UCLA Gateway Plaza
4	Residential properties on both sides of Del Gado Drive and south side of Sepulveda Boulevard adjacent to I-405
5	West of Sepulveda Boulevard between Valley Vista Boulevard and Sutton Street
6	West of Sepulveda Boulevard between US-101 and Sherman Oaks Castle Park
7	Lot behind Los Angeles Fire Department Station 88
8	Commercial property on southeast corner of Sepulveda Boulevard and Raymer Street
9	South of the LOSSAN rail corridor east of Van Nuys Metrolink Station, west of Woodman Avenue

Source: STCP, 2024; HTA, 2024

Figure 8-9. Alternative 4: On-Site Construction Staging Locations



Source: STCP, 2024; HTA, 2024

The distance from the surface to the top of the tunnel for the Westside tunnel segment would vary from approximately 40 feet to 90 feet depending on the depth needed to construct the underground stations. The depth of the Santa Monica Mountains tunnel segment would vary from approximately 470 feet as it passes under the Santa Monica Mountains to 50 feet near UCLA. The tunnel segment through the Westside would be excavated in soft ground, while the tunnel through the Santa Monica Mountains would be excavated primarily in hard ground or rock as geotechnical conditions transition from soft to hard ground near the UCLA Gateway Plaza Station.

The aerial guideway viaduct would be primarily situated in the center of Sepulveda Boulevard in the San Fernando Valley, with guideway columns located in both the center and outside of the right-of-way of Sepulveda Boulevard. This would result in a linear work zone spanning the full width of Sepulveda Boulevard along the length of the aerial guideway. Three to five main phases would be required to construct the aerial guideway. A phased approach would allow travel lanes along Sepulveda Boulevard to remain open as construction individually occupies either the center, left, or right side of the roadway via the use of lateral lane shifts. Additional lane closures on side streets may be required along with appropriate detour routing.

The aerial guideway would comprise a mix of simple spans and longer balanced cantilever spans ranging from 80 to 250 feet in length. The repetitive simple spans would be utilized when guideway bent is located within the center median of Sepulveda Boulevard and would be constructed using Accelerated Bridge Construction (ABC) segmental span-by-span technology. Longer balanced cantilever spans would be provided at locations such as freeways, arterials, or street crossings, and would be constructed using ABC segmental balance cantilever technology. Foundations would consist of cast-in-drilled-hole (CIDH) shafts with both precast and cast-in-place structural elements. During construction of the aerial guideway, multiple crews would work on components of the guideway simultaneously.

Construction work zones would also be co-located with future MSF and station locations. All work zones would comprise the permanent facility footprint with additional temporary construction easements from adjoining properties.

The Metro E Line, Santa Monica Boulevard, Wilshire Boulevard/Metro D Line, and UCLA Gateway Plaza Stations would be constructed using a “cut-and-cover” method whereby the station structure would be constructed within a trench excavated from the surface with a portion or all being covered by a temporary deck and backfilled during the later stages of station construction. Traffic and pedestrian detours would be necessary during underground station excavation until decking is in place and the appropriate safety measures are taken to resume cross traffic. Constructing the Ventura Boulevard/Sepulveda Boulevard, Metro G Line Sepulveda, Sherman Way, and Van Nuys Metrolink Stations would include construction of CIDH elevated viaduct with two parallel side platforms supported by outrigger bents.

In addition to work zones, Alternative 4 would require construction staging and laydown areas at multiple locations along the alignment as well as off-site staging areas. Construction staging areas would provide the necessary space for the following activities:

- Contractors’ equipment
- Receiving deliveries
- Testing of soils for minerals or hazards
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment)

A larger, off-site staging area would be used for temporary storage of excavated material from both tunneling and station cut-and-cover excavation activities. Table 8-4 and Figure 8-9 present potential construction staging areas along the alignment for Alternative 4. Table 8-5 and Figure 8-10 present candidate sites for off-site staging and laydown areas.

Table 8-5. Alternative 4: Potential Off-Site Construction Staging Locations

No.	Location Description
S1	East of Santa Monica Airport Runway
S2	Ralph's Parking Lot in Westwood Village
N1	West of Sepulveda Basin Sports Complex, south of the Los Angeles River
N2	West of Sepulveda Basin Sports Complex, north of the Los Angeles River
N3	Metro G Line Sepulveda Station Park & Ride Lot
N4	North of Roscoe Boulevard and Hayvenhurst Avenue
N5	LADWP property south of the LOSSAN rail corridor, east of Van Nuys Metrolink Station

Source: STCP, 2024; HTA, 2024

Figure 8-10. Alternative 4: Potential Off-Site Construction Staging Locations



Source: STCP, 2024; HTA, 2024

Construction of the HRT guideway between the Van Nuys Metrolink Station and the MSF would require reconfiguration of an existing rail spur serving LADWP property. The new location of the rail spur would require modification to the existing pedestrian undercrossing at the Van Nuys Metrolink Station.

Alternative 4 would require construction of a concrete casting facility for tunnel lining segments because no existing commercial fabricator capable of producing tunnel lining segments for a large-diameter tunnel exists within a practical distance of the Project Study Area. The site of the MSF would initially be

used for this casting facility. The casting facility would include casting beds and associated casting equipment, storage areas for cement and aggregate, and a field quality control facility, which would need to be constructed on-site. When a more detailed design of the facility is completed, the contractor would obtain all permits and approvals necessary from the City of Los Angeles, the South Coast Air Quality Management District, and other regulatory entities.

As areas of the MSF site begin to become available following completion of pre-casting operations, construction of permanent facilities for the MSF would begin, including construction of surface buildings such as maintenance shops, administrative offices, train control, traction power and systems facilities. Some of the yard storage track would also be constructed at this time to allow delivery and inspection of passenger vehicles that would be fabricated elsewhere. Additional activities occurring at the MSF during the final phase of construction would include staging of trackwork and welding of guideway rail.

8.2 Existing Conditions

This section describes Section 4(f) properties that were considered for evaluation. Properties subject to Section 4(f) consideration include historic resources of local, state, or national significance, whether privately or publicly owned, as well as publicly owned parks, recreation areas, and wildlife refuges of national or local significance. Section 2.1.1.1 provides more information about the types of properties protected by Section 4(f) of the U.S. Department of Transportation Act.

8.2.1 Historic Sites

This section identifies eligible historic properties that are subject to Section 4(f) and describes the architectural styles that form the basis of the evaluation. Prior to completing this Section 4(f) evaluation, a California Environmental Quality Act (CEQA) historical resource impact analysis was completed to identify historical and archaeological resources in the Built Environment Resource Study Area (RSA) and to determine their significance (refer to the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* [Metro, 2025a]). Historic and archival research was undertaken to determine the presence of previously identified historic properties eligible for listing in the National Register of Historic Places (NRHP). In addition, a historic architectural survey was completed for the Section 4(f) Built Environment RSA for the project alternatives to further identify and evaluate properties that are historically significant and meet the criteria for eligibility for listing in the NRHP. Historical resources identified for the purpose of CEQA analysis in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report*, as well as each resource's potential Section 4(f) protection status, are shown in Table 8-6. With regard to Section 4(f) requirements, historic sites identified in Table 8-6 that are listed in or eligible for listing in the NRHP were evaluated for potential use. The locations of these resources are depicted in Figure 8-11 and Figure 8-12.

To date, a Section 106 consultation process has not occurred; thus, key Section 4(f) consultation with the officials with jurisdiction over historic sites (i.e., the State Historic Preservation Officer [SHPO]) also has not occurred. Thus, the identification of historic sites would be revisited when there is federal involvement.

In addition to built-environment historic properties, the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a) identified various archaeological and tribal cultural resources through a combination of archival and field research. This effort yielded 10 previously identified archaeological resources within the Project Study Area. Of those previously identified resources, the South Central Coastal Information Center (SCCIC) records search

identified one previously recorded archaeological resource (P-19-003803) within the Alternative 4 Section 4(f) Archaeological RSA but has likely been removed or heavily disturbed as a result of prior construction activity in the area. This archaeological resource was also the only previously identified resource that has been determined eligible for listing in the NRHP. If P-19-003803 is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place then the exception (23 CFR 774.13b) to the requirements of Section 4(f) would apply and no Section 4(f) evaluation of the archaeological site would be required. Section 4(f) applies to archeological sites that are listed in or eligible for listing in the NRHP and that warrant preservation in place. Efforts to preserve the resource or develop and execute a Data Recovery Plan should be addressed in the Section 106 process. Since the Section 106 process has not been initiated, the officials with jurisdiction over the resource (i.e., the SHPO) have not been consulted on the importance of the resource or its data recovery potential. Thus, P-19-003803 is considered a Section 4(f) protected historical site for the purposes of this report.

Table 8-6. Alternative 4: Identified Historic Sites in the Built Environment Resource Study Area

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
1	13812 Saticoy Street	NA	13812 Saticoy Street	The industrial building located at 13812 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
2	13914 Saticoy Street	NA	13914 Saticoy Street	The industrial building located at 13914 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
3	13938 Saticoy Street	NA	13938 Saticoy Street	The industrial building located at 13938 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
4	13942 Saticoy Street	NA	13942 Saticoy Street	The industrial building located at 13942 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
5	SPRR Warehouse	NA	7766 Van Nuys Boulevard	The SPRR Warehouse located at 7766 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the post-World War II railroad development and the SPRR's transition to diesel locomotive engines.	Yes
6	14704 Raymer Street	NA	14704 Raymer Street	The industrial property located at 14704 Raymer Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
7	14746 Raymer Street	NA	14746 Raymer Street	The industrial property located at 14746 Raymer Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
8	The Performing Arts Center	NA	7735 Sepulveda Boulevard	The Performing Arts Center located at 7735 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Googie design.	Yes
9	Valley Animal Hospital	NA	7721 Sepulveda Boulevard	The Valley Animal Hospital building located at 7721 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
10	Lancer Lion II Apartments	NA	7657 Sepulveda Boulevard	The Lancer Lion II Apartments located at 7657 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the Live Better Electrically and Medallion Homes program and the electrical history of the City of Los Angeles.	Yes
11	Air Raid Siren No. 110	NA	Northeast corner of Covello Street and Sepulveda Boulevard	The Air Raid Siren No. 110 is eligible for listing in the NRHP and CRHR and is significant under Criterion A for its association with World War II and Cold War military infrastructure.	Yes
12	Sherman Way Street Trees	NA	Sherman Way between Woodley Avenue and Sherman Circle	The Sherman Way Street Trees are eligible for listing in the local register significant as representing the Street Planting Plan for Sherman Way (paved between 1911 and 1913), a major streetcar and automobile route which was the main corridor from central Los Angeles to the City of Van Nuys.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
13	6833 Sepulveda Boulevard	NA	6833 Sepulveda Boulevard	The multiple-family building located at 6833 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
14	Van Nuys Boulevard Street Trees	NA	Between Sherman Way along Sherman Circle and Hamlin Street on Van Nuys Boulevard	The Van Nuys Boulevard Street Trees are eligible for listing in the local register significant as representing the Street Planting Plan for Sherman Way (paved between 1911 and 1913; parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which was the main automobile and streetcar corridor from central to the City of Van Nuys.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
17	6160 Sepulveda Boulevard	NA	6160 Sepulveda Boulevard	The industrial property located at 6160 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar industrial development of Van Nuys.	Yes
18	Air Raid Siren No. 117	NA	South side of Oxnard Street, west of Sepulveda Boulevard	The Air Raid Siren No. 117 is eligible for listing in the NRHP and CRHR and is significant under Criterion A for its association with World War II and Cold War military infrastructure.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
19	Cabana Motel	NA	5764 Sepulveda Boulevard	The Cabana Motel located at 5764 Sepulveda Boulevard is eligible for listing in the NRHP, CRHR, and the local register at the local level and is significant under Criterion A/1 for its association with the City of Los Angeles's postwar car culture and Criterion C/3 for its Modern design.	Yes
20	El Cortez Motel	NA	5746 Sepulveda Boulevard	The El Cortez Motel located at 5746 Sepulveda Boulevard is eligible for listing in the NRHP, CRHR, and the local register at the local level and is significant under Criterion A/1 for its association with the City of Los Angeles's postwar car culture and Criterion C/3 for its Modern design.	Yes
21	5724 Sepulveda Boulevard	NA	5724 Sepulveda Boulevard	The multiple-family building located at 5724 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
22	Kauai Surf	NA	15232 Martha Street	The Kauai Surf apartments building located at 15232 Martha Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
23	5450 Sepulveda Boulevard	NA	5450 Sepulveda Boulevard	The residential building located at 5450 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Monterey design.	Yes
24	Cathedral of St. Mary Church	NA	5335 N Sepulveda Boulevard	The Cathedral of St. Mary Church located at 5335 N Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Byzantine Revival design.	Yes
25	Lt. Patrick H. Daniels United States Army Reserve Center	NA	5161 Sepulveda Boulevard	The Lt. Patrick H. Daniels United States Army Reserve Center building located at 5161 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the Army Reserves in the City of Los Angeles during the Vietnam War and under Criterion C/3 for its Modern design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
27	4700 Sepulveda Boulevard	NA	4700 Sepulveda Boulevard	The multiple-family building located at 4700 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Eclectic Streamline Moderne design.	Yes
28	4737 Orion Avenue	NA	4737 Orion Avenue	The residential building located at 4737 Orion Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
29	4714 Orion Avenue	NA	4714 Orion Avenue	The residential building located at 4714 Orion Avenue is eligible for listing in the NRHP, CRHR, and the local register at the local level. It is significant under Criterion A/1 for its association with the postwar housing crisis and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
30	15233 Ventura Boulevard	NA	15233 Ventura Boulevard	The commercial property located at 15233 Ventura Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	Yes
31/33	15300 Ventura Boulevard	NA	15300 Ventura Boulevard	The building is individually eligible for listing in the NRHP significant under Criterion C for its International design.	Yes
34	15250 Ventura Boulevard	NA	15250 Ventura Boulevard	The commercial property located at 15250 Ventura Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	Yes
35	Da Siani Ristorante (Sherwood Coiffeurs)	NA	4511 Sepulveda Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	Yes
37	15224 Dickens Street	NA	15224 Dickens Street	The multiple-family residential building located at 15224 Dickens Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	Yes
38	15564 Briarwood Drive	NA	15564 Briarwood Drive	The residential building located at 15564 Briarwood Drive is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern Post and Beam design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
39	15573 Briarwood Drive	NA	15573 Briarwood Drive	The residential building located at 15573 Briarwood Drive is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern Post and Beam design.	Yes
40	3754 N Scadlock Lane	NA	3754 N Scadlock Lane	The residential building located at 3754 N Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
41	3700 N Scadlock Lane	NA	3700 N Scadlock Lane	The residential building located at 3700 N Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
42	3666 N Scadlock Lane	NA	3666 N Scadlock Lane	The residential building located at 3666 N Scadlock Lane is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
60	Deauville House	NA	2212 N Linda Flora Drive	The Deauville House is eligible for local register listing significant for its Storybook Ranch design and as work of a master architect, Earl C. Rahn.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
61	1711 N Stone Canyon Road	NA	1711 N Stone Canyon Road	The residential building located at 1711 N Stone Canyon Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
62	1780 N Stone Canyon Road	NA	1780 N Stone Canyon Road	The residential building located at 1780 N Stone Canyon Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Ranch design.	Yes
63	661 N Stone Canyon Road	NA	661 N Stone Canyon Road	The residential building located at 661 N Stone Canyon Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	Yes
64	Miller Residence	NA	10615 W Bellagio Road	The Miller Residence located at 10615 W Bellagio Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival commercial design and as the work of a master, Wallace Neff. The resource was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For the Project, this resource is considered a historical resource for the purposes of CEQA.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
65	Ethel Guiberson/Hannah Carter Japanese Garden	NA	10619 West Bellagio Road	The local register listed Ethel Guiberson/Hannah Carter Japanese Garden (LAHCM No. 1141) is significant under local register criteria for its landscape architecture.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
69	121 N Udine Way	NA	121 N Udine Way	The residential property located at 121 N Udine Way was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For the Project, this resource is considered a historical resource for the purposes of CEQA.	No. This property has not been evaluated for potential eligibility for listing in the NRHP.
70	120 N Udine Way	NA	120 N Udine Way	The residential property located at 120 N Udine Way was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For the Project, this resource is considered a historical resource for the purposes of CEQA.	No. This property has not been evaluated for potential eligibility for listing in the NRHP.
71	Marymount High School (Main Administration Building, including Chapel and Auditorium)	NA	10643-10685 Sunset Boulevard and 101-121 Marymount Place	The local register listed Marymount High School (Main Administration Building, including Chapel and Auditorium) (LAHCM No. 254) is significant under local register criteria for its design and local significance.	No. This property is listed in LAHCM only.
72	UCLA Historic District	P-19-175802	East-west axis of campus; bounded by Westwood Boulevard and Circle Drive	The district includes 15 contributing resources and landscape features, and two non-contributing resources. The district is significant under NRHP Criterion A as the first public institution of higher education in Southern California, and under NRHP Criterion C for its design.	Yes
73	UCLA Ackerman Hall	P-19-190591	308 Westwood Plaza	The building is individually eligible for listing the NRHP and CRHR and is significant under Criterion A for its association with the history of UCLA and under Criterion C/3 for its Modern design.	Yes
87	UCLA Veterans Rehabilitation Services	19-189982	1000 Veteran Avenue	The UCLA Veterans Rehabilitation Services building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Contemporary design and as a work of a master, Welton Beckett and Associates.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
89	Campbell's Book Store	NA	10918 Le Conte Avenue	The commercial building located at 10918 Le Conte Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Streamline Moderne design.	Yes
90	Holmby Building	NA	921 Westwood Boulevard	The local register listed Holmby Building (LAHCM No. 1223) is significant under local register criteria as an excellent example of Mediterranean Revival commercial architecture in Westwood Village, and as the work of master architect Gordon B. Kaufmann.	No. This property is listed in LAHCM only.
91	924 Westwood Boulevard	NA	924 Westwood Boulevard	The commercial building located at 924 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	Yes
93	10930 Weyburn Avenue	NA	10940 Weyburn Avenue	The commercial building located at 10940 Weyburn Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Spanish Colonial Revival design.	Yes
94	Chatam Restaurant	NA	10930 Weyburn Avenue	The Chatam Restaurant building located at 10930 Weyburn Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its One Part Commercial Block design.	Yes
96	Bullock's Department Store	NA	1000 S Westwood Boulevard	The Bullock's Department Store is eligible for local register listing significant as an individual building that represents a very early phase of commercial development in a neighborhood, and as a rare example of its type.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
97	Kelly Music Building/ Alice's Restaurant	NA	1041 Westwood Boulevard	The local register listed Kelly Music Building/Alice's Restaurant (LAHCM No. 1201) is significant under local register criteria for its association with the early development of Westwood Village and as one of the earliest works by master architect Paul Revere Williams.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
98	Penney's	NA	1056 Westwood Boulevard	The Penney's building at 1056 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Spanish Colonial Revival commercial architecture.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
99	Janss Investment Company Building	NA	1081 Westwood Boulevard	The local register listed Janss Investment Company Building (LAHCM No. 364) is significant under local register criteria for its Mediterranean Revival design.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
100	Glendale Federal Savings and Loan Association	NA	1090 Westwood Boulevard	The Glendale Federal Savings and Loan Association building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
101	Westwood Village Streetlight	NA	Westwood and Kinross	The Westwood Village Streetlight is eligible for local register listing significant as one of the last remaining ornamental streetlights that were installed throughout Westwood Village.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
102	Bratskeller Egyptian Theater (Ralphs Grocery Store)	P-19-174110	1142 Westwood Boulevard	The Bratskeller Egyptian Theater (Ralphs Grocery Store) building (LAHCM No. 360) is significant for its Mediterranean Revival design and as one of the first buildings constructed in the Westwood area.	No. This property is listed in the LAHCM only.
103	Gayley Center	NA	1101 Gayley Avenue	The Gayley Center is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Late Modern commercial architecture and as work of noted architects Krisel-Shapiro & Associates.	Yes
104/105	Linde Medical Building	P-19-189273	10921 Wilshire Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its International style design.	Yes
106	Tishman Building	NA	10950 W Wilshire Boulevard	The Tishman Building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Corporate Modern high-rise architecture and as the work of master architect Welton Becket.	Yes
110	1400 Greenfield Avenue	NA	1400 Greenfield Avenue	The multiple-family building located at 1400 Greenfield Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis, and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
129	2435 Military Avenue	NA	2435 Military Avenue	The commercial building located at 2435 Military Avenue is eligible for listing in the local register for its Modern and Contemporary design.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
Not shown	P-19-003803	NA	Confidential	Santa Monica Air Line Railroad Segment. Appears eligible for NRHP as an individual property through survey evaluation.	Yes; however, Section 4(f) protection would be confirmed as part of the Section 106 process.

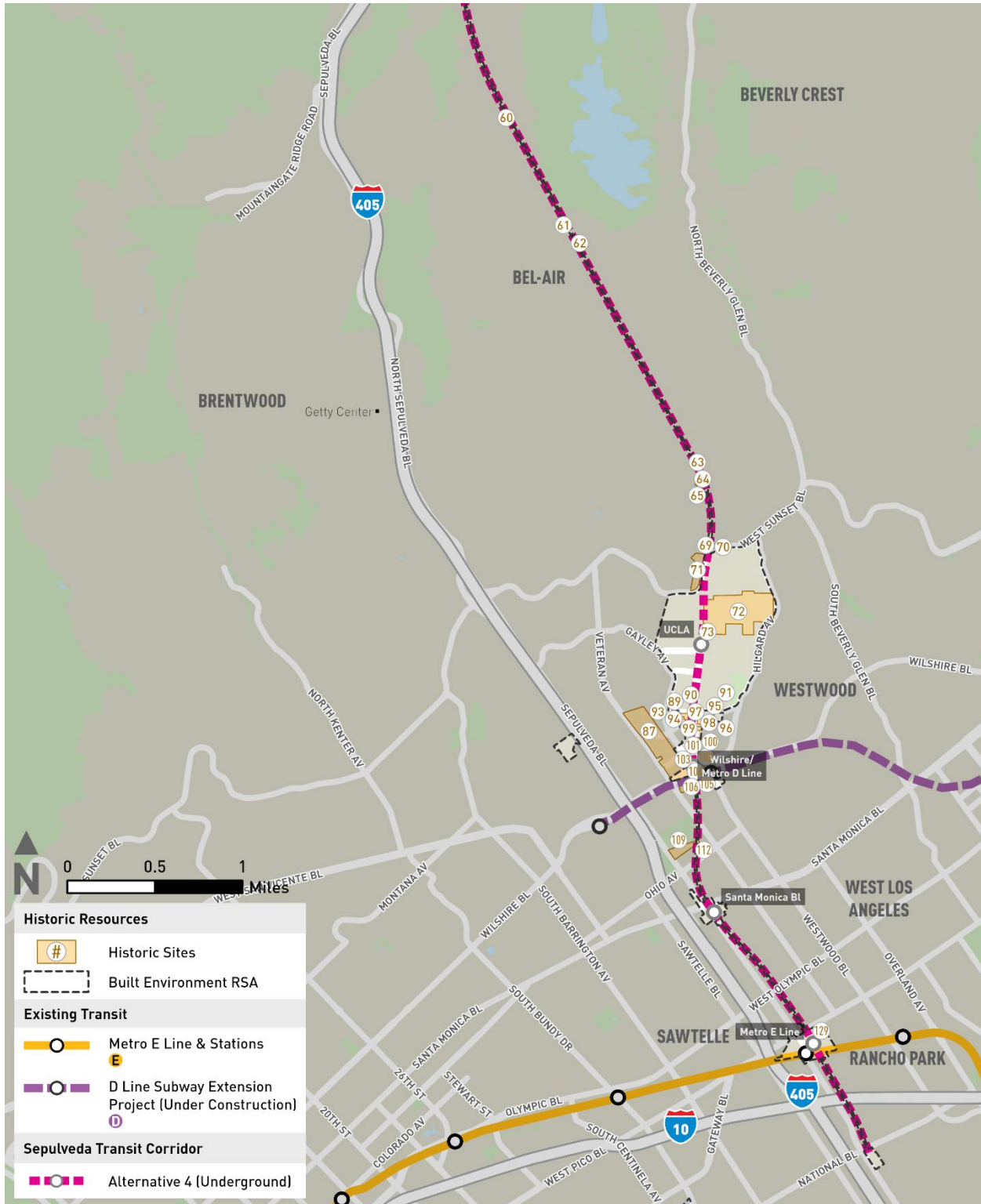
Source: HTA, 2025

CRHR = California Register of Historical Resources
 LAHCM = Los Angeles Historic-Cultural Monument
 NA = not applicable
 NRHP = National Register of Historic Places
 ROW = right-of-way
 SPRR = Southern Pacific Railroad

Figure 8-11. Alternative 4: Historic Sites within the Resource Study Area – North



Source: HTA, 2025

Figure 8-12: Alternative 4: Historic Sites within the Resource Study Area – South


Source: HTA, 2025

8.2.2 Publicly-Owned Public Parks and Recreational Areas

Public parks and recreational areas inventoried within the Section 4(f) Recreation RSA, including all parks and recreational resources publicly owned and available for public use, are listed in Table 8-7.

Figure 8-13 and Figure 8-14 depict the location of parks and recreational resources relative to the Alternative 4 alignment.

While schools with recreational facilities available for public use are protected under Section 4(f), research up to this time has not revealed any public school facilities in the Section 4(f) Recreation RSA with joint use agreements or similar contracts that indicate public availability. As such, no public school recreation facilities are included in this assessment. Future federal coordination efforts will include consultation with the Los Angeles Unified School District (LAUSD) to confirm that no such agreements are in place or any informal public use at any of the LAUSD facilities in the Section 4(f) Recreation RSA.

Table 8-7. Alternative 4: Parks and Recreational Facilities within the Resource Study Area

Name	Address	Official with Jurisdiction	Facility Type	Features, Attributes, and Amenities	Size (acres) ^a	Distance from Alternative 4 (feet) ^b
Andres and Maria Cardenas Recreation Center	14740 Blythe Street, Panorama City	City of Los Angeles	Local Park	Recreational features including, skate park, splash pad, community center	0.7	695
Delano Park	15100 Erwin Street, Van Nuys	City of Los Angeles	Local Park	Park features including baseball field, soccer field, playground, community center	6.1	990
Los Angeles Riverfront Greenway	Sherman Oaks	City of Los Angeles	Regional Open Space	Recreational features including the multi-purpose Los Angeles River Bike Path	6.2	66
Marson Park	15262 Marson Street, Panorama City	Los Angeles Neighborhood Land Trust	Local Park	Recreational features including playground	0.3	436
Sepulveda Basin Wildlife Reserve	17017 Burbank Boulevard, Encino	USACE	Regional Open Space	Refuge features including wildlife reserve areas within the Sepulveda Basin	327.3	678
Sepulveda Pass Open Space	457 N Fairfax Avenue, Los Angeles	SMMC	Regional Open Space	Conservation features including open space conservation easements preserving land in the Santa Monica Mountains	155.0	127

Name	Address	Official with Jurisdiction	Facility Type	Features, Attributes, and Amenities	Size (acres) ^a	Distance from Alternative 4 (feet) ^b
Sherman Oaks Castle Park	4989 Sepulveda Boulevard, Sherman Oaks	City of Los Angeles	Amusement Park	Recreational features including amusement park and batting cages	5.0	51
Teichman Family Magnolia Park	15365 Magnolia Boulevard, Sherman Oaks	City of Los Angeles	Local Park	Park features including basketball courts, volleyball/tennis courts, tetherball courts, playground, and controlled access	3.9	569
Westwood Recreation Center	1350 Sepulveda Boulevard, Los Angeles	City of Los Angeles	Local Park	Park features including Bad News Bears field, tennis court, basketball court, baseball field, soccer field, multi-purpose field, playground, pool, gym	26.7	0

Source: Los Angeles County Department of Regional Planning, 2024

^c Size (acres) refers to the full size of the resource, not the acreage within the Section 4(f) Recreation RSA.

^b A distance of “0 feet” from the alternative indicates that the alternative would either cross over the resource or be underground through the resource.

SMMC = Santa Monica Mountains Conservancy

USACE = U.S. Army Corps of Engineers

Figure 8-13. Alternative 4: Parks and Recreational Facilities within the Resource Study Area (from Panorama City to Brentwood)



Source: HTA, 2025

Figure 8-14. Alternative 4: Parks and Recreational Facilities within the Resource Study Area (from Beverly Crest to Mar Vista)



Source: HTA, 2025

8.3 Section 4(f) Use Evaluation

8.3.1 Historic Sites

Table 8-8 presents a summary of the potential use of historic sites protected by Section 4(f) based on the analysis provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a). Where a “yes” is shown for permanent property acquisition, temporary occupancy, or proximity impacts, a detailed Section 4(f) use assessment is provided following the table. As shown in Table 8-8, permanent property acquisition and/or temporary occupancy of a historic site have been identified for one historic site: 15300 Ventura Boulevard. Where proximity impacts were identified in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* that would not impair a historic site’s significance, the impact is described as minor; whereas, if there are proximity impacts that have potential to affect a historic site’s significance, the proximity impact column is marked with a “yes” and a detailed use assessment is provided. For historic sites where no portion of the site would be acquired or converted to a transportation use, nor physically demolished, destroyed, relocated, or altered, there would be no use unless the proximity impacts are shown to substantially impair the activities, features or attributes that qualify the property for protection under Section 4(f).

Construction of Alternative 4 would have the potential to damage buildings in close proximity to vibration-intensive construction activities. Based on the FTA guidance manual, vibration levels from proposed construction activities were estimated at historic buildings or structures eligible for the NRHP along the Alternative 4 alignment and included in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c). Historic sites that are potentially subject to construction-related vibration damage have been noted in Table 8-8. MM VIB-4.1 (Vibration Control Plan) includes special considerations for historic buildings including avoidance of vibration-intensive activities such as pile driving when construction takes place in close proximity to historic buildings. With incorporation of applicable vibration control mitigation measures it is anticipated that permanent damage to any historic buildings would be avoided. As such, in instances where the only potential effect on a historic site involves potential vibration damage, it is presumed that there would be no potential for a constructive use of the historic site. Instances where there are multiple potential proximity effects warrant additional discussion, which is provided following Table 8-8.

Table 8-8. Alternative 4: Historic Sites Potential Use Summary

Map Reference #	Resource Name	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
1	13812 Saticoy Street	13812 Saticoy Street	None	None	Visual change to resource setting; historic significance unaffected
2	13914 Saticoy Street	13914 Saticoy Street	None	None	Visual change to resource setting; historic significance unaffected
3	13938 Saticoy Street	13938 Saticoy Street	None	None	Visual change to resource setting; historic significance unaffected
4	13942 Saticoy Street	13942 Saticoy Street	None	None	Visual change to resource setting; historic significance unaffected

Map Reference #	Resource Name	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
5	SPRR Warehouse	7766 Van Nuys Boulevard	None	None	Visual change to resource setting; historic significance unaffected
6	14704 Raymer Street	14704 Raymer Street	None	None	Visual change to resource setting; historic significance unaffected
7	14746 Raymer Street	14746 Raymer Street	None	None	Visual change to resource setting; historic significance unaffected
8	The Performing Arts Center	7735 Sepulveda Boulevard	None	None	Potential vibration damage resulting from construction
9	Valley Animal Hospital	7721 Sepulveda Boulevard	None	None	Potential vibration damage resulting from construction
10	Lancer Lion II Apartments	7657 Sepulveda Boulevard	None	None	Potential vibration damage resulting from construction
11	Air Raid Siren No. 110	Northeast corner of Covello Street and Sepulveda Boulevard	None	None	Potential vibration damage resulting from construction
13	6833 Sepulveda Boulevard	6833 Sepulveda Boulevard	None	None	Potential vibration damage resulting from construction
17	6160 Sepulveda Boulevard	6160 Sepulveda Boulevard	None	None	Potential vibration damage resulting from construction
18	Air Raid Siren No. 117	South side of Oxnard Street, west of Sepulveda Boulevard	None	None	Yes
19	Cabana Motel	5764 Sepulveda Boulevard	None	None	Yes
20	El Cortez Motel	5746 Sepulveda Boulevard	None	None	Potential vibration damage resulting from construction
21	5724 Sepulveda Boulevard	5724 Sepulveda Boulevard	None	None	Potential vibration damage resulting from construction
22	Kauai Surf	15232 Martha Street	None	None	Yes
23	5450 Sepulveda Boulevard	5450 Sepulveda Boulevard	None	None	Visual change to resource setting; historic significance unaffected. Potential vibration damage resulting from construction.
24	Cathedral of St. Mary Church	5335 N Sepulveda Boulevard	None	None	Visual change to resource setting; historic significance unaffected. Potential vibration damage resulting from construction.
25	Lt. Patrick H. Daniels United	5161 Sepulveda Boulevard	None	None	Visual change to resource setting; historic significance

Map Reference #	Resource Name	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
	States Army Reserve Center				unaffected. Potential vibration damage resulting from construction.
27	4700 Sepulveda Boulevard	4700 Sepulveda Boulevard	None	None	Visual change to resource setting; historic significance unaffected. Potential vibration damage resulting from construction.
28	4737 Orion Avenue	4737 Orion Avenue	None	None	None
29	4714 Orion Avenue	4714 Orion Avenue	None	None	None
30	15233 Ventura Boulevard	15233 Ventura Boulevard	None	None	Visual change to resource setting; historic significance unaffected. Potential vibration damage resulting from construction.
31/33	15300 Ventura Boulevard	15300 Ventura Boulevard	Yes	Not applicable; a portion of the historic resource would be demolished	Not applicable; a portion of the historic resource would be demolished
34	15250 Ventura Boulevard	15250 Ventura Boulevard	None	None	Visual change to resource setting; historic significance unaffected
35	Da Siani Ristorante (Sherwood Coiffeurs)	4511 Sepulveda Boulevard	None	None	Potential vibration damage resulting from construction
37	15224 Dickens Street	15224 Dickens Street	None	None	Visual change to resource setting; historic significance unaffected
38	15564 Briarwood Drive	15564 Briarwood Drive	None	None	None
39	15573 Briarwood Drive	15573 Briarwood Drive	None	None	None
40	3754 N Scadlock Lane	3754 N Scadlock Lane	None	None	None
41	3700 N Scadlock Lane	3700 N Scadlock Lane	None	None	None
42	3666 N Scadlock Lane	3666 N Scadlock Lane	None	None	None
61	1711 N Stone Canyon Road	1711 N Stone Canyon Road	None	None	None
62	1780 N Stone Canyon Road	1780 N Stone Canyon Road	None	None	None

Map Reference #	Resource Name	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
63	661 N Stone Canyon Road	661 N Stone Canyon Road	None	None	None
64	Miller Residence	10615 W Bellagio Road	None	None	None
72	UCLA Historic District	East-west axis of campus; bounded by Westwood Boulevard and Circle Drive	None	None	None
73	UCLA Ackerman Hall	308 Westwood Plaza	None	None	Visual change to resource setting; historic significance unaffected. Potential vibration damage resulting from construction.
87	UCLA Veterans Rehabilitation Services	1000 Veteran Avenue	None	None	None
89	Campbell's Book Store	10918 Le Conte Avenue	None	None	None
91	924 Westwood Boulevard	924 Westwood Boulevard	None	None	None
93	10930 Weyburn Avenue	10940 Weyburn Avenue	None	None	None
94	Chatam Restaurant	10930 Weyburn Avenue	None	None	None
98	Penney's	1056 Westwood Boulevard	None	None	None
100	Glendale Federal Savings and Loan Association	1090 Westwood Boulevard	None	None	None
103	Gayley Center	1101 Gayley Avenue	None	None	Potential vibration damage resulting from construction
104/105	Linde Medical Building	10921 Wilshire Boulevard	None	None	Visual change to resource setting; historic significance unaffected. Potential vibration damage resulting from construction.
106	Tishman Building	10950 W Wilshire Boulevard	None	None	Potential vibration damage resulting from construction
110	1400 Greenfield Avenue	1400 Greenfield Avenue	None	None	None
Not shown	P-19-003803	Confidential	None	None	None

Source: HTA, 2025

SPRR = Southern Pacific Railroad

8.3.1.1 The Performing Arts Center (Map Reference #8)

De Minimis Impact

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 40 feet east of The Performing Arts Center. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The Performing Arts Center building would not be physically demolished, destroyed, relocated, or altered.

The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the elevated alignment would not block significant views of the historical resource, such as the view of the façade from the sidewalk or northbound Sepulveda Boulevard. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

Construction of the alignment and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-4.1) will be prepared for Alternative 4. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 4, the transportation use of the Section 4(f) resource would not adversely affect historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 4 on The Performing Arts Center building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the Federal Transit Administration (FTA) must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

8.3.1.2 Valley Animal Hospital (Map Reference #9)

De Minimis Impact

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 70 feet east of the Valley Animal Hospital. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway

improvements, and lighting and traffic signal modifications. The Valley Animal Hospital building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the elevated alignment would not block significant views of the historical resource, such as the view of the façade from the sidewalk or northbound Sepulveda Boulevard. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

Construction of the alignment and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-4.1) will be prepared for Alternative 4. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 4, the transportation use of the Section 4(f) resource would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 4 on the Valley Animal Hospital building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

8.3.1.3 6833 Sepulveda Boulevard (Map Reference #13)

De Minimis Impact

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 40 feet east of the resource at 6833 Sepulveda Boulevard. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the elevated alignment would not block significant views of the historical resource, such as the view of the façade from the sidewalk or northbound Sepulveda Boulevard. The existing setting would be left largely intact. Because

the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

Construction of the alignment and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-4.1) will be prepared for Alternative 4. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 4, the transportation use of the Section 4(f) resource would not adversely affect historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 4 on the 6833 Sepulveda Boulevard building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

8.3.1.4 6160 Sepulveda Boulevard (Map Reference #17)

De Minimis Impact

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 45 feet west of the resource, 6160 Sepulveda Boulevard. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the elevated alignment would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

Construction of the alignment and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place.

Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-4.1) will be prepared for Alternative 4. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 4, the transportation use of the Section 4(f) resource would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 4 on 6160 Sepulveda Boulevard, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

8.3.1.5 Air Raid Siren No. 117 (Map Reference #18)

De Minimis Impact

Under Alternative 4, the proposed aerial Metro G Line Sepulveda Station and roadway improvements would be constructed approximately 100 feet east of the Air Raid Siren No. 117. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The siren would not be physically demolished, destroyed, relocated, or altered. The proposed aerial station and elevated alignment adjacent to the resource would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed aerial station and elevated alignment would introduce permanent visual elements directly in front of the siren, the relative height (approximately 30 feet) of the station and alignment would not block significant views of the historical resource. The existing setting would be left largely intact. Because the setting of the siren is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

Construction of the alignment and roadway improvements has the potential to cause construction vibrations, equipment activities, and utility modifications adjacent that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements) if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic resource, locating stationary vibration-generating equipment away from the historic resource, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-4.1) will

be prepared for Alternative 4. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 4, the transportation use of the Section 4(f) resource would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 4 on the Air Raid Siren No. 117, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5 (b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

8.3.1.6 Cabana Motel (Map Reference #19)

De Minimis Impact

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 25 feet west of the Cabana Motel. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the elevated alignment would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

Construction of the alignment and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-4.1) will be prepared for Alternative 4. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 4, the transportation use of the Section 4(f) resource would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 4 on the Cabana Motel building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

8.3.1.7 El Cortez Motel (Map Reference #20)

De Minimis Impact

Under Alternative 4, the proposed aerial guideway columns and roadway improvements approximately 20 feet west of the El Cortez Motel. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the elevated alignment would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

Construction of the alignment and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-4.1) will be prepared for Alternative 4. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 4, the transportation use of the Section 4(f) resource would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 4 on the El Cortez Motel building, it is presumed the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

8.3.1.8 5724 Sepulveda Boulevard (Map Reference #21)

De Minimis Impact

Under Alternative 4, aerial guideway columns and roadway improvements would be constructed approximately 60 feet west of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the elevated alignment would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

Construction of the alignment and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-4.1) will be prepared for Alternative 4. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 4, the transportation use of the Section 4(f) resource would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 4 on the 5724 Sepulveda Boulevard building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

8.3.1.9 Kauai Surf (Map Reference #22)

De Minimis Impact

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 70 feet west of the Kauai Surf. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed,

relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the elevated alignment would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

Construction of the alignment and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-4.1) will be prepared for Alternative 4. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 4, the transportation use of the Section 4(f) resource would not adversely affect historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 4, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

8.3.1.10 5450 Sepulveda Boulevard (Map Reference #23)

De Minimis Impact

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 100 feet west of the resource, 5450 Sepulveda Boulevard. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the elevated alignment would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard. The existing setting would be left largely intact. Because

the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

Construction of the alignment and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-4.1) will be prepared for Alternative 4. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 4, the transportation use of the Section 4(f) resource would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 4 on the 5450 Sepulveda Boulevard building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

8.3.1.11 Cathedral of St. Mary Church (Map Reference #24)

De Minimis Impact

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 50 feet east of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element in front of the building, the relative height (approximately 30 feet) of the elevated alignment would not block significant views of the historical resource, such as the view of the façade from the sidewalk or northbound Sepulveda Boulevard. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

Construction of the alignment and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place.

Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-4.1) will be prepared for Alternative 4. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 4, the transportation use of the Section 4(f) resource would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 4 on the Cathedral of St. Mary Church building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 U.S.C. 138 and 49 U.S.C. 303, including consultation with the official with jurisdiction over the resource, which is the SHPO.

8.3.1.12 Lt. Patrick H. Daniels United States Army Reserve Center (Map Reference #25)

De Minimis Impact

Under Alternative 4, a partial property acquisition would occur, and the proposed aerial guideway columns and roadway improvements would be constructed approximately 60 feet east of the resource. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. In addition, the entirety of the historic site property may be used for construction staging requiring a temporary construction easement. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce permanent visual elements directly in front and to the side of the building, the relative height (approximately 30 feet) of the elevated alignment would not block significant views of the historical resource, such as the view of the façade from the sidewalk or northbound Sepulveda Boulevard. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

Construction of the alignment and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic

site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-4.1) will be prepared for Alternative 4. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 4, the transportation use of the Section 4(f) resource would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 4 on the Lt. Patrick H. Daniels United States Army Reserve Center building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

8.3.1.13 4700 Sepulveda Boulevard (Map Reference #27)

De Minimis Impact

Under Alternative 4, the proposed aerial guideway columns and roadway improvements would be constructed approximately 80 feet west of the resource, 4700 Sepulveda Boulevard. The construction would include elevated structures, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed elevated alignment adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elevated alignment would introduce a permanent visual element directly in front of the building, the relative height (approximately 30 feet) of the elevated alignment would not block significant views of the historical resource, such as the view of the façade from the sidewalk or southbound Sepulveda Boulevard. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

Construction of the alignment and roadway improvements has the potential to cause construction vibration adjacent that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic resource, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic resource, locating stationary vibration-generating equipment away from the historic resource, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-4.1) will be prepared for Alternative 4. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further

details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 4, the transportation use of the Section 4(f) resource would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 4 on the 4700 Sepulveda Boulevard building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

8.3.1.14 15300 Ventura Boulevard (Map Reference #31/33)

Permanent Use

Under Alternative 4, the proposed aerial Ventura Boulevard/Sepulveda Boulevard Station would be constructed approximately 200 feet from the side (south elevation) of the 15300 Ventura Boulevard building, and the alignment would follow Sepulveda Boulevard approximately 30 feet from the front (east elevation) of the property. The Ventura Boulevard/Sepulveda Boulevard Station would require a partial property acquisition of approximately 18,053 square feet of the 15300 Ventura Boulevard parking garage, which is a character-defining feature of the resource. Physical demolition would materially impair the significance of the historic site and would constitute a permanent use.

As outlined in 23 Code of Federal Regulations (CFR) 774.3, prior to approving the use of any Section 4(f) protected property, the FTA must determine that no feasible and prudent avoidance alternative exists. If Alternative 4 is selected by the Metro Board as the Locally Preferred Alternative, the Alternative 4 developer should assess and develop avoidance alternatives that avoids the use of this historic site, though additional assessment through the FTA's Section 106 process would also be required. Potential alternatives to avoid the use of Section 4(f) property may include one or more of the following:

- **Location Alternatives** – A location alternative refers to the re-routing of the entire project along a different alignment.
- **Alternative Actions** – An alternative action could be a different mode of transportation, such as rail transit or bus service, or some other action that does not involve construction such as the implementation of transportation management systems or similar measures.
- **Alignment Shifts** – An alignment shift is the re-routing of a portion of the project to a different alignment to avoid a specific resource.
- **Design Changes** – A design change is a modification of the proposed design in a manner that would avoid impacts, such as reducing the planned median width, building a retaining wall, or incorporating design exceptions.

If it is determined that no feasible and prudent avoidance alternative exists, then the FTA may approve, from among the remaining alternatives that use Section 4(f) property, only the alternative that causes the least overall harm in light of the statute's preservation purpose. Such a determination would only occur after substantial consultation with the official with jurisdiction over the resource (i.e., the SHPO) and in coordination with the FTA.

8.3.1.15 UCLA Ackerman Hall (Map Reference #73)

De Minimis Impact

Under Alternative 4, the proposed underground UCLA Gateway Plaza Station, TPSS site, and roadway improvements would be constructed approximately 30 feet south of UCLA Ackerman Hall. The construction would include excavation of the station box, building construction, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed station portal and TPSS site adjacent to the building would introduce new visual, audible, and atmospheric elements within its immediate surroundings. Although the proposed elements would introduce a permanent visual element directly in front of the building, they would not block significant views of the historical resource. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

Construction of the station and roadway improvements has the potential to cause construction vibration adjacent that could impact this historical resource. (Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* [Metro, 2025c] for more information.) The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic resource, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic resource, locating stationary vibration-generating equipment away from the resource, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-4.1) will be prepared for Alternative 4. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 4, the proximity impacts of construction activities would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 4 on the UCLA Ackerman Hall, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

8.3.1.16 Linde Medical Building (Map Reference #104/105)

De Minimis Impact

The Linde Medical Building located at 10921 Wilshire Boulevard is a large commercial property. It is significant for its 1962 International style design. As designed, affected portions of the property entrance will be restored in accordance with the California Historical Building Code and all applicable requirements.

Under Alternative 4, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 100 feet from the west elevation of the building. The station would be underground, and the Linde Medical Building would not be physically demolished, destroyed, relocated, or altered. An entrance to the underground station would be provided within the first floor of the building; however, alteration of this portion of the building has already taken place due to construction of the Metro D Line Station. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Gayley Avenue and Wilshire Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas has the potential to cause construction vibration that could impact the historical resource. (Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* [Metro, 2025c] for more information.) The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic resource, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic resource, locating stationary vibration-generating equipment away from the resource, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-4.1) will be prepared for Alternative 4. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro. 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 4, the proximity impacts of construction activities would not adversely affect historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 4 on the Linde Medical Building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

8.3.2 Publicly-Owned Parks and Recreational Areas

Table 8-9 presents a summary of the potential use of public parks and recreational areas protected by Section 4(f) based on the analysis provided in the *Sepulveda Transit Corridor Project Parklands Technical Report* (Metro, 2025b). Where a "yes" is shown for permanent property acquisition, temporary occupancy, or proximity impacts, a detailed Section 4(f) use assessment is provided following the table.

As shown in Table 8-9, permanent property acquisition and/or temporary occupancy of a park or recreational resource has been identified for Westwood Park; however, the property acquisition required involves underground easements for the Alternative 4 tunnel alignment. Proximity impacts to parklands were identified through a review of the *Sepulveda Transit Corridor Project Parklands Technical Report* and the *Sepulveda Transit Corridor Project Visual Quality and Aesthetics Technical Report* (Metro, 2025d). None of the parks or recreational facilities identified in Table 8-9 have features, activities, or

attributes that are considered noise sensitive; thus, noise impacts have not been considered in the assessment of potential constructive use. Proximity impacts that would not impair the regular use and enjoyment of a park or recreational resource are described as minor; whereas, if there are proximity impacts that have potential to result in substantial impairment to the property's activities, features, or attributes, the proximity impact column is marked with a "yes" and a detailed use assessment is provided.

Table 8-9. Alternative 4: Parks and Recreation Resource Potential Use Summary

Name	Address	Amenities	Size (acres) ^a	Distance from Alternative 4 (feet) ^b	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
Andres and Maria Cardenas Recreation Center	14740 Blythe Street, Panorama City	Skate park, splash pad, community center	0.7	695	None	None	None
Delano Park	15100 Erwin Street, Van Nuys	Baseball field, soccer field, playground, community center	6.1	990	None	None	None
Los Angeles Riverfront Greenway	Sherman Oaks	Open space	6.2	66	None	None	Construction-related noise effects. Resource is not noise sensitive.
Marson Park	15262 Marson Street, Panorama City	Playground	0.3	436	None	None	None
Sepulveda Basin Wildlife Reserve	17017 Burbank Boulevard, Encino	Open space	327.3	678	None	None	None
Sepulveda Pass Open Space	457 N Fairfax Avenue, Los Angeles	Open space	155.0	127	None	None	None
Sherman Oaks Castle Park	4989 Sepulveda Boulevard, Sherman Oaks	Amusement Park	5.0	51	None	None	Construction-related noise effects. Resource is not noise sensitive.
Teichman Family Magnolia Park	15365 Magnolia Boulevard, Sherman Oaks	Basketball court	3.9	569	None	None	None
Westwood Park	1350 Sepulveda Boulevard, Los Angeles	Tennis court, basketball court, baseball field, soccer field, multi-purpose field, playground, pool, gym	26.7	0	Underground tunnel easement	None	None

Source: HTA, 2025

8.3.2.1 Westwood Park

No Use

Under Alternative 4, a partial underground tunnel easement and underground construction easement would be required as the HRT alignment would be situated in a bored tunnel under Westwood Park. No surface effects would be experienced by the park. According to the Federal Highway Administration's (FHWA) Section 4(f) Policy Paper (USDOT, 2012), tunneling under a park triggers the requirements of Section 4(f) only if the tunneling substantially impairs the function, attributes, or features that qualify the resource for protection under Section 4(f). Similarly, underground tunnel easements are not considered a permanent use of Section 4(f) property because they do not convey property interest or allow permanent access onto the property. Due to the underground nature of the Alternative 4 improvements, no proximity impacts are anticipated. Accordingly, the Alternative 4 underground HRT alignment would result in no use of Westwood Park.

8.4 Mitigation Measures

8.4.1 Historic Sites

The following mitigation measures have been identified to minimize harm to historic sites resulting from Alternative 4. Applicability of these mitigation measures to each historic site is as follows:

- The Performing Arts Center: Mitigation Measure (MM) CUL-1
- Valley Animal Hospital: MM CUL-1
- 633 Sepulveda Boulevard: MM CUL-1
- 6160 Sepulveda Boulevard: MM CUL-1
- Air Raid Siren No. 117: MM CUL-1
- Cabana Motel: MM CUL-1
- El Cortez Motel: MM CUL-1
- 5724 Sepulveda Boulevard: MM CUL-1
- Kauai Surf: MM CUL-1
- 5450 Sepulveda Boulevard: MM CUL-1
- Cathedral of St. Mary Church: MM CUL-1
- Lt. Patrick H. Daniels United States Army Reserve Center: MM CUL-1
- 4700 Sepulveda Boulevard: MM CUL-1
- 15300 Ventura Boulevard: MM CUL-4, MM CUL-5
- UCLA Historic District: MM CUL-1
- UCLA Ackerman Hall: MM CUL-1

MM CUL-1: Cultural Resources Monitoring and Mitigation Plan

- *A project wide Cultural Resources Monitoring and Mitigation Plan shall be developed and implemented by Metro. The purpose of the Cultural Resources Monitoring and Mitigation Plan is to document the actions and procedures to be followed to ensure avoidance or minimization of impacts to cultural resources and to provide a detailed program of mitigation for direct and indirect impacts on cultural resources during Project construction. Preparation of the Cultural Resources Monitoring and Mitigation Plan shall necessitate the completion of a pedestrian survey of the private property parcels within the Resource Study Areas*

that were not accessible during the preparation of this EIR and the Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report; this shall occur only on parcels slated for acquisition and construction activities. Proposed ground disturbance for the Project shall be reviewed to make any necessary adjustments to archaeological sensitivity assessments as a result of ongoing project design.

- *The Cultural Resources Monitoring and Mitigation Plan shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth moving activities, the Cultural Resources Monitoring and Mitigation Plan shall address methods for evaluation, treatment, artifact analysis for anticipated artifact types, report writing, repatriation of human remains and associated grave goods, and curation.*
- *The Cultural Resources Monitoring and Mitigation Plan will be a guide for archaeological and tribal monitoring activities as defined in MM CUL 7 and MM TCR 1. The Cultural Resources Monitoring and Mitigation Plan shall require that a Secretary of the Interior-qualified archaeologist in prehistoric and historical archaeology (36 Code of Federal Regulations Part 61) be retained prior to ground disturbing activities.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include recommended treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include that, in the event, as a result of the resource evaluation and tribal consultation process, a resource is considered to be eligible for inclusion in the California Register of Historical Resources and/or a local register of historical resources or is determined to be a Tribal Cultural Resources through eligibility listing or determination of significance by the California Environmental Quality Act lead agency (Metro), an archaeological monitor and Native American monitor shall monitor all remaining ground disturbing activities in the area of the resource. If, during cultural resources monitoring, the Secretary of the Interior-qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the Secretary of the Interior qualified archaeologist can specify that monitoring be reduced or eliminated.*
- *The Cultural Resources Monitoring and Mitigation Plan shall outline the content and process for implementing pre-construction Cultural Resource training, as discussed in MM CUL 6.*
- *The Cultural Resources Monitoring and Mitigation Plan shall require a pre-construction baseline survey to identify building protection measures for historical resources in relation to tunnel boring machine launch/tunnel boring machine extraction, construction staging, and construction vibration and cut and*

cover activities adjacent to historical resources. The Project shall conduct a pre-construction survey to establish baseline, pre-construction conditions and to assess the potential for damage related to improvements adjacent to these historical resources.

- *The Cultural Resources Monitoring and Mitigation Plan shall include building protection measures such as fencing, sensitive construction techniques based on final project design, dust control measures, underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. (Refer to MM VIB-4.2). In scenarios where a historical resource would be impacted by differential settlement caused by tunnel boring machine construction method, the Project shall require the use of an earth pressure balance or slurry shield tunnel boring machine. An architectural historian or historic architect who meets the Secretary of the Interior’s Professional Qualification Standards (36 CFR Part 61) shall review proposed protection measures.*
- *The Cultural Resources Monitoring and Mitigation Plan shall require that a post construction survey be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historic architect who meets the Secretary of Interior Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures.*
- *MM CUL-1 applies to the following historical resources:*
 - *Performing Arts Center*
 - *Valley Animal Hospital*
 - *6833 Sepulveda Boulevard*
 - *6160 Sepulveda Boulevard*
 - *Air Raid Sire No. 110*
 - *Air Raid Siren No. 117*
 - *Cabana Motel*
 - *El Cortez Motel*
 - *5724 Sepulveda Boulevard*
 - *5450 Sepulveda Boulevard*
 - *Cathedral of St. Mary Church*
 - *Lt. Patrick H. Daniels United States Army Reserve Center*
 - *4700 Sepulveda Boulevard*
 - *UCLA Ackerman Hall*
 - *Linde Medical Building*
 - *Tishman Building*
 - *14746 Raymer Street*
 - *Lancer Lion II Apartments*
 - *15233 Ventura Boulevard*
 - *Da Siani Ristorante (Sherwood Coiffeurs)*
 - *Gayley Center*

MM CUL-4: Historical Resource Archival Documentation

- *The Project shall complete historical resource archival documentation of historical resources that will be demolished or substantially altered. The archival documentation shall follow the guidelines of the National Park Service’s Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey program to create Historic American Building Survey-like documentation. At a minimum, the documentation shall consist of the following:*
 - *Large-format photographs including negatives and archival prints*
 - *Written narrative following the Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey short format*
 - *Site plan*
- *The Project shall provide copies of the documentation to the City of Los Angeles for archival purposes. Large-format photographs shall be completed prior to any demolition activities that would affect the parking garage at 15300 Ventura Boulevard. The documentation shall be prepared so that the original archival-quality documentation could be donated for inclusion in the Los Angeles Public Library. Copies of documentation shall be offered to the Los Angeles Public Library and local historical societies upon request.*
- *MM CUL-4 applies to the following historical resources:*
 - *15300 Ventura Boulevard*

MM CUL-5: Interpretive Program

- *The Project shall prepare interpretive programs for the commercial building and parking garage at 15300 Ventura Boulevard. The Project shall provide interpretive materials in the form of an exhibit, pamphlet, website, or similar, that describes and/or illustrates the historic significance of these properties. Interpretive materials shall be provided to the City of Los Angeles for public education purposes. Copies of interpretive materials shall be offered to the Los Angeles Public Library and local historical societies.*
- *MM CUL-5 applies to the following historical resources:*
 - *15300 Ventura Boulevard*

MM VIB-4.2: Vibration Control Plan:

- *Prior to construction, the Project contractor shall prepare a Vibration Control Plan demonstrating how the Federal Transit Administration building damage risk criteria and the Federal Transit Administration vibration annoyance criteria would be achieved. The Vibration Control Plan must be approved by Metro prior to initiating vibration-generating construction activities. The Vibration Control Plan would include a list of the major pieces of construction equipment that would be used, and the predictions of the vibration levels at the closest sensitive receivers. The Project contractor would conduct vibration monitoring to*

demonstrate compliance with the vibration limits during construction activity. Where the construction cannot be performed to meet the vibration criteria, the Project contractor shall implement alternative means and methods of construction measures to reduce vibration levels as much as feasible. Vibration reducing methods that may be implemented by the Project contractor include:

- When feasible, use construction equipment or less vibration intensive techniques near vibration sensitive locations.*
- Use as small an impact device (i.e., hoe ram, pile driver) as possible to accomplish necessary tasks.*
- Avoid impact pile driving where possible. Drilled piles or vibratory pile drivers would be required where feasible.*
- When feasible, in construction areas close to sensitive buildings, select non-impact demolition and construction methods such as saw or torch cutting and removal for off-site demolition, and use chemical splitting, or hydraulic jack splitting, instead of high impact methods.*
- *The Project contractor shall monitor construction vibration levels at structures identified as a “historic” resource within the meaning of CEQA Guidelines Section 15064.5(a) to ensure the vibration damage threshold of 0.12 in/sec PPV shall not be exceeded. The vibration monitoring shall be conducted by a qualified professional for real-time vibration monitoring for construction work at the Project construction site requiring heavy equipment or ground compaction devices. A pre-construction and post-construction survey of these buildings shall be conducted by a qualified structural engineer. Any damage shall be noted. All vibration monitors used for these measurements shall be equipped with an “alarm” feature to provide advanced notification that vibration impact criteria have been approached. Documented damage in the post-construction survey shall be repaired as required by the Secretary of the Interior’s (SOI’s) Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. The following historic resources shall be included in the Vibration Control Plan.*
 - Gayley Center located at 1101 Gayley Avenue, adjoining the proposed Wilshire Boulevard/Metro D Line Station*
 - Linde Medical Building located at 10921 Wilshire Boulevard, adjacent to the proposed Wilshire Boulevard/Metro D Line Station*
 - Tishman Building located at 10950 Wilshire Boulevard, adjacent to the proposed Wilshire Boulevard/Metro D Line Station*
 - Historic building located at 4511 Sepulveda Boulevard, Sherman Oaks, next to the proposed aerial structure*
 - UCLA Ackerman Hall, 308 Westwood Plaza, Los Angeles*
 - Historic buildings located at 15300 and 15233 Ventura Boulevard, Sherman Oaks*

- *Historic building located at 4700 Sepulveda Boulevard, Sherman Oaks*
- *Lt. Patrick H. Daniels United States Army Reserve Center located at 5161 Sepulveda Boulevard, Sherman Oaks*
- *Starlight Cottage located at 5450 Sepulveda Boulevard, Sherman Oaks*
- *Cathedral of St. Mary Church located at 5335 Sepulveda Boulevard, Sherman Oaks*
- *Historic building located at 5724 Sepulveda Boulevard, Van Nuys*
- *Cabana Motel located at 5764 Sepulveda Boulevard, Van Nuys*
- *El Cortez Motel located at 5746 Sepulveda Boulevard, Van Nuys*
- *Historic building located at 6160 Sepulveda Boulevard, Van Nuys*
- *Historic building located at 6833 Sepulveda Boulevard, Van Nuys*
- *Lancer Lion II Apartments located at 7657 Sepulveda Boulevard, Van Nuys*
- *Historic building located at 7721 Sepulveda Boulevard, Van Nuys*
- *The Performing Arts Center located at 7735 Sepulveda Boulevard, Van Nuys*
- *Historic building located at 6833 Sepulveda Boulevard, Van Nuys*
- *Historic building located at 14746 Raymer Street, Van Nuys*
- *Air Raid Siren No. 110 located at the northeast corner of Covello Street and Sepulveda Boulevard, and*
- *Air Raid Siren No. 117 on the north side of Oxnard Street just west of Sepulveda Boulevard in Van Nuys*

8.4.2 Public Parks and Recreational Areas

No public parks or recreation facilities would be used by Alternative 4; therefore, no measures to minimize harm are required to address Section 4(f) involvement of public parks or recreational facilities.

9 ALTERNATIVE 5

9.1 Alternative Description

Alternative 5 consists of a heavy rail transit (HRT) system with a primarily underground guideway track configuration, including seven underground stations and one aerial station. This alternative would include five transfers to high-frequency fixed guideway transit and commuter rail lines, including the Los Angeles County Metropolitan Transportation Authority's (Metro) E, Metro D, and Metro G Lines, East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 13.8 miles, with 0.7 miles of aerial guideway and 13.1 miles of underground configuration.

The seven underground and one aerial HRT stations would be as follows:

1. Metro E Line Expo/Sepulveda Station (underground)
2. Santa Monica Boulevard Station (underground)
3. Wilshire Boulevard/Metro D Line Station (underground)
4. UCLA Gateway Plaza Station (underground)
5. Ventura Boulevard/Sepulveda Boulevard Station (underground)
6. Metro G Line Sepulveda Station (underground)
7. Sherman Way Station (underground)
8. Van Nuys Metrolink Station (aerial)

9.1.1 Operating Characteristics

9.1.1.1 Alignment

As shown on Figure 9-1, from its southern terminus station at the Metro E Line Expo/Sepulveda Station, the alignment of Alternative 5 would run underground north through the Westside of Los Angeles (Westside), the Santa Monica Mountains, and the San Fernando Valley (Valley) to a tunnel portal east of Sepulveda Boulevard and south of Raymer Street. As it approaches the tunnel portal, the alignment would curve eastward and begin to transition to an aerial guideway along the south side of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor that would continue to the northern terminus station adjacent to the Van Nuys Metrolink/Amtrak Station.

The proposed southern terminus station would be located underground east of Sepulveda Boulevard between the existing elevated Metro E Line tracks and Pico Boulevard. Tail tracks for vehicle storage would extend underground south of National Boulevard east of Sepulveda Boulevard. The alignment would continue north beneath Bentley Avenue before curving northwest to an underground station at the southeast corner of Santa Monica Boulevard and Sepulveda Boulevard. From the Santa Monica Boulevard Station, the alignment would continue and curve eastward to the Wilshire Boulevard/Metro D Line Station beneath the Metro D Line Westwood/UCLA Station, which is currently under construction as part of the Metro D Line Extension Project. From there, the underground alignment would curve slightly to the northeast and continue beneath Westwood Boulevard before reaching the UCLA Gateway Plaza Station.

Figure 9-1. Alternative 5: Alignment



Source: STCP, 2024; HTA, 2024

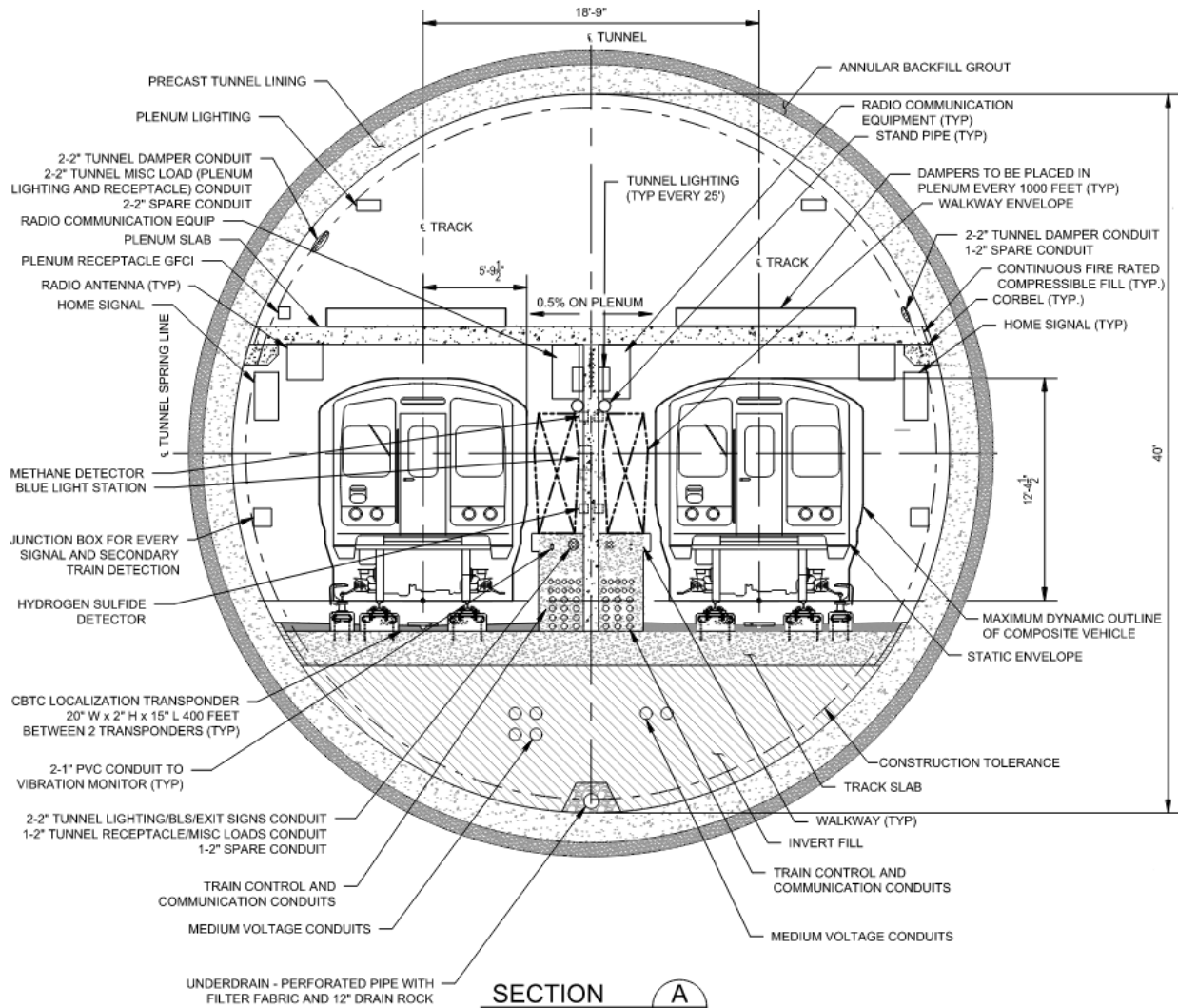
From the UCLA Gateway Plaza Station, the alignment would turn to the northwest beneath the Santa Monica Mountains to the east of Interstate 405 (I-405). South of Mulholland Drive, the alignment would curve to the north, aligning with Saugus Avenue south of Valley Vista Boulevard. The Ventura Boulevard Station would be located under Saugus Avenue between Greenleaf Street and Dickens Street. The alignment would then continue north beneath Sepulveda Boulevard to the Metro G Line Sepulveda Station immediately south of the Metro G Line Busway. After leaving the Metro G Line Sepulveda Station, the alignment would continue beneath Sepulveda Boulevard to reach the Sherman Way Station,

the final underground station along the alignment, immediately south of Sherman Way. From the Sherman Way Station, the alignment would continue north before curving slightly to the northeast to the tunnel portal south of Raymer Street. The alignment would then transition from an underground configuration to an aerial guideway structure after exiting the tunnel portal. East of the tunnel portal, the alignment would transition to a cut-and-cover U-structure segment followed by a trench segment before transitioning to an aerial guideway that would run east along the south side of the LOSSAN rail corridor. Parallel to the LOSSAN rail corridor, the guideway would conflict with the existing Willis Avenue Pedestrian Bridge which would be demolished. The alignment would follow the LOSSAN rail corridor before reaching the proposed northern terminus Van Nuys Metrolink Station located adjacent to the existing Metrolink/Amtrak Station. The tail tracks and yard lead tracks would descend to the proposed at-grade maintenance and storage facility (MSF) east of the proposed northern terminus station. Modifications to the existing pedestrian underpass to the Metrolink platforms to accommodate these tracks would result in reconfiguration of an existing rail spur serving City of Los Angeles Department of Water and Power (LADWP) property.

9.1.1.2 Guideway Characteristics

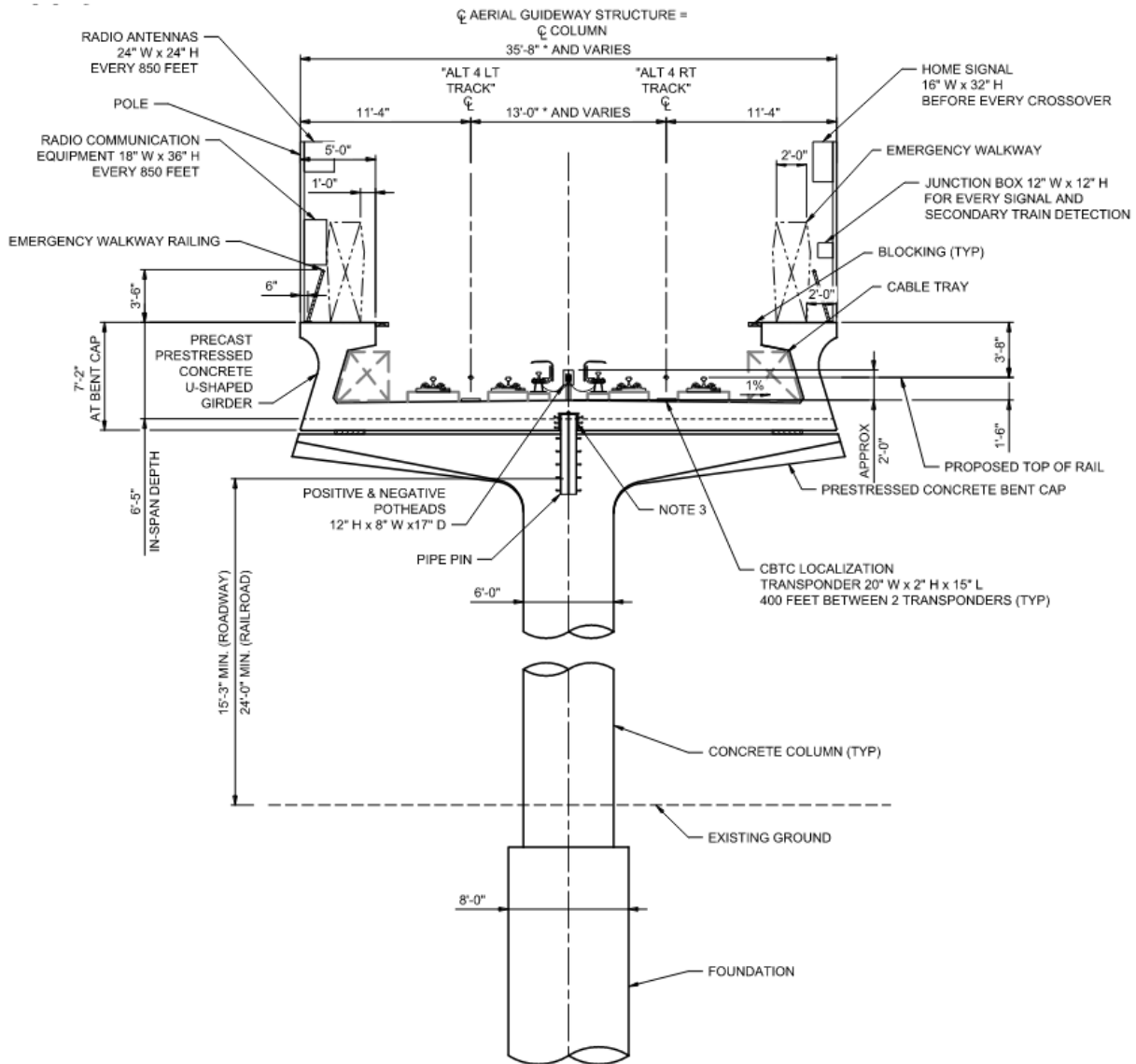
For underground sections, Alternative 5 would utilize a single-bore tunnel configuration with an outside diameter of approximately 43.5 feet. The tunnel would include two parallel tracks at 18.75-foot spacing in tangent sections separated by a continuous central dividing wall throughout the tunnel. Inner walkways would be constructed adjacent to the two tracks. Inner and outer walkways would be constructed within tunnel sections near the track crossovers. At the crown of tunnel, a dedicated air plenum would be provided by constructing a concrete slab above the railway corridor. The air plenum would allow for ventilation throughout the underground portion of the alignment. Figure 9-2 illustrates these components at a typical cross-section of the underground guideway.

Figure 9-2. Typical Underground Guideway Cross-Section



Source: STCP, 2024

In aerial sections adjacent to Raymer Street and the LOSSAN rail corridor, the guideway would consist of single-column spans. The single-column spans would include a U-shaped concrete girder structure that supports the railway track atop a series of individual columns. The single-column aerial guideway would be approximately 36 feet wide. The track would be constructed on the concrete girders with direct fixation and would maintain a minimum of 13 feet between the two-track centerlines. On the outer side of the tracks, emergency walkways would be constructed with a minimum width of 2 feet. The single-column aerial guideway would be the primary aerial structure throughout the aerial portion of the alignment. Figure 9-3 shows a typical cross-section of the single-column aerial guideway.

Figure 9-3. Typical Aerial Guideway Cross-Section


Source: STCP, 2024

9.1.1.3 Vehicle Technology

Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak-period headways of 2.5 minutes and off-peak-period headways ranging from 4 to 6 minutes. Each train could consist of three or four cars with open gangways between cars. The HRT vehicle would have a maximum operating speed of 70 miles per hour; actual operating speeds would depend on the design of the guideway and distance between stations. Train cars would be approximately 10 feet wide with three double doors on each side. Each car would be approximately 72 feet long with capacity for 170 passengers. Trains would be powered by a third rail.

9.1.1.4 Stations

Alternative 5 would include seven underground stations and one aerial station with station platforms measuring 280 feet long for both station configurations. The aerial station would be constructed a minimum of 15.25 feet above ground level, supported by rows of dual columns with 8-foot diameters. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink/Amtrak Station.

All stations would be side-platform stations where passengers would select and travel up to station platforms depending on their direction of travel. All stations would include 20-foot-wide side platforms separated by 30 feet for side-by-side trains. Each underground station would include an upper and lower concourse level prior to reaching the train platforms. The Van Nuys Metrolink Station would include a mezzanine level prior to reaching the station platforms. Each station would have a minimum of two elevators, two escalators, and one stairway from ground level to the concourse or mezzanine.

Stations would include automatic, bi-parting fixed doors along the edges of station platforms. These platform screen doors would be integrated into the automatic train control system and would not open unless a train is stopped at the platform.

The following information describes each station, with relevant entrance, walkway, and transfer information. Bicycle parking would be provided at each station.

Metro E Line Expo/Sepulveda Station

- This underground station would be located just north of the existing Metro E Line Expo/Sepulveda Station, on the east side of Sepulveda Boulevard.
- A station entrance would be located on the east side of Sepulveda Boulevard north of the Metro E Line.
- A direct internal transfer to the Metro E Line would be provided at street level within the fare paid zone.
- A 126-space parking lot would be located immediately north of the station entrance, east of Sepulveda Boulevard. Passengers would also be able to park at the existing Metro E Line Expo/Sepulveda Station parking facility, which provides 260 parking spaces.

Santa Monica Boulevard Station

- This underground station would be located under the southeast corner of Santa Monica Boulevard and Sepulveda Boulevard.
- The station entrance would be located on the south side of Santa Monica Boulevard between Sepulveda Boulevard and Bentley Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

- This underground station would be located beneath the Metro D Line tracks and platform under Gayley Avenue between Wilshire Boulevard and Lindbrook Drive.
- Station entrances would be provided on the northeast corner of Wilshire Boulevard and Gayley Avenue and on the northeast corner of Lindbrook Drive and Gayley Avenue. Passengers would also be able to use the Metro D Line Westwood/UCLA Station entrances to access the station platform.

- A direct internal station transfer to the Metro D Line would be provided at the south end of the station.
- No dedicated station parking would be provided at this station.

UCLA Gateway Plaza Station

- This underground station would be located underneath Gateway Plaza on the University of California, Los Angeles (UCLA) campus.
- Station entrances would be provided on the north side of Gateway Plaza and on the east side of Westwood Boulevard across from Strathmore Place.
- No dedicated station parking would be provided at this station.

Ventura Boulevard/Sepulveda Boulevard Station

- This underground station would be located under Saugus Avenue between Greenleaf Street and Dickens Street.
- A station entrance would be located on the southeast corner of Saugus Avenue and Dickens Street.
- Approximately 92 parking spaces would be supplied at this station west of Sepulveda Boulevard between Dickens Street and the U.S. Highway 101 (US-101) On-Ramp.

Metro G Line Sepulveda Station

- This underground station would be located under Sepulveda Boulevard immediately south of the Metro G Line Busway.
- A station entrance would be provided on the west side of Sepulveda Boulevard south of the Metro G Line Busway.
- Passengers would be able to park at the existing Metro G Line Sepulveda Station parking facility, which has a capacity of 1,205 parking spaces. Currently, only 260 parking spaces are currently used for transit parking. No new parking would be constructed.

Sherman Way Station

- This underground station would be located below Sepulveda Boulevard between Sherman Way and Gault Street.
- The station entrance would be located near the southwest corner of Sepulveda Boulevard and Sherman Way.
- Approximately 122 parking spaces would be supplied at this station on the west side of Sepulveda Boulevard with vehicle access from Sherman Way.

Van Nuys Metrolink Station

- This aerial station would span Van Nuys Boulevard, just south of the LOSSAN rail corridor.
- The primary station entrance would be located on the east side of Van Nuys Boulevard just south of the LOSSAN rail corridor. A secondary station entrance would be located between Raymer Street and Van Nuys Boulevard.
- An underground pedestrian walkway would connect the station plaza to the existing pedestrian underpass to the Metrolink/Amtrak platform outside the fare paid zone.

- Existing Metrolink Station parking would be reconfigured, maintaining approximately the same number of spaces, but 66 parking spaces would be relocated west of Van Nuys Boulevard. Metrolink parking would not be available to Metro transit riders.

9.1.1.5 Station-To-Station Travel Times

Table 9-1 presents the station-to-station distance and travel times at peak period for Alternative 5. The travel times include both run time and dwell time. Dwell time is 30 seconds for transfer stations and 20 seconds for other stations. Northbound and southbound travel times vary slightly because of grade differentials and operational considerations at end-of-line stations.

Table 9-1. Alternative 5: Station-to-Station Travel Times and Station Dwell Times

From Station	To Station	Distance (miles)	Northbound Station-to-Station Travel Time (seconds)	Southbound Station-to-Station Travel Time (seconds)	Dwell Time (seconds)
<i>Metro E Line Station</i>					30
Metro E Line	Santa Monica Boulevard	0.9	89	86	—
<i>Santa Monica Boulevard Station</i>					20
Santa Monica Boulevard	Wilshire/Metro D Line	0.9	91	92	—
<i>Wilshire/Metro D Line Station</i>					30
Wilshire/Metro D Line	UCLA Gateway Plaza	0.7	75	69	—
<i>UCLA Gateway Plaza Station</i>					20
UCLA Gateway Plaza	Ventura Boulevard	6.0	368	359	—
<i>Ventura Boulevard Station</i>					20
Ventura Boulevard	Metro G Line	2.0	137	138	—
<i>Metro G Line Station</i>					30
Metro G Line	Sherman Way	1.4	113	109	—
<i>Sherman Way Station</i>					20
Sherman Way	Van Nuys Metrolink	1.9	166	162	—
<i>Van Nuys Metrolink Station</i>					30

Source: STCP, 2024

— no data

9.1.1.6 Special Trackwork

Alternative 5 would include 10 double crossovers throughout the alignment enabling trains to cross over to the parallel track. Each terminus station would include a double crossover immediately north and south of the station. Except for the Santa Monica Boulevard Station, each station would have a double crossover immediately south of the station. The remaining crossover would be located along the alignment midway between the UCLA Gateway Plaza Station and the Ventura Boulevard Station.

9.1.1.7 Maintenance and Storage Facility

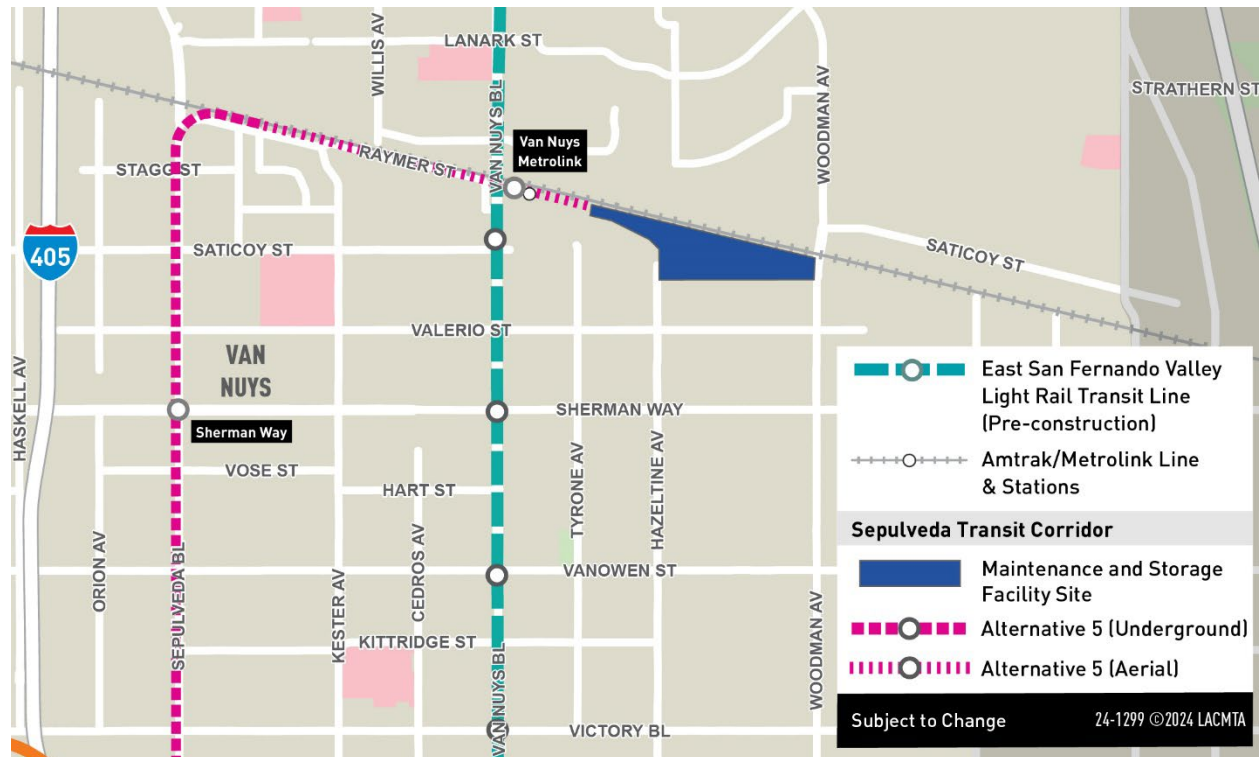
The MSF for Alternative 5 would be located east of the Van Nuys Metrolink Station and would encompass approximately 46 acres. The MSF would be designed to accommodate 184 rail cars and would be bounded by single-family residences to the south, the LOSSAN rail corridor to the north, Woodman Avenue on the east, and Hazeltine Avenue and industrial manufacturing enterprises to the west. Trains would access the site from the fixed guideway's tail tracks at the northwest corner of the site. Trains would then travel southeast to maintenance facilities and storage tracks.

The site would include the following facilities:

- Two entrance gates with guard shacks
- Main shop building
- Maintenance-of-way building
- Storage tracks
- Carwash building
- Cleaning and inspections platforms
- Material storage building
- Hazmat storage locker
- Traction power substation (TPSS) located on the west end of the MSF to serve the mainline
- TPSS located on the east end of the MSF to serve the yard and shops
- Parking area for employees
- Grade separated access roadway (over the HRT tracks at the east end of the facility) and necessary drainage

Figure 9-4 shows the location of the MSF site for Alternative 5.

Figure 9-4. Alternative 5: Maintenance and Storage Facility Site



Source: STCP, 2024; HTA, 2024

9.1.1.8 Traction Power Substations

TPSSs transform and convert high voltage alternating current supplied from power utility feeders into direct current suitable for transit operation. Twelve TPSS facilities would be located along the alignment and would be spaced approximately 0.5 to 2.5 miles apart. All TPSS facilities would be located within the

stations, adjacent to the tunnel through the Santa Monica Mountains, or within the MSF. Table 9-2 lists the TPSS locations for Alternative 5.

Figure 9-5 shows the TPSS locations along the Alternative 5 alignment

Table 9-2. Alternative 5: Traction Power Substation Locations

TPSS No.	TPSS Location Description	Configuration
1	TPSS 1 would be located east of Sepulveda Boulevard and north of the Metro E Line.	Underground (within station)
2	TPSS 2 would be located south of Santa Monica Boulevard between Sepulveda Boulevard and Bentley Avenue.	Underground (within station)
3	TPSS 3 would be located at the southeast corner of UCLA Gateway Plaza.	Underground (within station)
4	TPSS 4 would be located south of Bellagio Road and west of Stone Canyon Road.	Underground (adjacent to tunnel)
5	TPSS 5 would be located west of Roscomare Road between Donella Circle and Linda Flora Drive.	Underground (adjacent to tunnel)
6	TPSS 6 would be located east of Loom Place between Longbow Drive and Vista Haven Road.	Underground (adjacent to tunnel)
7	TPSS 7 would be located west of Sepulveda Boulevard between the I-405 Northbound On-Ramp and Dickens Street.	Underground (within station)
8	TPSS 8 would be located west of Sepulveda Boulevard between the Metro G Line Busway and Oxnard Street.	Underground (within station)
9	TPSS 9 would be located at the southwest corner of Sepulveda Boulevard and Sherman Way.	Underground (within station)
10	TPSS 10 would be located south of the LOSSAN rail corridor and north of Raymer Street and Kester Avenue.	At-grade
11	TPSS 11 would be located south of the LOSSAN rail corridor and east of the Van Nuys Metrolink Station.	At-grade (within MSF)
12	TPSS 12 would be located south of the LOSSAN rail corridor and east of Hazeltine Avenue.	At-grade (within MSF)

Source: STCP, 2024; HTA, 2024

Note: Sepulveda Transit Corridor Partners (STCP) has stated that Alternative 5 TPSS locations are derived from and assumed to be similar to the Alternative 4 TPSS locations.

Figure 9-5. Alternative 5: Traction Power Substation Locations



Source: STCP, 2024; HTA, 2024

9.1.1.9 Roadway Configuration Changes

Table 9-3 lists the roadway changes necessary to accommodate the guideway of Alternative 5. Figure 9-6 shows the location of the roadway changes within the Sepulveda Transit Corridor Project Study Area. In addition to the changes made to accommodate the guideway, as listed in Table 9-3, roadways and sidewalks near stations would be reconstructed, resulting in modifications to curb ramps and driveways.

Table 9-3. Alternative 5: Roadway Changes

Location	From	To	Description of Change
Raymer Street	Kester Avenue	Keswick Street	Reconstruction resulting in narrowing of width and removal of parking on the westbound side of the street to accommodate aerial guideway columns.
Cabrito Road	Raymer Street	Marson Street	Closure of Cabrito Road at the LOSSAN rail corridor at-grade crossing. A new segment of Cabrito Road would be constructed from Noble Avenue and Marson Street to provide access to extra space storage from the north.

Source: STCP, 2024; HTA, 2024

Figure 9-6. Alternative 5: Roadway Changes



Source: STCP, 2024; HTA, 2024

9.1.1.10 Ventilation Facilities

For ventilation, a plenum within the crown of the tunnel would provide a separate compartment for air circulation and allow multiple trains to operate between stations. Each underground station would include a fan room with additional ventilation facilities. Alternative 5 would also include a stand-alone ventilation facility at the tunnel portal on the northern end of the tunnel segment, located east of Sepulveda Boulevard and south of Raymer Street. Within this facility, ventilation fan rooms would provide both emergency ventilation, in case of a tunnel fire, and regular ventilation, during non-revenue hours. The facility would also house sump pump rooms to collect water from various sources, including storm water; wash-water (from tunnel cleaning); and water from a fire-fighting incident, system testing, or pipe leaks.

9.1.1.11 Fire/Life Safety – Emergency Egress

Within the tunnel segment, emergency walkways would be provided between the center dividing wall and each track. Sliding doors would be located in the central dividing wall at required intervals to connect the two sides of the railway with a continuous walkway to allow for safe egress to a point of safety (typically at a station) during an emergency. Similarly, the aerial guideway near the LOSSAN rail corridor would include two emergency walkways with safety railing located on the outer side of the tracks. Access to tunnel segments for first responders would be through stations and the portal.

9.1.2 Construction Activities

Temporary construction activities for Alternative 5 would include project work zones at permanent facility locations, construction staging and laydown areas, and construction office areas. Construction of the transit facilities through substantial completion is expected to have a duration of 8 ¼ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

For the guideway, Alternative 5 would consist of a single-bore tunnel through the Westside, Valley, and Santa Monica Mountains. The tunnel would comprise three separate segments, one running north from the southern terminus to the UCLA Gateway Plaza Station (Westside segment), one running south from the Ventura Boulevard Station to the UCLA Gateway Plaza Station (Santa Monica Mountains segment), and one running north from the Ventura Boulevard Station to the portal near Raymer Street (Valley segment). Tunnel boring machines (TBM) with approximately 45-foot-diameter cutting faces would be used to construct the tunnel segments underground. For the Westside segment, the TBM would be launched from Staging Area No. 1 in Table 9-4 at Sepulveda Boulevard and National Boulevard. For the Santa Monica Mountains segment, the TBMs would be launched from the Ventura Boulevard Station. Both TBMs would be extracted from the UCLA Gateway Plaza Station Staging Area No. 3 in Table 9-4. For the Valley segment, the TBM would be launched from Staging Area No. 8 as shown in Table 9-4 and extracted from the Ventura Boulevard Station. Figure 9-7 shows the location of construction staging locations along the Alternative 5 alignment.

Table 9-4. Alternative 5: On-Site Construction Staging Locations

No.	Location Description
1	Commercial properties on southeast corner of Sepulveda Boulevard and National Boulevard
2	North side of Wilshire Boulevard between Veteran Avenue and Gayley Avenue
3	UCLA Gateway Plaza
4	Commercial property on southwest corner of Sepulveda Boulevard and Dickens Street
5	West of Sepulveda Boulevard between US-101 and Sherman Oaks Castle Park
6	Lot behind Los Angeles Fire Department Station 88
7	Property on the west side of Sepulveda Boulevard between Sherman Way and Gault Street
8	Industrial property on both sides of Raymer Street, west of Burnet Avenue
9	South of the LOSSAN rail corridor east of Van Nuys Metrolink Station, west of Woodman Avenue

Source: STCP, 2024; HTA, 2024

Figure 9-7. Alternative 5: On-Site Construction Staging Locations



Source: STCP, 2024; HTA, 2024

The distance from the surface to the top of the tunnel for the Westside tunnel would vary from approximately 40 feet to 90 feet depending on the depth needed to construct the underground stations. The depth of the Santa Monica Mountains tunnel segment varies greatly from approximately 470 feet as it passes under the Santa Monica Mountains to 50 feet near UCLA. The depth of the Valley segment would vary from approximately 40 feet near the Ventura Boulevard/Sepulveda Station and north of the Metro G Line Sepulveda Station to 150 feet near Weddington Street. The tunnel segments through the Westside and Valley would be excavated in soft ground while the tunnel through the Santa Monica Mountains would be excavated primarily in hard ground or rock as geotechnical conditions transition from soft to hard ground near the UCLA Gateway Plaza Station.

Construction work zones would also be co-located with future MSF and station locations. All work zones would comprise the permanent facility footprint with additional temporary construction easements from adjoining properties.

All underground stations would be constructed using a “cut-and-cover” method whereby the underground station structure would be constructed within a trench excavated from the surface with a portion or all being covered by a temporary deck and backfilled during the later stages of station construction. Traffic and pedestrian detours would be necessary during underground station excavation until decking is in place and the appropriate safety measures are taken to resume cross traffic.

In addition to work zones, Alternative 5 would include construction staging and laydown areas at multiple locations along the alignment as well as off-site staging areas. Construction staging areas would provide the necessary space for the following activities:

- Contractors’ equipment
- Receiving deliveries
- Testing of soils for minerals or hazards
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment).

A larger, off-site staging area would be used for temporary storage of excavated material from both tunneling and station cut-and-cover excavation activities. Table 9-4 and Figure 9-7 present the potential construction staging areas along the alignment for Alternative 5. Table 9-5 and Figure 9-8 present candidate sites for off-site staging and laydown areas.

Table 9-5. Alternative 5: Potential Off-Site Construction Staging Locations

No.	Location Description
S1	East of Santa Monica Airport Runway
S2	Ralph's Parking Lot in Westwood Village
N1	West of Sepulveda Basin Sports Complex, south of the Los Angeles River
N2	West of Sepulveda Basin Sports Complex, north of the Los Angeles River
N3	Metro G Line Sepulveda Station Park & Ride Lot
N4	North of Roscoe Boulevard and Hayvenhurst Avenue
N5	LADWP property south of the LOSSAN rail corridor, east of Van Nuys Metrolink Station

Source: STCP, 2024; HTA, 2024

Figure 9-8. Alternative 5: Potential Off-Site Construction Staging Locations



Source: STCP, 2024; HTA, 2024

Construction of the HRT guideway between the Van Nuys Metrolink Station and the MSF would require reconfiguration of an existing rail spur serving LADWP property. The new location of the rail spur would require modification to the existing pedestrian undercrossing at the Van Nuys Metrolink Station.

Alternative 5 would require construction of a concrete casting facility for tunnel lining segments because no existing commercial fabricator capable of producing tunnel lining segments for a large-diameter tunnel exists within a practical distance of the Project Study Area. The site of the MSF would initially be

used for this casting facility. The casting facility would include casting beds and associated casting equipment, storage areas for cement and aggregate, and a field quality control facility, which would need to be constructed on-site. When a more detailed design of the facility is completed, the contractor would obtain all permits and approvals necessary from the City of Los Angeles, the South Coast Air Quality Management District, and other regulatory entities.

As areas of the MSF site begin to become available following completion of pre-casting operations, construction of permanent facilities for the MSF would begin, including construction of surface buildings such as maintenance shops, administrative offices, train control, traction power, and systems facilities. Some of the yard storage track would also be constructed at this time to allow delivery and inspection of passenger vehicles that would be fabricated elsewhere. Additional activities occurring at the MSF during the final phase of construction would include staging of trackwork and welding of guideway rail.

9.2 Existing Conditions

This section describes Section 4(f) properties that were considered for evaluation. Properties subject to Section 4(f) consideration include historic resources of local, state, or national significance, whether privately or publicly owned, as well as publicly owned parks, recreation areas, and wildlife refuges of national or local significance. Section 2.1.1.1 provides more information about the types of properties protected by Section 4(f) of the U.S. Department of Transportation Act.

9.2.1 Historic Sites

This section identifies eligible historic properties that are subject to Section 4(f) and describes the architectural styles that form the basis of the evaluation. Prior to completing this Section 4(f) evaluation, a California Environmental Quality Act (CEQA) historical resource impact analysis was completed to identify historical and archaeological resources in the Built Environment Resource Study Area (RSA) and to determine their significance (refer to the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* [Metro, 2025a]). Historic and archival research was undertaken to determine the presence of previously identified historic properties eligible for listing in the National Register of Historic Places (NRHP). In addition, a historic architectural survey was completed for the Section 4(f) Built Environment RSA for the project alternatives to further identify and evaluate properties that are historically significant and meet the criteria for eligibility for listing in the NRHP. Historical resources identified for the purpose of CEQA analysis in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a), as well as each resource's potential Section 4(f) protection status, are shown in Table 9-6. With regard to Section 4(f) requirements, historic sites identified in Table 9-6 that are listed in or eligible for listing in the NRHP were evaluated for potential use. The locations of these resources are depicted in Figure 9-9 and Figure 9-10.

To date, a Section 106 consultation process has not occurred; thus, key Section 4(f) consultation with the officials with jurisdiction over historic sites (i.e., the State Historic Preservation Officer [SHPO]) also has not occurred. Thus, the identification of historic sites would be revisited when there is federal involvement.

In addition to built-environment historic properties, the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a) identified various archaeological and tribal cultural resources through a combination of archival and field research. This effort yielded 10 previously identified archaeological resources within the Project Study Area. Of those previously identified resources, the South Central Coastal Information Center (SCCIC) records search

identified one previously recorded archaeological resource (P-19-003803) within the Alternative 5 Section 4(f) Archaeological RSA. This archaeological resource was also the only previously identified resource that has been determined eligible for listing in the NRHP. If P-19-003803 is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place then the exception (23 CFR 774.13b) to the requirements of Section 4(f) would apply and no Section 4(f) evaluation of the archaeological site would be required. Section 4(f) applies to archeological sites that are listed in or eligible for listing in the NRHP and that warrant preservation in place. Efforts to preserve the resource or develop and execute a Data Recovery Plan should be addressed in the Section 106 process. Since the Section 106 process has not been initiated, the officials with jurisdiction over the resource (i.e., the SHPO) have not been consulted on the importance of the resource or its data recovery potential. Thus, P-19-003803 is considered a Section 4(f) protected historical site for the purposes of this report.

Table 9-6. Alternative 5: Identified Historic Sites in the Built Environment Resource Study Area

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
1	13812 Saticoy Street	NA	13812 Saticoy Street	The industrial building located at 13812 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
2	13914 Saticoy Street	NA	13914 Saticoy Street	The industrial building located at 13914 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
3	13938 Saticoy Street	NA	13938 Saticoy Street	The industrial building located at 13938 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
4	13942 Saticoy Street	NA	13942 Saticoy Street	The industrial building located at 13942 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
5	SPRR Warehouse	NA	7766 Van Nuys Boulevard	The SPRR Warehouse located at 7766 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the post-World War II railroad development and the SPRR's transition to diesel locomotive engines.	Yes
6	14704 Raymer Street	NA	14704 Raymer Street	The industrial property located at 14704 Raymer Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
7	14746 Raymer Street	NA	14746 Raymer Street	The industrial property located at 14746 Raymer Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
8	The Performing Arts Center	NA	7735 Sepulveda Boulevard	The Performing Arts Center located at 7735 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Googie design.	Yes
9	Valley Animal Hospital	NA	7721 Sepulveda Boulevard	The Valley Animal Hospital building located at 7721 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
10	Lancer Lion II Apartments	NA	7657 Sepulveda Boulevard	The Lancer Lion II Apartments located at 7657 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the Live Better Electrically and Medallion Homes program and the electrical history of the City of Los Angeles.	Yes
11	Air Raid Siren No. 110	NA	Northeast corner of Covello Street and Sepulveda Boulevard	The Air Raid Siren No. 110 is eligible for listing in the NRHP and CRHR and is significant under Criterion A for its association with World War II and Cold War military infrastructure.	Yes
12	Sherman Way Street Trees	NA	Sherman Way between Woodley Avenue and Sherman Circle	The Sherman Way Street Trees are eligible for listing in the local register significant as representing the Street Planting Plan for Sherman Way (paved between 1911 and 1913), a major streetcar and automobile route which was the main corridor from central Los Angeles to the City of Van Nuys.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.
13	6833 Sepulveda Boulevard	NA	6833 Sepulveda Boulevard	The multiple-family building located at 6833 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the postwar housing crisis and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
14	Van Nuys Boulevard Street Trees	NA	Between Sherman Way along Sherman Circle and Hamlin Street on Van Nuys Boulevard	The Van Nuys Boulevard Street Trees are eligible for listing in the local register. They are significant as representing the Street Planting Plan for Sherman Way (paved between 1911 and 1913; parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which was the main automobile and streetcar corridor from central Los Angeles to the City of Van Nuys.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.
17	6160 Sepulveda Boulevard	NA	6160 Sepulveda Boulevard	The industrial property located at 6160 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar industrial development of Van Nuys.	Yes
18	Air Raid Siren No. 117	NA	South side of Oxnard Street, west of Sepulveda Boulevard	The Air Raid Siren No. 117 is eligible for listing in the NRHP and CRHR and is significant under Criterion A for its association with World War II and Cold War military infrastructure.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
19	Cabana Motel	NA	5764 Sepulveda Boulevard	The Cabana Motel located at 5764 Sepulveda Boulevard is eligible for listing in the NRHP, CRHR, and the local register at the local level. It is significant under Criterion A/1 for its association with the City of Los Angeles's postwar car culture and Criterion C/3 for its Modern design.	Yes
20	El Cortez Motel	NA	5746 Sepulveda Boulevard	The El Cortez Motel located at 5746 Sepulveda Boulevard is eligible for listing in the NRHP, CRHR, and the local register at the local level. It is significant under Criterion A/1 for its association with the City of Los Angeles's postwar car culture and Criterion C/3 for its Modern design.	Yes
21	5724 Sepulveda Boulevard	NA	5724 Sepulveda Boulevard	The multiple-family building located at 5724 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the postwar housing crisis and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
22	Kauai Surf	NA	15232 Martha Street	The Kauai Surf apartments building located at 15232 Martha Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
23	5450 Sepulveda Boulevard	NA	5450 Sepulveda Boulevard	The residential building located at 5450 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Monterey design.	Yes
24	Cathedral of St. Mary Church	NA	5335 N Sepulveda Boulevard	The Cathedral of St. Mary Church located at 5335 N Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Byzantine Revival design.	Yes
25	Lt. Patrick H. Daniels United States Army Reserve Center	NA	5161 Sepulveda Boulevard	The Lt. Patrick H. Daniels United States Army Reserve Center building located at 5161 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the Army Reserves in the City of Los Angeles during the Vietnam War and under Criterion C/3 for its Modern design.	Yes
27	4700 Sepulveda Boulevard	NA	4700 Sepulveda Boulevard	The multiple-family building located at 4700 Sepulveda Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Eclectic Streamline Moderne design.	Yes
31/33	15300 Ventura Boulevard	NA	15300 Ventura Boulevard	The building is individually eligible for listing in the NRHP significant under Criterion C for its International design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
34	15250 Ventura Boulevard	NA	15250 Ventura Boulevard	The commercial property located at 15250 Ventura Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	Yes
35	Da Siani Ristorante (Sherwood Coiffeurs)	NA	4511 Sepulveda Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its Modern design.	Yes
36	4506 Saugus Avenue	NA	4506 Saugus Avenue	The multiple-family building located at 4506 Saugus Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Contemporary design.	Yes
37	15224 Dickens Street	NA	15224 Dickens Street	The multiple-family residential building located at 15224 Dickens Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	Yes
60	Deauville House	NA	2212 N Linda Flora Drive	The Deauville House is eligible for local register listing significant for its Storybook Ranch design and as the work of a master architect, Earl C. Rahn.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.
61	1711 N Stone Canyon Road	NA	1711 N Stone Canyon Road	The residential building located at 1711 N Stone Canyon Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
62	1780 N Stone Canyon Road	NA	1780 N Stone Canyon Road	The residential building located at 1780 N Stone Canyon Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Ranch design.	Yes
63	661 N Stone Canyon Road	NA	661 N Stone Canyon Road	The residential building located at 661 N Stone Canyon Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	Yes
64	Miller Residence	NA	10615 W Bellagio Road	The Miller Residence located at 10615 W Bellagio Road is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival commercial design and as the work of a master, Wallace Neff. The resource was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For the Project, this resource is considered a historical resource for the purposes of CEQA.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
65	Ethel Guiberson/Hannah Carter Japanese Garden	NA	10619 West Bellagio Road	The local register listed Ethel Guiberson/Hannah Carter Japanese Garden (LAHCM No. 1141) is significant under local register criteria for its landscape architecture.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.
69	121 N Udine Way	NA	121 N Udine Way	The residential property located at 121 N Udine Way was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For the Project, this resource is considered a historical resource for the purposes of CEQA.	No. This property has not been evaluated for potential eligibility for listing in the NRHP
70	120 N Udine Way	NA	120 N Udine Way	The residential property located at 120 N Udine Way was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For the Project, this resource is considered a historical resource for the purposes of CEQA.	No. This property has not been evaluated for potential eligibility for listing in the NRHP
71	Marymount High School (Main Administration Building, including Chapel and Auditorium)	NA	10643-10685 Sunset Boulevard and 101-121 Marymount Place	The local register-listed Marymount High School (Main Administration Building, including Chapel and Auditorium) (LAHCM No. 254) is significant under local register criteria for its design and local significance.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.
72	UCLA Historic District	P-19-175802	East-west axis of campus; bounded by Westwood Boulevard and Circle Drive	The district includes 15 contributing resources and landscape features, and two non-contributing resources. The district is significant under NRHP Criterion A as the first public institution of higher education in Southern California and under NRHP Criterion C for its design.	Yes
73	UCLA Ackerman Hall	P-19-190591	308 Westwood Plaza	The building is individually eligible for listing the NRHP and CRHR and is significant under Criterion A for its association with the history of UCLA and under Criterion C/3 for its Modern design.	Yes
87	UCLA Veterans Rehabilitation Services	19-189982	1000 Veteran Avenue	The UCLA Veterans Rehabilitation Services building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Contemporary design and as a work of a master, Welton Beckett and Associates.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
89	Campbell's Book Store	NA	10918 Le Conte Avenue	The commercial building located at 10918 Le Conte Avenue is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its Streamline Moderne design.	Yes
90	Holmby Building	NA	921 Westwood Boulevard	The local register listed Holmby Building (LAHCM No. 1223) is significant under local register criteria as an excellent example of Mediterranean Revival commercial architecture in Westwood Village and as the work of master architect Gordon B. Kaufmann.	No. This property is listed in LAHCM only.
91	924 Westwood Boulevard	NA	924 Westwood Boulevard	The commercial building located at 924 Westwood Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its international design.	Yes
93	10940 Weyburn Avenue	NA	10940 Weyburn Avenue	The commercial building located at 10940 Weyburn Avenue is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Spanish Colonial Revival design.	Yes
94	Chatam Restaurant	NA	10930 Weyburn Avenue	The Chatam Restaurant building located at 10930 Weyburn Avenue is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its One Part Commercial Block design.	Yes
95	Desmond's	NA	1001 Westwood Boulevard	The commercial building at 1001 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival commercial design.	Yes
96	Bullock's Department Store	NA	1000 S Westwood Boulevard	The Bullock's Department Store is eligible for local register listing; significant as an individual building that represents a very early phase of commercial development in a neighborhood, and as a rare example of its type.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.
97	Kelly Music Building/ Alice's Restaurant	NA	1041 Westwood Boulevard	The local register listed Kelly Music Building/Alice's Restaurant (LAHCM No. 1201) is significant under local register criteria for its association with the early development of Westwood Village and as one of the earliest works by master architect Paul Revere Williams.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.
98	Penney's	NA	1056 Westwood Boulevard	The Penney's building at 1056 Westwood Boulevard is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Spanish Colonial Revival commercial architecture.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
99	Janss Investment Company Building	NA	1081 Westwood Boulevard	The local register listed Janss Investment Company Building (LAHCM No. 364) is significant under local register criteria for its Mediterranean Revival design.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.
100	Glendale Federal Savings and Loan Association	NA	1090 Westwood Boulevard	The Glendale Federal Savings and Loan Association building is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	Yes
101	Westwood Village Streetlight	NA	Westwood and Kinross	The Westwood Village Streetlight is eligible for local register listing significant as one of the last remaining ornamental streetlights that were installed throughout Westwood Village.	No – This property is eligible for listing in the local register only.
102	Bratskeller Egyptian Theater (Ralphs Grocery Store)	P-19-174110	1142 Westwood Boulevard	The Bratskeller Egyptian Theater (Ralphs Grocery Store) building (LAHCM No. 360) is significant for its Mediterranean Revival design and as one of the first buildings constructed in the Westwood area.	No. This property is listed in the LAHCM only.
103	Gayley Center	NA	1101 Gayley Avenue	The Gayley Center is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Late Modern commercial architecture and as the work of noted architects Krisel-Shapiro & Associates.	Yes
104/105	Linde Medical Building	P-19-189273	10921 Wilshire Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its International style design.	Yes
106	Tishman Building	NA	10950 W Wilshire Boulevard	The Tishman Building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Corporate Modern high-rise architecture and as the work of master architect Welton Becket.	Yes
110	1400 Greenfield Avenue		1400 Greenfield Avenue	The building is eligible for listing in the NRHP and CRHR; significant under Criterion C/3 for its Modern design.	Yes
129	2435 Military Avenue	NA	2435 Military Avenue	The commercial building located at 2435 Military Avenue is eligible for listing in the local register for its Modern and Contemporary design.	No. Not eligible for the NRHP. This property is eligible for listing in the local register only.

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
Not shown	P-19-003803	NA	Confidential	Santa Monica Air Line Railroad Segment. Appears eligible for NRHP as an individual property through survey evaluation.	Yes; however, Section 4(f) protection would be confirmed as part of the Section 106 process.

Source: HTA, 2025

- CRHR = California Register of Historical Resources
- LAHCM = Los Angeles Historic-Cultural Monument
- NA = Not applicable
- NRHP = National Register of Historic Places
- ROW = right-of-way
- SCCIC = South Central Coastal Information Center
- SPRR = Southern Pacific Railroad

Figure 9-9. Alternative 5: Historic Sites within the Resource Study Area – North



Source: HTA, 2025

Figure 9-10. Alternative 5: Historic Sites within the Resource Study Area – South



Source: HTA, 2025

9.2.2 Publicly-Owned Public Parks and Recreational Areas

Public parks and recreational areas inventoried within the Section 4(f) Recreation RSA, including all parks and recreational resources publicly owned and available for public use, are listed in Table 9-7.

Figure 9-11 and Figure 9-12 depict the location of parks and recreational resources relative to the Alternative 5 alignment.

While schools with recreational facilities available for public use are protected under Section 4(f), research up to this time has not revealed any public school facilities in the Section 4(f) Recreation RSA with joint use agreements or similar contracts that indicate public availability. As such, no public school recreation facilities are included in this assessment. Future federal coordination efforts will include consultation with the Los Angeles Unified School District (LAUSD) to confirm that no such agreements are in place or any informal public use at any of the LAUSD facilities in the Section 4(f) Recreation RSA.

Table 9-7. Alternative 5: Parks and Recreational Facilities within the Resource Study Area

Name	Address	Official with Jurisdiction	Facility Type	Features, Attributes, and Amenities	Size (acres) ^a	Distance from Alternative 5 (feet) ^b
Andres and Maria Cardenas Recreation Center	14740 Blythe Street, Panorama City	City of Los Angeles	Local Park	Recreational features including skate park, splash pad, community center	0.7	695
Delano Park	15100 Erwin Street, Van Nuys	City of Los Angeles	Local Park	Park features including baseball field, soccer field, playground, community center	6.1	990
Felicia Mahood Multipurpose Center	11338 Santa Monica Boulevard, Los Angeles	City of Los Angeles	Local Park	Park features including multi-purpose senior center	4.3	1,733
Los Angeles Riverfront Greenway	Sherman Oaks	City of Los Angeles	Regional Open Space	Recreational features including the multi-purpose Los Angeles River Bike Path	6.2	66
Marson Park	15262 Marson Street, Panorama City	Los Angeles Neighborhood Land Trust	Local Park	Recreational features including playground	0.3	436

Name	Address	Official with Jurisdiction	Facility Type	Features, Attributes, and Amenities	Size (acres) ^a	Distance from Alternative 5 (feet) ^b
Mildred E. Mathia Botanical Garden	707 Tiverton Drive, Los Angeles	University of California, Los Angeles	Botanical Garden	Park features including free public botanical garden and gathering space. Primary purpose of the facility is educational, and the resource is likely not Section 4(f) protected though additional coordination with the officials with jurisdiction is required to confirm.	8.2	1,042
Sepulveda Basin Wildlife Reserve	17017 Burbank Boulevard, Encino	USACE	Regional Open Space	Refuge features including wildlife reserve areas within the Sepulveda Basin	327.3	678
Sepulveda Pass Open Space	457 N Fairfax Avenue, Los Angeles	SMMC	Regional Open Space	Conservation features including open space conservation easements preserving land in the Santa Monica Mountains	155.0	127
Sherman Oaks Castle Park	4989 Sepulveda Boulevard, Sherman Oaks	City of Los Angeles	Amusement Park	Recreational features including an amusement Park and batting cages.	5.0	51
Teichman Family Magnolia Park	15365 Magnolia Boulevard, Sherman Oaks	City of Los Angeles	Local Park	Park features including basketball courts, volleyball/tennis courts, tetherball courts, playground, and controlled access	3.9	569
Westwood Gardens Park	1246 Glendon Avenue, Los Angeles	City of Los Angeles	Local Park	Park features including playground and picnic areas	0.3	1,053

Name	Address	Official with Jurisdiction	Facility Type	Features, Attributes, and Amenities	Size (acres) ^a	Distance from Alternative 5 (feet) ^b
Westwood Recreation Center	1350 Sepulveda Boulevard, Los Angeles	City of Los Angeles	Local Park	Park features including Bad News Bears field, tennis court, basketball court, baseball field, soccer field, multi-purpose field, playground, pool, gym	26.7	0
Woodley Avenue Park	6350 Woodley Avenue, Encino	USACE	Regional Recreation Park	Park features including fitness zone, picnic shelter, playgrounds	119.8	1,185

Source: Los Angeles County Department of Regional Planning, 2024

^aSize (acres) refers to the full size of the resource, not the acreage within the RSA.

^aA distance of "0 feet" from the alternative indicates that the alternative would either cross over the resource or be underground through the resource.

SMMC = Santa Monica Mountains Conservancy

USACE = U.S. Army Corps of Engineers

Figure 9-11. Alternative 5: Parks and Recreational Facilities within the Resource Study Area (from Panorama City to Brentwood)



Source: HTA, 2025

Figure 9-12. Alternative 5: Parks and Recreational Facilities within the Resource Study Area (from Beverly Crest to Mar Vista)



Source: HTA, 2025

9.3 Section 4(f) Use Evaluation

9.3.1 Historic Sites

Table 9-8 presents a summary of the potential use of historic sites protected by Section 4(f) based on the analysis provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a). Where a “yes” is shown for permanent property acquisition, temporary occupancy, or proximity impacts, a detailed Section 4(f) use assessment is provided following the table. As shown in Table 9-8, permanent property acquisition and/or temporary occupancy of a historic site has been identified for the Lt. Patrick H. Daniels United States Army Reserve Center. Where proximity impacts were identified in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* that would not impair a historic site’s significance, the impact is described as minor; whereas, if there are proximity impacts that have potential to affect a historic site’s significance, the proximity impact column is marked with a “yes” and a detailed use assessment is provided. For historic sites where no portion of the site would be acquired or converted to a transportation use, nor physically demolished, destroyed, relocated, or altered, there would be no use unless the proximity impacts are shown to substantially impair the activities, features or attributes that qualify the property for protection under Section 4(f).

Construction of Alternative 5 would have the potential to damage buildings in close proximity to vibration-intensive construction activities. Based on the FTA guidance manual, vibration levels from proposed construction activities were estimated at historic buildings or structures eligible for the NRHP along the Alternative 5 alignment and included in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c). Historic sites that are potentially subject to construction-related vibration damage have been noted in Table 9-8. MM VIB-5.1 (Vibration Control Plan) includes special considerations for historic buildings including avoidance of vibration-intensive activities such as pile driving when construction takes place in close proximity to historic buildings. With incorporation of applicable vibration control mitigation measures it is anticipated that permanent damage to any historic buildings would be avoided. As such, in instances where the only potential effects on a historic site involves potential vibration damage, it is presumed that there would be no potential for a constructive use of the historic site. Instances where there are multiple potential proximity effects warrant additional discussion, which is provided following Table 9-8.

Table 9-8. Alternative 5: Historic Sites Potential Use Summary

Map Reference #	Resource Name	Primary Number	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
1	13812 Saticoy Street	NA	13812 Saticoy Street	None	None	Visual change to resource setting; historic significance unaffected
2	13914 Saticoy Street	NA	13914 Saticoy Street	None	None	Visual change to resource setting; historic significance unaffected
3	13938 Saticoy Street	NA	13938 Saticoy Street	None	None	Visual change to resource setting; historic significance unaffected
4	13942 Saticoy Street	NA	13942 Saticoy Street	None	None	Visual change to resource setting; historic significance unaffected
5	SPRR Warehouse	NA	7766 Van Nuys Boulevard	None	None	Visual change to resource setting; historic significance unaffected
6	14704 Raymer Street	NA	14704 Raymer Street	None	None	Visual change to resource setting, historic significance unaffected
7	14746 Raymer Street	NA	14746 Raymer Street	None	None	Visual change to resource setting; historic significance unaffected
8	The Performing Arts Center	NA	7735 Sepulveda Boulevard	None	None	None
9	Valley Animal Hospital	NA	7721 Sepulveda Boulevard	None	None	None
10	Lancer Lion II Apartments	NA	7657 Sepulveda Boulevard	None	None	None
11	Air Raid Siren No. 110	NA	Northeast corner of Covello Street and Sepulveda Boulevard	None	None	None
13	6833 Sepulveda Boulevard	NA	6833 Sepulveda Boulevard	None	None	None
17	6160 Sepulveda Boulevard	NA	6160 Sepulveda Boulevard	None	None	None
18	Air Raid Siren No. 117	NA	South side of Oxnard Street, west of Sepulveda Boulevard	None	None	None
19	Cabana Motel	NA	5764 Sepulveda Boulevard	None	None	None

Map Reference #	Resource Name	Primary Number	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
20	El Cortez Motel	NA	5746 Sepulveda Boulevard	None	None	None
21	5724 Sepulveda Boulevard	NA	5724 Sepulveda Boulevard	None	None	None
22	Kauai Surf	NA	15232 Martha Street	None	None	None
23	5450 Sepulveda Boulevard	NA	5450 Sepulveda Boulevard	None	None	None
24	Cathedral of St. Mary Church	NA	5335 N Sepulveda Boulevard	None	None	None
25	Lt. Patrick H. Daniels United States Army Reserve Center	NA	5161 Sepulveda Boulevard	None	Yes	Yes
27	4700 Sepulveda Boulevard	NA	4700 Sepulveda Boulevard	None	None	None
31/33	15300 Ventura Boulevard	NA	15300 Ventura Boulevard	None	None	None
34	15250 Ventura Boulevard	NA	15250 Ventura Boulevard	None	None	None
35	Da Siani Ristorante (Sherwood Coiffeurs)	NA	4511 Sepulveda Boulevard	None	None	None
36	4506 Saugus Avenue	NA	4506 Saugus Avenue	None	None	Yes
37	15224 Dickens Street	NA	15224 Dickens Street	None	None	Visual change to resource setting; historic significance unaffected
61	1711 N Stone Canyon Road	NA	1711 N Stone Canyon Road	None	None	None
62	1780 N Stone Canyon Road	NA	1780 N Stone Canyon Road	None	None	None
63	661 N Stone Canyon Road	NA	661 N Stone Canyon Road	None	None	None
64	Miller Residence	NA	10615 W Bellagio Road	None	None	None
72	UCLA Historic District	P-19-175802	East-west axis of campus; bounded by Westwood Boulevard and Circle Drive	None	None	None
73	UCLA Ackerman Hall	P-19-190591	308 Westwood Plaza	None	None	Yes
87	UCLA Veterans Rehabilitation Services	P-19-189982	1000 Veteran Avenue	None	None	None
89	Campbell's Book Store	NA	10918 Le Conte Avenue	None	None	None
90	Holmby Building	NA	921 Westwood Boulevard	None	None	None
91	924 Westwood Boulevard	NA	924 Westwood Boulevard	None	None	None
93	10940 Weyburn Avenue	NA	10940 Weyburn Avenue	None	None	None
94	Chatam Restaurant	NA	10930 Weyburn Avenue	None	None	None

Map Reference #	Resource Name	Primary Number	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
95	Desmond's	NA	1001 Westwood Boulevard	None	None	None
96	Bullock's Department Store	NA	1000 S Westwood Boulevard	None	None	None
103	Gayley Center	NA	1101 Gayley Avenue	None	None	None
104/105	Linde Medical Building	P-19-189273	10921 Wilshire Boulevard	None	None	Yes
106	Tishman Building	NA	10950 W Wilshire Boulevard	None	None	None
112	1410 Camden Avenue	NA	1410 Camden Avenue	None	None	None
Not shown	P-19-003803	NA	Confidential	None	None	NA

Source: HTA, 2025

NA = not applicable

SPRR = Southern Pacific Railroad

9.3.1.1 Lt. Patrick H. Daniels United States Army Reserve Center (Map Reference #25)

De Minimis Impact

The Lt. Patrick H. Daniels United States Army Reserve Center at 5161 Sepulveda Boulevard is a governmental property constructed in 1959. It is significant for its association with the Army Reserves in the City of Los Angeles during the Vietnam War and for its Modern design.

Under Alternative 5, a construction staging area would be located within the parcel, requiring a construction easement for use of the site during the period of construction. The temporary occupancy of the site would not require demolition, destruction, relocation, or alteration of the building as the undeveloped portions of the site and existing parking areas would be used to stage construction equipment. The use of the site would be less than the time required to construct Alternative 5, and the scope of work for the staging area would be typical, supporting construction with storage of equipment and materials. Upon completion of construction, the site would be restored to preconstruction conditions. Because the historic site would not be demolished, destroyed, relocated, or altered; the temporary occupancy of the site would not be considered a Section 4(f) use.

Activities within the construction staging area have the potential to cause construction vibration that could impact the historical resource. The construction activities adjacent to the resource also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-5.2) will be prepared for Alternative 5. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 5, the transportation use of the Section 4(f) resource would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 5 on the Lt. Patrick H. Daniels United States Army Reserve Center building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the Federal Transit Administration (FTA) must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

9.3.1.2 4506 Saugus Avenue (Map Reference #36)

De Minimis Impact

Under Alternative 5, the proposed underground Ventura Boulevard/Sepulveda Boulevard Station would be constructed approximately 40 feet from the west elevation of the building at 4506 Saugus Avenue. The proposed underground station would alter the surroundings of the historic resource but would not

change the historic character of the resource. The alteration of the setting with the new visual element of the station portal would not materially impair the resource's ability to convey its significance. The proposed station adjacent to the building would introduce new visual, audible, and atmospheric elements within the building's immediate surroundings. Although the proposed elements would introduce permanent visual elements to the west of the building, they would not block significant views of the historical resource. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

However, construction of the station and roadway improvements has the potential to cause construction vibration adjacent to the building that could impact the historical resource. The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-5.2) will be prepared for Alternative 5. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation and enhancement measures applied to Alternative 5, the transportation use of the Section 4(f) resource would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 5 on the 4506 Saugus Avenue building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

9.3.1.3 UCLA Ackerman Hall (Map Reference #73)

De Minimis Impact

Under Alternative 5, the proposed underground UCLA Gateway Plaza Station, TPSS site, and roadway improvements would be constructed approximately 30 feet south of UCLA Ackerman Hall. The construction would include excavation of the station box, building construction, roadway restriping, curb-and-gutter/sidewalk reconstruction, roadway improvements, and lighting and traffic signal modifications. The building would not be physically demolished, destroyed, relocated, or altered. The proposed station portal and TPSS site adjacent to the building would introduce new visual, audible, and atmospheric elements within the building's immediate surroundings. Although the proposed elements would introduce a permanent visual element directly in front of the building, they would not block significant views of the historical resource. The existing setting would be left largely intact. Because the setting of the building is already compromised by modern development and activities, the significance of the historical resource would not be materially impaired.

Construction of the station and roadway improvements has the potential to cause construction vibration adjacent that could impact this historical resource. (Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* [Metro, 2025c] for more information.) The construction adjacent to this resource also has the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-5.2) will be prepared for Alternative 5. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 5, the proximity impacts of construction activities would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 5 on the UCLA Ackerman Hall, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

9.3.1.4 Linde Medical Building (Map Reference #104/105)

De Minimis Impact

The Linde Medical Building located at 10921 Wilshire Boulevard is a large commercial property. It is significant for its 1962 International style design. As designed, affected portions of the property entrance will be restored in accordance with the California Historical Building Code and all applicable requirements.

Under Alternative 5, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 100 feet from the west elevation of the building. The station would be underground, and the Linde Medical Building would not be physically demolished, destroyed, relocated, or altered. An entrance to the underground station would be provided within the first floor of the building; however, alteration of this portion of the building has already taken place due to construction of the Metro D Line Station. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Gayley Avenue and Wilshire Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on this historical resource or its setting are anticipated from the addition of the station or the underground alignment.

However, construction of the station and construction staging areas has the potential to cause construction vibration that could impact the historical resource. (Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* [Metro, 2025c] for more information.) The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g.,

design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic resource, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic resource, locating stationary vibration-generating equipment away from the resource, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a vibration control plan (MM VIB-5.2) will be prepared for Alternative 5. As part of the vibration control plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 5, the proximity impacts of construction activities would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude with no adverse effect on the historic site. Based on the nature of the effects of Alternative 5 on the Linde Medical Building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

9.3.2 Publicly-Owned Parks and Recreational Areas

Table 9-9 presents a summary of the potential use of public parks and recreational areas protected by Section 4(f) based on the analysis provided in the *Sepulveda Transit Corridor Project Parklands Technical Report* (Metro, 2025b). Where a “yes” is shown for permanent property acquisition, temporary occupancy, or proximity impacts, a detailed Section 4(f) use assessment is provided following the table. As shown in Table 9-9, permanent property acquisition and/or temporary occupancy has been identified for Westwood Park; however, the property acquisition required involves underground easements for the Alternative 5 tunnel alignment. Proximity impacts to parklands were identified through a review of the *Sepulveda Transit Corridor Project Parklands Technical Report* and the *Sepulveda Transit Corridor Project Visual Quality and Aesthetics Technical Report* (Metro, 2025d). None of the parks or recreational facilities identified in Table 9-9 have features, activities, or attributes that are considered noise sensitive; thus, noise impacts have not been considered in the assessment of potential constructive use. Proximity impacts that would not impair the regular use and enjoyment of a park or recreational resource are described as minor; whereas, if there are proximity impacts that have potential to result in substantial impairment to the property’s activities, features, or attributes, the proximity impact column is marked with a “yes” and a detailed use assessment is provided.

Table 9-9. Alternative 5: Parks and Recreation Resource Potential Use Summary

Name	Address	Amenities	Size (acres) ^a	Distance from Alternative 5 (feet) ^b	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
Andres and Maria Cardenas Recreation Center	14740 Blythe Street, Panorama City	Skate park, splash pad, community center	0.7	695	None	None	None

Name	Address	Amenities	Size (acres) ^a	Distance from Alternative 5 (feet) ^b	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
Delano Park	15100 Erwin Street, Van Nuys	Baseball field, soccer field, playground, community center	6.1	990	None	None	None
Los Angeles Riverfront Greenway	Sherman Oaks	Open space	6.2	66	None	None	None
Marson Park	15262 Marson Street, Panorama City	Playground	0.3	436	None	None	None
Sepulveda Basin Wildlife Reserve	17017 Burbank Boulevard, Encino	Open space	327.3	678	None	None	None
Sepulveda Pass Open Space	457 N Fairfax Avenue, Los Angeles	Open space	155.0	127	None	None	None
Sherman Oaks Castle Park	4989 Sepulveda Boulevard, Sherman Oaks	Amusement Park	5.0	51	None	None	None
Teichman Family Magnolia Park	15365 Magnolia Boulevard, Sherman Oaks	Basketball court	3.9	569	None	None	None
Westwood Park	1350 Sepulveda Boulevard, Los Angeles	Tennis court, basketball court, baseball field, soccer field, multi-purpose field, playground, pool, gym	26.7	0	Underground tunnel easement	None	None

Source: HTA, 2025

9.3.2.1 Westwood Park

No Use

Under Alternative 5, a partial underground tunnel easement and underground construction easement would be required as the HRT alignment would be situated in a bored tunnel under Westwood Park. No surface effects would be experienced by the park. According to the Federal Highway Administration’s (FHWA) Section 4(f) Policy Paper (USDOT, 2012), tunneling under a park triggers the requirements of Section 4(f) only if the tunneling substantially impairs the function, attributes, or features that qualify the resource for protection under Section 4(f). Similarly, underground tunnel easements are not considered a permanent use of Section 4(f) property because they do not convey property interest or allow permanent access onto the property. Due to the underground nature of the Alternative 5

improvements, no proximity impacts are anticipated. Accordingly, the Alternative 5 underground HRT alignment would result in no use of Westwood Park.

9.4 Mitigation Measures

9.4.1 Historic Sites

The following mitigation measures have been identified to minimize harm to historic sites resulting from Alternative 5. Applicability of these mitigation measures to each historic site is as follows:

- Lt. Patrick H. Daniels United States Army Reserve Center: Mitigation Measure (MM) CUL-1
- 4506 Saugus Avenue: MM CUL-1
- UCLA Ackerman Hall: MM CUL-1
- UCLA Historic District: MM CUL-1

MM CUL-1: Cultural Resources Monitoring and Mitigation Plan

- *A project wide Cultural Resources Monitoring and Mitigation Plan shall be developed and implemented by Metro. The purpose of the Cultural Resources Monitoring and Mitigation Plan is to document the actions and procedures to be followed to ensure avoidance or minimization of impacts to cultural resources and to provide a detailed program of mitigation for direct and indirect impacts on cultural resources during Project construction. Preparation of the Cultural Resources Monitoring and Mitigation Plan shall necessitate the completion of a pedestrian survey of the private property parcels within the Resource Study Areas that were not accessible during the preparation of this EIR and the Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report; this shall occur only on parcels slated for acquisition and construction activities. Proposed ground disturbance for the Project shall be reviewed to make any necessary adjustments to archaeological sensitivity assessments as a result of ongoing project design.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth moving activities, the Cultural Resources Monitoring and Mitigation Plan shall address methods for evaluation, treatment, artifact analysis for anticipated artifact types, report writing, repatriation of human remains and associated grave goods, and curation.*
- *The Cultural Resources Monitoring and Mitigation Plan will be a guide for archaeological and tribal monitoring activities as defined in MM CUL 7 and MM TCR 1. The Cultural Resources Monitoring and Mitigation Plan shall require that a Secretary of the Interior-qualified archaeologist in prehistoric and historical archaeology (36 Code of Federal Regulations Part 61) be retained prior to ground disturbing activities.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include recommended treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of*

impacts through data recovery programs such as excavation or detailed documentation.

- *The Cultural Resources Monitoring and Mitigation Plan shall include that, in the event, as a result of the resource evaluation and tribal consultation process, a resource is considered to be eligible for inclusion in the California Register of Historical Resources and/or a local register of historical resources or is determined to be a Tribal Cultural Resources through eligibility listing or determination of significance by the California Environmental Quality Act lead agency (Metro), an archaeological monitor and Native American monitor shall monitor all remaining ground disturbing activities in the area of the resource. If, during cultural resources monitoring, the Secretary of the Interior-qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the Secretary of the Interior qualified archaeologist can specify that monitoring be reduced or eliminated.*
- *The Cultural Resources Monitoring and Mitigation Plan shall outline the content and process for implementing pre-construction Cultural Resource training, as discussed in MM CUL 6.*
- *The Cultural Resources Monitoring and Mitigation Plan shall require a pre-construction baseline survey to identify building protection measures for historical resources in relation to tunnel boring machine launch/tunnel boring machine extraction, construction staging, and construction vibration and cut and cover activities adjacent to historical resources. The Project shall conduct a pre-construction survey to establish baseline, pre-construction conditions and to assess the potential for damage related to improvements adjacent to these historical resources.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include building protection measures such as fencing, sensitive construction techniques based on final project design, dust control measures, underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. (Refer to MM VIB-1.1, MM-VIB-3.1, MM VIB-4.2, MM VIB-5.2, and MM VIB-6.1). In scenarios where a historical resource would be impacted by differential settlement caused by tunnel boring machine construction method, the Project shall require the use of an earth pressure balance or slurry shield tunnel boring machine. An architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall review proposed protection measures.*
- *The Cultural Resources Monitoring and Mitigation Plan shall require that a post construction survey be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historic architect who meets the Secretary of Interior Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures.*

- *MM CUL-1 applies to the following historical resources:*
 - *Sherman Way Street Trees*
 - *Van Nuys Boulevard Street Trees*
 - *Air Raid Siren No. 110*
 - *Air Raid Siren No. 117*
 - *Lt. Patrick H. Daniels United States Army Reserve Center*
 - *4506 Saugus Avenue*
 - *UCLA Ackerman Hall*
 - *Linde Medical Building*
 - *Tishman Building*
 - *14746 Raymer Street*
 - *Gayley Center*

MM VIB-5.2: *Vibration Control Plan:*

- *Prior to construction, the Project contractor shall prepare a Vibration Control Plan demonstrating how the Federal Transit Administration building damage risk criteria and the Federal Transit Administration vibration annoyance criteria would be achieved. The Vibration Control Plan must be approved by Metro prior to initiating vibration-generating construction activities. The Vibration Control Plan would include a list of the major pieces of construction equipment that would be used, and the predictions of the vibration levels at the closest sensitive receivers. The Project contractor would conduct vibration monitoring to demonstrate compliance with the vibration limits during construction activity. Where the construction cannot be performed to meet the vibration criteria, the Project contractor shall implement alternative means and methods of construction measures to reduce vibration levels as much as feasible. Vibration reducing methods that may be implemented by the Project contractor include:*
 - *When feasible, use construction equipment or less vibration intensive techniques near vibration sensitive locations.*
 - *Use as small an impact device (i.e., hoe ram, pile driver) as possible to accomplish necessary tasks.*
 - *Avoid impact pile driving where possible. Drilled piles or vibratory pile drivers would be required where feasible.*
 - *When feasible, in construction areas close to sensitive buildings, select non-impact demolition and construction methods such as saw or torch cutting and removal for off-site demolition, and use chemical splitting, or hydraulic jack splitting, instead of high impact methods.*
- *The Project contractor shall monitor construction vibration levels at structures identified as a “historic” resource within the meaning of CEQA Guidelines Section 15064.5(a) to ensure the vibration damage threshold of 0.12 in/sec PPV shall not be exceeded. The vibration monitoring shall be conducted by a qualified professional for real-time vibration monitoring for construction work at the Project construction site requiring heavy equipment or ground compaction*

devices. A pre-construction and post-construction survey of these buildings shall be conducted by a qualified structural engineer. Any damage shall be noted. All vibration monitors used for these measurements shall be equipped with an “alarm” feature to provide advanced notification that vibration impact criteria have been approached. Documented damage in the post-construction survey shall be repaired as required by the Secretary of the Interior’s (SOI’s) Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. The following historic resources shall be included in the Vibration Control Plan.

- *Gayley Center located at 1101 Gayley Avenue, adjoining the proposed Wilshire Boulevard/Metro D Line Station*
- *Linde Medical Building located at 10921 Wilshire Boulevard, adjacent to the proposed Wilshire Boulevard/Metro D Line Station*
- *Tishman Building located at 10950 Wilshire Boulevard, adjacent to the proposed Wilshire Boulevard/Metro D Line Station*
- *UCLA Ackerman Hall, 308 Westwood Plaza, Los Angeles*
- *Historic buildings located at 4506 Saugus Street, Sherman Oaks*
- *Historic building located at 14746 Raymer Street, Van Nuys*

9.4.2 Public Parks and Recreational Areas

No public parks or recreation facilities would be used by Alternative 5; therefore, no measures to minimize harm are required to address Section 4(f) involvement of public parks or recreational facilities.

10 ALTERNATIVE 6

10.1 Alternative Description

Alternative 6 is a heavy rail transit (HRT) system with an underground track configuration. This alternative would provide transfers to five high-frequency fixed guideway transit and commuter rail lines, including the Los Angeles County Metropolitan Transportation Authority's (Metro) E, Metro D, and Metro G Lines, East San Fernando Valley Light Rail Transit Line, and the Metrolink Ventura County Line. The length of the alignment between the terminus stations would be approximately 12.9 miles.

The seven underground HRT stations would be as follows:

1. Metro E Line Expo/Bundy Station (underground)
2. Santa Monica Boulevard Station (underground)
3. Wilshire Boulevard/Metro D Line Station (underground)
4. UCLA Gateway Plaza Station (underground)
5. Ventura Boulevard/Van Nuys Boulevard Station (underground)
6. Metro G Line Van Nuys Station (underground)
7. Van Nuys Metrolink Station (underground)

10.1.1 Operating Characteristics

10.1.1.1 Alignment

As shown on Figure 10-1, from its southern terminus station at the Metro E Line Expo/Bundy Station, the alignment of Alternative 6 would run underground through the Westside of Los Angeles (Westside), the Santa Monica Mountains, and the San Fernando Valley (Valley) to the alignment's northern terminus adjacent to the Van Nuys Metrolink/Amtrak Station.

The proposed southern terminus station would be located beneath the Bundy Drive and Olympic Boulevard intersection. Tail tracks for vehicle storage would extend underground south of the station along Bundy Drive for approximately 1,500 feet, terminating just north of Pearl Street. The alignment would continue north beneath Bundy Drive before turning to the east near Iowa Avenue to run beneath Santa Monica Boulevard. The Santa Monica Boulevard Station would be located between Barrington Avenue and Federal Avenue. After leaving the Santa Monica Boulevard Station, the alignment would turn to the northeast and pass under Interstate 405 (I-405) before reaching the Wilshire Boulevard/Metro D Line Station beneath the Metro D Line Westwood/UCLA Station, which is currently under construction as part of the Metro D Line Extension Project. From there, the underground alignment would curve slightly to the northeast and continue beneath Westwood Boulevard before reaching the UCLA Gateway Plaza Station.

Figure 10-1. Alternative 6: Alignment



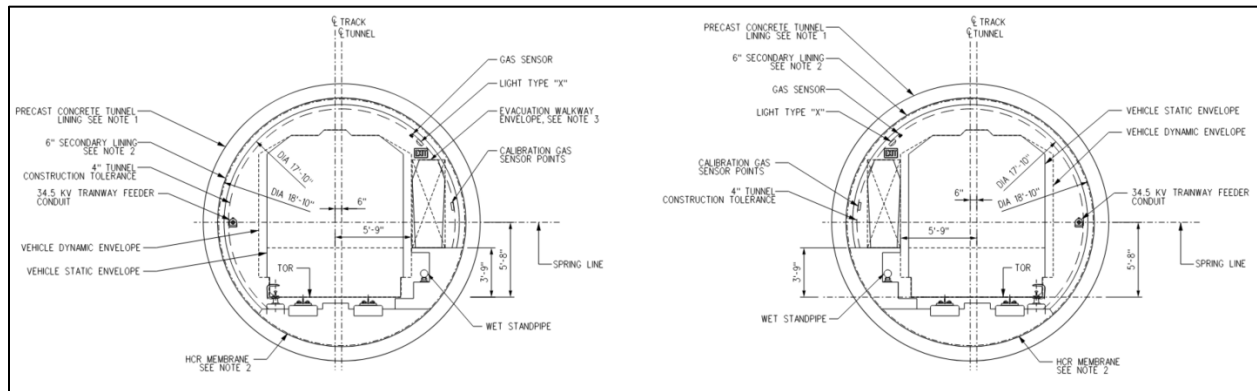
Source: HTA, 2024

After leaving the UCLA Gateway Plaza Station, the alignment would continue to the north and travel under the Santa Monica Mountains. While still under the mountains, the alignment would shift slightly to the west to travel under the City of Los Angeles Department of Water and Power (LADWP) Stone Canyon Reservoir property to facilitate placement of a ventilation shaft on that property east of the reservoir. The alignment would then continue to the northeast to align with Van Nuys Boulevard at Ventura Boulevard as it enters the San Fernando Valley. The Ventura Boulevard Station would be beneath Van Nuys Boulevard at Moorpark Street. The alignment would then continue under Van Nuys Boulevard before reaching the Metro G Line Van Nuys Station just south of Oxnard Street. North of the Metro G Line Van Nuys Station, the alignment would continue under Van Nuys Boulevard until reaching Sherman Way, where it would shift slightly to the east and run parallel to Van Nuys Boulevard before entering the Van Nuys Metrolink Station. The Van Nuys Metrolink Station would serve as the northern terminus station and would be located between Saticoy Street and Keswick Street. North of the station, a yard lead would turn sharply to the southeast and transition to an at-grade configuration and continue to the proposed maintenance and storage facility (MSF) east of the Van Nuys Metrolink Station.

10.1.1.2 Guideway Characteristics

The alignment of Alternative 6 would be underground using Metro’s standard twin-bore tunnel design. Figure 10-2 shows a typical cross-section of the underground guideway. Cross-passages would be constructed at regular intervals in accordance with Metro Rail Design Criteria (MRDC). Each of the tunnels would have a diameter of 19 feet (not including the thickness of wall). Each tunnel would include an emergency walkway that measures a minimum of 2.5 feet wide for evacuation.

Figure 10-2. Typical Underground Guideway Cross-Section



Source: HTA, 2024

10.1.1.3 Vehicle Technology

Alternative 6 would utilize driver-operated steel-wheel HRT trains, as used on the Metro B and D Lines, with planned peak headways of 4 minutes and off-peak-period headways ranging from 8 to 20 minutes. Trains would consist of four or six cars and are expected to consist of six cars during the peak period. The HRT vehicle would have a maximum operating speed of 67 miles per hour; actual operating speeds would depend on the design of the guideway and distance between stations. Train cars would be 10.3 feet wide with three double doors on each side. Each car would be approximately 75 feet long with capacity for 133 passengers. Trains would be powered by a third rail.

10.1.1.4 Stations

Alternative 6 would include seven underground stations with station platforms measuring 450 feet long. The southern terminus underground station would be adjacent to the existing Metro E Line Expo/Bundy Station, and the northern terminus underground station would be located south of the existing Van Nuys Metrolink/Amtrak Station. Except for the Wilshire Boulevard/Metro D Line, UCLA Gateway Plaza, and Metro G Line Van Nuys Stations, all stations would have a 30-foot-wide center platform. The Wilshire/Metro D Line Station would have a 32-foot-wide platform to accommodate the anticipated passenger transfer volumes, and the UCLA Gateway Plaza Station would have a 28-foot-wide platform because of the width constraint between the existing buildings. At the Metro G Line Van Nuys Station, the track separation would increase significantly in order to straddle the future East San Fernando Valley Light Rail Transit Line Station piles. The platform width at this station would increase to 58 feet.

The following information describes each station, with relevant entrance, walkway, and transfer information. Bicycle parking would be provided at each station.

Metro E Line Expo/Bundy Station

- This underground station would be located under Bundy Drive at Olympic Boulevard.
- Station entrances would be located on either side of Bundy Drive between the Metro E Line and Olympic Boulevard, as well as on the northeast corner of Bundy Drive and Mississippi Avenue.
- At the existing Metro E Line Expo/Bundy Station, escalators from the plaza to the platform level would be added to improve inter-station transfers.
- An 80-space parking lot would be constructed east of Bundy Drive and north of Mississippi Avenue. Passengers would also be able to park at the existing Metro E Line Expo/Bundy Station parking facility, which provides 217 parking spaces.

Santa Monica Boulevard Station

- This underground station would be located under Santa Monica Boulevard between Barrington Avenue and Federal Avenue.
- Station entrances would be located on the southwest corner of Santa Monica Boulevard and Barrington Avenue and on the southeast corner of Santa Monica Boulevard and Federal Avenue.
- No dedicated station parking would be provided at this station.

Wilshire Boulevard/Metro D Line Station

- This underground station would be located under Gayley Avenue between Wilshire Boulevard and Lindbrook Drive.
- A station entrance would be provided on the northwest corner of Midvale Avenue and Ashton Avenue. Passengers would also be able to use the Metro D Line Westwood/UCLA Station entrances to access the station platform.
- Direct internal station transfers to the Metro D Line would be provided at the south end of the station.
- No dedicated station parking would be provided at this station.

UCLA Gateway Plaza Station

- This underground station would be located underneath Gateway Plaza on the University of California, Los Angeles (UCLA) campus.
- Station entrances would be provided on the north side of Gateway Plaza, north of the Luskin Conference Center, and on the east side of Westwood Boulevard across from Strathmore Place.
- No dedicated station parking would be provided at this station.

Ventura Boulevard/Van Nuys Boulevard Station

- This underground station would be located under Van Nuys Boulevard at Moorpark Street.
- The station entrance would be located on the northwest corner of Van Nuys Boulevard and Ventura Boulevard.
- Two parking lots with a total of 185 parking spaces would be provided on the west side of Van Nuys Boulevard between Ventura Boulevard and Moorpark Street.

Metro G Line Van Nuys Station

- This underground station would be located under Van Nuys Boulevard south of Oxnard Street.
- The station entrance would be located on the southeast corner of Van Nuys Boulevard and Oxnard Street.
- Passengers would be able to park at the existing Metro G Line Van Nuys Station parking facility, which provides 307 parking spaces. No additional automobile parking would be provided at the proposed station.

Van Nuys Metrolink Station

- This underground station would be located immediately east of Van Nuys Boulevard between Saticoy Street and Keswick Street.
- Station entrances would be located on the northeast corner of Van Nuys Boulevard and Saticoy Street and on the east side of Van Nuys Boulevard just south of the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor.
- Existing Metrolink Station parking would be reconfigured, maintaining approximately the same number of spaces. Metrolink parking would not be available to Metro transit riders.

10.1.1.5 Station to Station Travel Times

Table 10-1 presents the station-to-station distance and travel times for Alternative 6. The travel times include both run time and dwell time. Dwell time is 30 seconds for stations anticipated to have higher passenger volumes and 20 seconds for other stations. Northbound and southbound travel times vary slightly because of grade differentials and operational considerations at end-of-line stations.

Table 10-1. Alternative 6: Station-to-Station Travel Times and Station Dwell Times

From Station	To Station	Distance (miles)	Northbound Station-to-Station Travel Time (seconds)	Southbound Station-to-Station Travel Time (seconds)	Dwell Time (seconds)
<i>Metro E Line Station</i>					20
Metro E Line	Santa Monica Boulevard	1.1	111	121	—
<i>Santa Monica Boulevard Station</i>					20
Santa Monica Boulevard	Wilshire/Metro D Line	1.3	103	108	—
<i>Wilshire/Metro D Line Station</i>					30
Wilshire/Metro D Line	UCLA Gateway Plaza	0.7	69	71	—
<i>UCLA Gateway Plaza Station</i>					30
UCLA Gateway Plaza	Ventura Boulevard	5.9	358	358	—
<i>Ventura Boulevard Station</i>					20
Ventura Boulevard	Metro G Line	1.8	135	131	—
<i>Metro G Line Station</i>					30
Metro G Line	Van Nuys Metrolink	2.1	211	164	—
<i>Van Nuys Metrolink Station</i>					30

Source: HTA, 2024

— = no data

10.1.1.6 Special Trackwork

Alternative 6 would include seven double crossovers within the revenue service alignment, enabling trains to cross over to the parallel track with terminal stations having an additional double crossover beyond the end of the platform.

10.1.1.7 Maintenance and Storage Facility

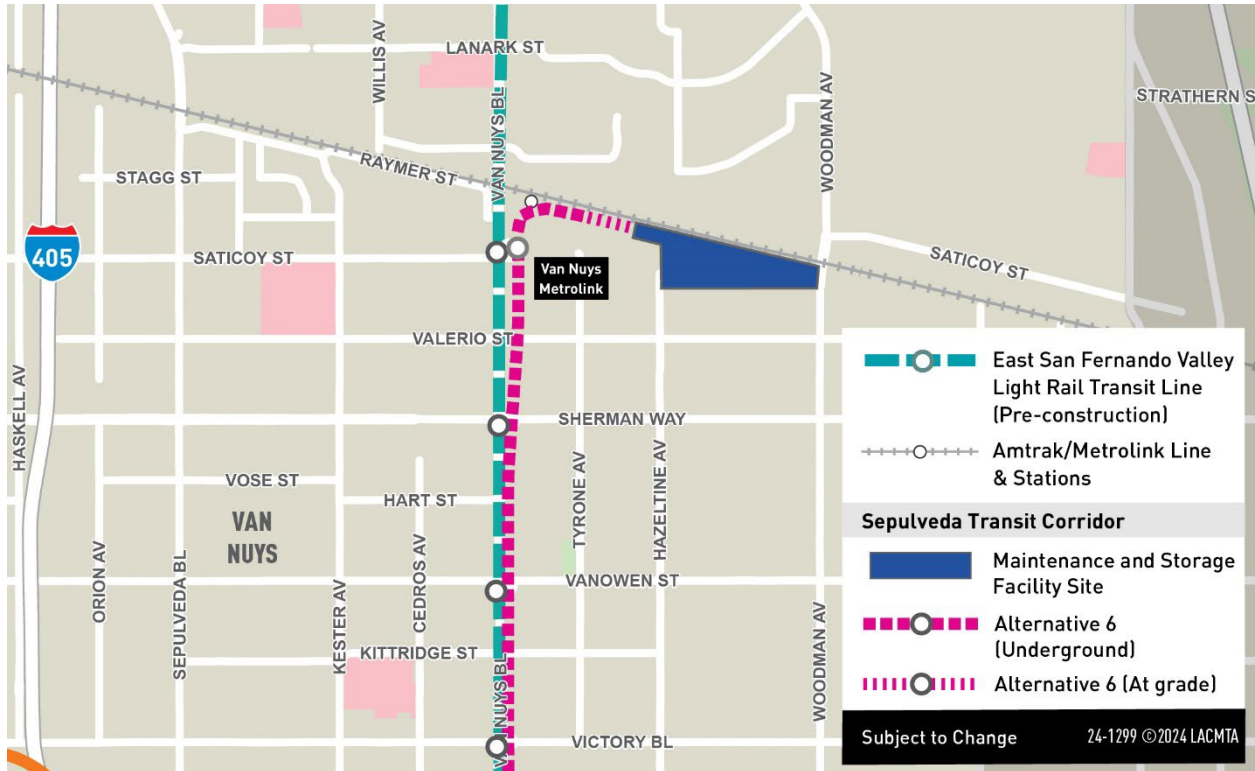
The MSF for Alternative 6 would be located east of the Van Nuys Metrolink Station and would encompass approximately 41 acres. The MSF would be designed to accommodate 94 vehicles and would be bounded by single-family residences to the south, the LOSSAN rail corridor to the north, Woodman Avenue to the east, and Hazeltine Avenue and industrial manufacturing enterprises to the west. Heavy rail trains would transition from underground to an at-grade configuration near the MSF, the northwest corner of the site. Trains would then travel southeast to maintenance facilities and storage tracks.

The site would include the following facilities:

- Two entrance gates with guard shacks
- Maintenance facility building
- Maintenance-of-way facility
- Storage tracks
- Carwash
- Cleaning platform
- Administrative offices
- Pedestrian bridge connecting the administrative offices to employee parking
- Two traction power substations (TPSS)

Figure 10-3 shows the location of the MSF for Alternative 6.

Figure 10-3. Alternative 6: Maintenance and Storage Facility Site



Source: HTA, 2024

10.1.1.8 Traction Power Substations

TPSSs transform and convert high voltage alternating current supplied from power utility feeders into direct current suitable for transit operation. Twenty-two TPSS facilities would be located along the alignment and would be spaced approximately 1 mile apart except within the Santa Monica Mountains. Each at-grade TPSS along the alignment would be approximately 5,000 square feet. Table 10-2 lists the TPSS locations for Alternative 6.

Figure 10-4 shows the TPSS locations along the Alternative 6 alignment.

Table 10-2. Alternative 6: Traction Power Substation Locations

TPSS No.	TPSS Location Description	Configuration
1 and 2	TPSSs 1 and 2 would be located immediately north of the Bundy Drive and Mississippi Avenue intersection.	Underground (within station)
3 and 4	TPSSs 3 and 4 would be located east of the Santa Monica Boulevard and Stoner Avenue intersection.	Underground (within station)
5 and 6	TPSSs 5 and 6 would be located southeast of the Kinross Avenue and Gayley Avenue intersection.	Underground (within station)
7 and 8	TPSSs 7 and 8 would be located at the north end of the UCLA Gateway Plaza Station.	Underground (within station)
9 and 10	TPSSs 9 and 10 would be located east of Stone Canyon Reservoir on LADWP property.	At-grade
11 and 12	TPSSs 11 and 12 would be located at the Van Nuys Boulevard and Ventura Boulevard intersection.	Underground (within station)
13 and 14	TPSSs 13 and 14 would be located immediately south of Magnolia Boulevard and west of Van Nuys Boulevard.	At-grade
15 and 16	TPSSs 15 and 16 would be located along Van Nuys Boulevard between Emelita Street and Califa Street.	Underground (within station)
17 and 18	TPSSs 17 and 18 would be located east of Van Nuys Boulevard and immediately north of Vanowen Street.	At-grade
19 and 20	TPSSs 19 and 20 would be located east of Van Nuys Boulevard between Saticoy Street and Keswick Street.	Underground (within station)
21 and 22	TPSSs 21 and 22 would be located south of the Metrolink tracks and east of Hazeltine Avenue.	At-grade (within MSF)

Source: HTA, 2024

Figure 10-4. Alternative 6: Traction Power Substation Locations



Source: HTA, 2024

10.1.1.9 Roadway Configuration Changes

In addition to the access road described in the following section, Alternative 6 would require reconstruction of roadways and sidewalks near stations.

10.1.1.10 Ventilation Facilities

Tunnel ventilation for Alternative 6 would be similar to existing Metro ventilation systems for light and heavy rail underground subways. In case of emergency, smoke would be directed away from trains and extracted through the use of emergency ventilation fans installed at underground stations and crossover locations adjacent to the stations. In addition, a mid-mountain facility located on LADWP property east of Stone Canyon Reservoir in the Santa Monica Mountains would include a ventilation shaft for the extraction of air, along with two TPSSs. An access road from the Stone Canyon Reservoir access road would be constructed to the location of the shaft, requiring grading of the hillside along its route.

10.1.1.11 Fire/Life Safety – Emergency Egress

Each tunnel would include an emergency walkway that measures a minimum of 2.5 feet wide for evacuation. Cross-passages would be provided at regular intervals to connect the two tunnels to allow for safe egress to a point of safety (typically at a station) during an emergency. Access to tunnel segments for first responders would be through stations.

10.1.2 Construction Activities

Temporary construction activities for Alternative 6 would include construction of ancillary facilities, as well as guideway and station construction and construction staging and laydown areas, which would be co-located with future MSF and station locations. Construction of the transit facilities through substantial completion is expected to have a duration of 7½ years. Early works, such as site preparation, demolition, and utility relocation, could start in advance of construction of the transit facilities.

For the guideway, twin-bore tunnels would be constructed using two tunnel boring machines (TBM). The tunnel alignment would be constructed over three segments—including the Westside, Santa Monica Mountains, and Valley—using a different pair of TBMs for each segment. For the Westside segment, the TBMs would be launched from the Metro E Line Station and retrieved at the UCLA Gateway Plaza Station. For the Santa Monica Mountains segment, the TBMs would operate from the Ventura Boulevard Station in a southerly direction for retrieval from UCLA Gateway Plaza Station. In the Valley, TBMs would be launched from the Van Nuys Metrolink Station and retrieved at the Ventura Boulevard Station.

The distance from the surface to the top of the tunnels would vary from approximately 50 feet to 130 feet in the Westside, between 120 feet and 730 feet in the Santa Monica Mountains, and between 40 feet and 75 feet in the Valley.

Construction work zones would also be co-located with future MSF and station locations. All work zones would comprise the permanent facility footprint with additional temporary construction easements from adjoining properties. In addition to permanent facility locations, TBM launch at the Metro E Line Station would require the closure of I-10 westbound off-ramps at Bundy Drive for the duration of the Sepulveda Transit Corridor Project (Project) construction.

Alternative 6 would include seven underground stations. All stations would be constructed using a “cut-and-cover” method whereby the station structure would be constructed within a trench excavated from the surface that is covered by a temporary deck and backfilled during the later stages of station construction. Traffic and pedestrian detours would be necessary during underground station excavation until decking is in place and the appropriate safety measures have been taken to resume cross traffic. In addition, portions of the Wilshire Boulevard/Metro D Line Station crossing underneath the Metro D Line Westwood/UCLA Station and underneath a mixed-use building at the north end of the station would be

constructed using sequential excavation method as it would not be possible to excavate the station from the surface.

Construction of the MSF site would begin with demolition of existing structures, followed by earthwork and grading. Building foundations and structures would be constructed, followed by yard improvements and trackwork, including paving, parking lots, walkways, fencing, landscaping, lighting, and security systems. Finally, building mechanical, electrical, and plumbing systems, finishes, and equipment would be installed. The MSF site would also be used as a staging site.

Station and MSF sites would be used for construction staging areas. A construction staging area, shown on Figure 10-5, would also be located off Stone Canyon Road northeast of the Upper Stone Canyon Reservoir. In addition, temporary construction easements outside of the station and MSF footprints would be required along Bundy Drive, Santa Monica Boulevard, Wilshire Boulevard, and Van Nuys Boulevard. The westbound to southbound loop off-ramp of the I-10 interchange at Bundy Drive would also be used as a staging area and would require extended ramp closure. Construction staging areas would provide the necessary space for the following activities:

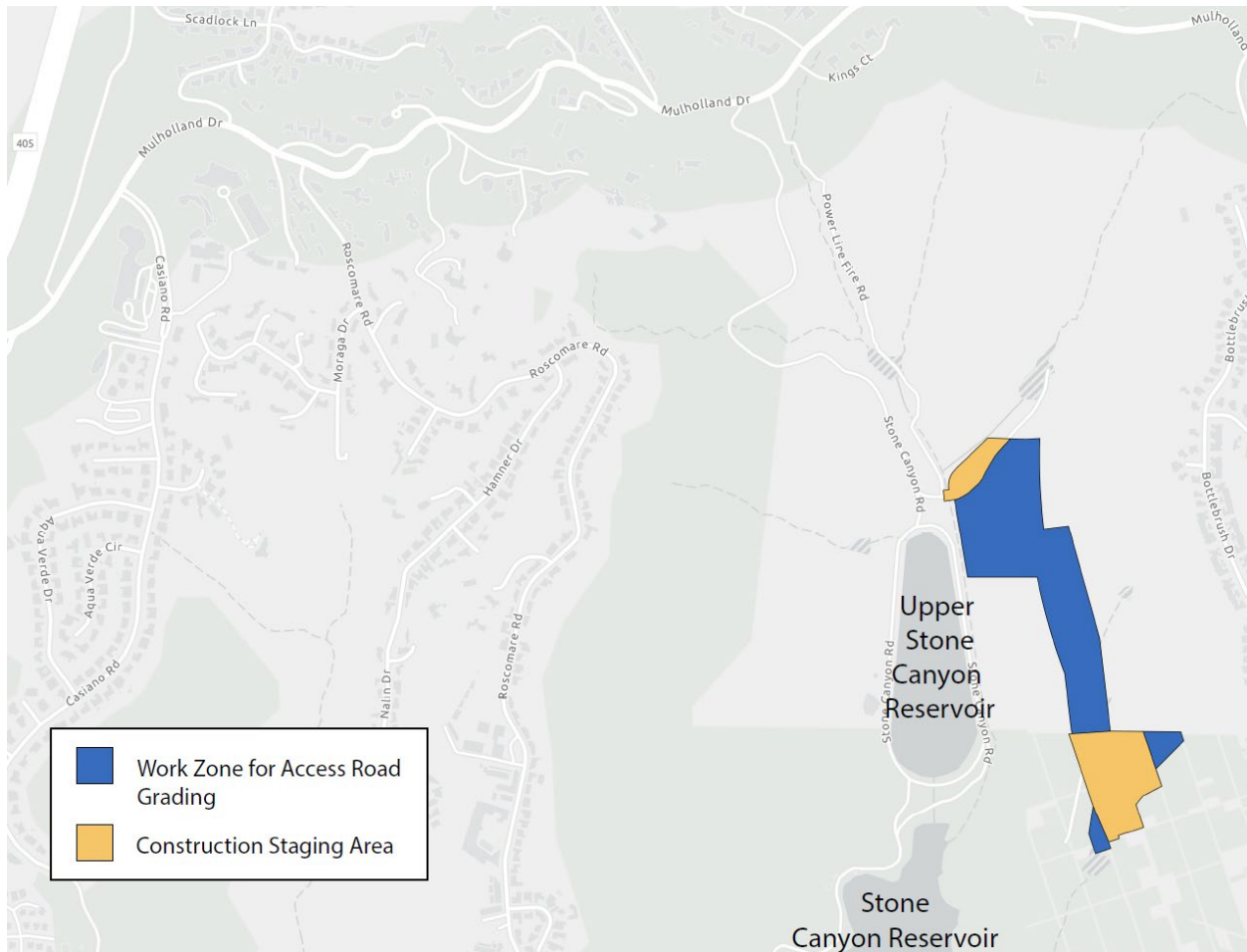
- Contractors' equipment
- Receiving deliveries
- Testing of soils for minerals or hazards
- Storing materials
- Site offices
- Work zone for excavation
- Other construction activities (including parking and change facilities for workers, location of construction office trailers, storage, staging and delivery of construction materials and permanent plant equipment, and maintenance of construction equipment)

The size of proposed construction staging areas for each station would depend on the level of work to be performed for a specific station and considerations for tunneling, such as TBM launch or extraction. Staging areas required for TBM launching would include areas for launch and access shafts, cranes, material and equipment, precast concrete segmental liner storage, truck wash areas, mechanical and electrical shops, temporary services, temporary power, ventilation, cooling tower, plants, temporary construction driveways, storage for spoils, and space for field offices.

Alternative 6 would also include several ancillary facilities and structures, including TPSS structures, a deep vent shaft structure at Stone Canyon Reservoir, as well as additional vent shafts at stations and crossovers. TPSSs would be co-located with MSF and station locations, except for two TPSSs at the Stone Canyon Reservoir vent shaft and four along Van Nuys Boulevard in the Valley. The Stone Canyon Reservoir vent shaft would be constructed using a vertical shaft sinking machine that uses mechanized shaft sinking equipment to bore a vertical hole down into the ground. Operation of the machine would be controlled and monitored from the surface. The ventilation shaft and two TPSSs in the Santa Monica Mountains would require an access road within the LADWP property at Stone Canyon Reservoir. Construction of the access road would require grading east of the reservoir. Construction of all mid-mountain facilities would take place within the footprint shown on Figure 10-5.

Additional vent shafts would be located at each station with one potential intermediate vent shaft where stations are spaced apart. These vent shafts would be constructed using the typical cut-and-cover method, with lateral bracing as the excavation proceeds. During station construction, the shafts would likely be used for construction crew, material, and equipment access.

Figure 10-5. Alternative 6: Mid-Mountain Construction Staging Site



Source: HTA, 2024

Alternative 6 would utilize precast tunnel lining segments in the construction of the transit tunnels. These tunnel lining segments would be similar to those used in recent Metro underground transit projects. Therefore, it is expected that the tunnel lining segments would be obtained from an existing casting facility in Los Angeles County and no additional permits or approvals would be necessary specific to the facility.

10.2 Existing Conditions

This section describes Section 4(f) properties that were considered for evaluation. Properties subject to Section 4(f) consideration include historic resources of local, state, or national significance, whether privately or publicly owned, as well as publicly owned parks, recreation areas, and wildlife refuges of national or local significance. Section 2.1.1.1 provides more information about the types of properties protected by Section 4(f) of the U.S. Department of Transportation Act.

10.2.1 Historic Sites

This section identifies eligible historic properties that are subject to Section 4(f) and describes the architectural styles that form the basis of the evaluation. Prior to completing this Section 4(f) evaluation,

a California Environmental Quality Act (CEQA) historical resource impact analysis was completed to identify historical and archaeological resources in the Built Environment Resource Study Area (RSA) and to determine their significance (refer to the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* [Metro, 2025a]). Historic and archival research was undertaken to determine the presence of previously identified historic properties eligible for listing in the National Register of Historic Places (NRHP). In addition, a historic architectural survey was completed for the Section 4(f) Built Environment RSA for the project alternatives to further identify and evaluate properties that are historically significant and meet the criteria for eligibility for listing in the NRHP. Historical resources identified for the purpose of CEQA analysis in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report*, as well as each resource's potential Section 4(f) protection status, are shown in Table 10-3. With regard to Section 4(f) requirements, historic sites identified in Table 10-3 that are listed in or eligible for listing in the NRHP were evaluated for potential use. The locations of these resources are depicted in Figure 10-6 and Figure 10-7.

To date, a Section 106 consultation process has not occurred; thus, key Section 4(f) consultation with the officials with jurisdiction over historic sites (i.e., the State Historic Preservation Officer [SHPO]) also has not occurred. Thus, the identification of historic sites would be revisited when there is federal involvement.

In addition to built-environment historic properties, the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a) identified various archaeological and tribal cultural resources through a combination of archival and field research. This effort yielded 10 previously identified archaeological resources within the Project Study Area. Of those previously identified resources, the South Central Coastal Information Center (SCCIC) records search identified one previously recorded archaeological resource (P-19-003803) within the Alternative 6 Section 4(f) Archaeological RSA. This archaeological resource was also the only previously identified resource that has been determined eligible for listing in the NRHP. If P-19-003803 is important chiefly because of what can be learned by data recovery and has minimal value for preservation in place then the exception (23 CFR 774.13b) to the requirements of Section 4(f) would apply and no Section 4(f) evaluation of the archaeological site would be required. Section 4(f) applies to archeological sites that are listed in or eligible for listing in the NRHP and that warrant preservation in place. Efforts to preserve the resource or develop and execute a Data Recovery Plan should be addressed in the Section 106 process. Since the Section 106 process has not been initiated, the officials with jurisdiction over the resource (i.e., the SHPO) have not been consulted on the importance of the resource or its data recovery potential. Thus, P-19-003803 is considered a Section 4(f) protected historical site for the purposes of this report.

Table 10-3. Alternative 6: Identified Historic Sites in the Built Environment Resource Study Area

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
1	13812 Saticoy Street	NA	13812 Saticoy Street	The industrial building located at 13812 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
2	13914 Saticoy Street	NA	13914 Saticoy Street	The industrial building located at 13914 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
3	13938 Saticoy Street	NA	13938 Saticoy Street	The industrial building located at 13938 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
4	13942 Saticoy Street	NA	13942 Saticoy Street	The industrial building located at 13942 Saticoy Street is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
5	SPRR Warehouse	NA	7766 Van Nuys Boulevard	The SPRR Warehouse located at 7766 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the post-World War II railroad development and the SPRR's transition to diesel locomotive engines.	Yes
14	Van Nuys Boulevard Street Trees	NA	Between Sherman Way along Sherman Circle and Hamlin Street on Van Nuys Boulevard	The Van Nuys Boulevard Street Trees are eligible for listing in the local register significant as representing the Street Planting Plan for Sherman Way (paved between 1911 and 1913; parts of which were renamed Van Nuys Boulevard and Chandler Boulevard), which was the main automobile and streetcar corridor from central Los Angeles to the Van Nuys Community.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
44	Bill's Valley Car Wash	NA	7530 Van Nuys Boulevard	The Bill's Valley Car Wash located at 7530 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its role in the commercial and industrial development of Van Nuys and under Criterion C/3 for its Googie design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
45	Tacos Mexico	NA	7140 Van Nuys Boulevard	The Tacos Mexico building located at 7140 Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 as a late, and rare example of Mimetic architecture in the City of Los Angeles; originally designed as an Arby's restaurant and resembled a covered wagon.	Yes
46	Bank of America	NA	6551 N Van Nuys Boulevard	The Bank of America building located at 6551 N Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its New Formalist design.	Yes
47	Van Nuys Utilities Center	NA	6550 N Van Nuys Boulevard	The Van Nuys Utilities Center located at 6550 N Van Nuys Boulevard is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 as an unusual example of a Department of Water and Power office building that included an auditorium for demonstrating new electrical appliances, professionals who offered advice and assistance for remodeling homes, displays of the latest home appliances, and a customer service center; and under Criterion C/3 for its Modern design.	Yes
48	Firestone	NA	6530 N Van Nuys Boulevard	The Firestone building located at 6530 N Van Nuys Boulevard is eligible for local register listing and is significant as reflecting the corporate architecture created for Firestone, which has been in continuous operation at this location since 1946.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
49	Hart's Pawn Shop	NA	6362 N Van Nuys Boulevard	The commercial building located at 6362 N Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its commercial block design.	Yes
50	Owl-Rexall Drug Co.	NA	6353 N Van Nuys Boulevard	The Owl-Rexall Drug Co. building located at 6353 N Van Nuys Boulevard is eligible for local register listing and is significant as a rare example of a 1930s variety store in Van Nuys that illustrates the rapid commercial development of Van Nuys Boulevard during the prewar period.	No; not eligible for NRHP. This property is eligible for listing in the local register only.

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
51	Chase Bank	NA	6300 N Van Nuys Boulevard	The Chase Bank building located at 6300 N Van Nuys Boulevard is eligible for local register listing significant as an example of Mid-Century Modern commercial architecture with New Formalist elements, designed by notable local architect Peter J. Holdstock.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
52	Happy Dogs	NA	6235 N Van Nuys Boulevard	The Happy Dogs restaurant is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Google design.	Yes
53	6203 N Van Nuys Boulevard	NA	6203 N Van Nuys Boulevard	The commercial building located at 6203 N Van Nuys Boulevard is eligible for local register listing and is significant as an example of a 1920s mixed-use building located on a prominent corner on a historic streetcar route.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
54	San Fernando Valley Administrative Center Historic District (Van Nuys State Office Building, Van Nuys State Building)	NA	6162 N Van Nuys Boulevard	The Van Nuys State Office Building is a contributing resource to the San Fernando Valley Administrative Center Historic District which is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 as the City of Los Angeles's government administrative center for the San Fernando Valley, developed primarily during the postwar period.	Yes
55	5958 Van Nuys Boulevard	NA	5958 Van Nuys Boulevard	The commercial building located at 5958 Van Nuys Boulevard is eligible for listing in the NRHP, CRHR, and the local register at the local level and is significant under Criterion C/3 for its One-Part Commercial Block design.	Yes
56	Rob's Car Wash	NA	5328 N Van Nuys Boulevard	The Rob's Car Wash located at 5328 N Van Nuys Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Google design.	Yes
57	Stanley Burke's/Corky's Restaurant and Sign; The Lamplighter	NA	5037-5053 North Van Nuys Boulevard	The local register listed Stanley Burke's/Corky's Restaurant and Sign (LAHCM No. 1215) is significant under local register criteria as a purpose-built 1950s diner on a major commercial corridor in Sherman Oaks.	No. This property is listed in the LAHCM only.

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
58	Sherman Oaks Plaza Building	NA	4955 N Van Nuys Boulevard	The Sherman Oaks Plaza Building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 as late example of a Corporate International-style office building designed by notable local architect Maxwell Starkman.	Yes
59	4449 Van Nuys Boulevard	NA	4449 Van Nuys Boulevard	The commercial building located at 4449 Van Nuys Boulevard is eligible for local register listing and is significant for its Two-Part Commercial Block design.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
69	121 N Udine Way	NA	121 N Udine Way	The residential property located at 121 N Udine Way was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For the Project, this resource is considered a historical resource for the purposes of CEQA.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
70	120 N Udine Way	NA	120 N Udine Way	The residential property located at 120 N Udine Way was identified through the Los Angeles Historic Resources Inventory. The resource is not visible from the public ROW. For the Project, this resource is considered a historical resource for the purposes of CEQA.	No. This property has not been evaluated for potential eligibility for NRHP listing.
71	Marymount High School (Main Administration Building, including Chapel and Auditorium)	NA	10643-10685 Sunset Boulevard and 101-121 Marymount Place	The local register listed Marymount High School (Main Administration Building, including Chapel and Auditorium) (LAHCM No. 254) is significant under local register criteria for its design and local significance.	No. This property has not been evaluated for potential eligibility for NRHP listing.
72	UCLA Historic District	P-19-175802	Encompasses the east-west axis of the campus and is bounded by Westwood Boulevard and Circle Drive	The district includes 15 contributing resources and landscape features, and two non-contributing resources. The district is significant under NRHP Criterion A as the first public institution of higher education in Southern California and under NRHP Criterion C for its design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
73	UCLA Ackerman Hall	P-19-190591	308 Westwood Plaza	The building is individually eligible for listing the NRHP and CRHR and is significant under Criterion A for its association with the history of UCLA and under Criterion C/3 for its Modern design.	Yes
87	UCLA Veterans Rehabilitation Services	P-19-189982	1000 Veteran Avenue	The UCLA Veterans Rehabilitation Services building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Contemporary design and as the work of a master, Welton Beckett and Associates.	Yes
89	Campbell's Book Store	NA	10918 Le Conte Avenue	The commercial building located at 10918 Le Conte Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Streamline Moderne design.	Yes
90	Holmby Building	NA	921 Westwood Boulevard	The local register listed Holmby Building (LAHCM No. 1223) is significant under local register criteria as an excellent example of Mediterranean Revival commercial architecture in Westwood Village, and as the work of master architect Gordon B. Kaufmann.	No. This property is listed in the LAHCM only.
91	924 Westwood Boulevard	NA	924 Westwood Boulevard	The commercial building located at 924 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its International design.	Yes
93	10940 Weyburn Avenue	NA	10940 Weyburn Avenue	The commercial building located at 10940 Weyburn Avenue is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its Spanish Colonial Revival design.	Yes
94	Chatam Restaurant	NA	10930 Weyburn Avenue	The Chatam Restaurant building located at 10930 Weyburn Avenue is eligible for listing in the NRHP and CRHR significant under Criterion C/3 for its One Part Commercial Block design.	Yes
95	Desmond's	NA	1001 Westwood Boulevard	The commercial building at 1001 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival commercial design.	Yes
96	Bullock's Department Store	NA	1000 S Westwood Boulevard	The Bullock's Department Store is eligible for local register listing and is significant as an individual building that represents a very early phase of commercial development in a neighborhood, and as a rare example of its type.	No; not eligible for NRHP. This property is eligible for listing in the local register only.

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
97	Kelly Music Building/Alice's Restaurant	NA	1041 Westwood Boulevard	The local register listed Kelly Music Building/Alice's Restaurant (LAHCM No. 1201) is significant under local register criteria for its association with the early development of Westwood Village and as one of the earliest works by master architect Paul Revere Williams.	No. This property is listed in the LAHCM only.
98	Penney's	NA	1056 Westwood Boulevard	The Penney's building at 1056 Westwood Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Spanish Colonial Revival commercial architecture.	Yes
99	Janss Investment Company Building	NA	1081 Westwood Boulevard	The local register listed Janss Investment Company Building (LAHCM No. 364) is significant under local register criteria for its Mediterranean Revival design.	No. This property is listed in the LAHCM only.
100	Glendale Federal Savings and Loan Association	NA	1090 Westwood Boulevard	The Glendale Federal Savings and Loan Association building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
101	Westwood Village Streetlight	NA	Westwood and Kinross, northwest corner, adjacent to Janss Investment Company Building	The Westwood Village Streetlight is eligible for local register listing and is significant as one of the last remaining ornamental streetlights that were installed throughout Westwood Village.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
102	Bratskeller Egyptian Theater (Ralphs Grocery Store)	P-19-174110	1142 Westwood Boulevard	The Bratskeller Egyptian Theater (Ralphs Grocery Store) building (LAHCM No. 360) is significant for its Mediterranean Revival design and as one of the first buildings constructed in the Westwood area.	No. This property is listed in the LAHCM only.
103	Gayley Center	NA	1101 Gayley Avenue	The Gayley Center is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Late Modern commercial architecture and as the work of noted architects Krisel-Shapiro & Associates.	Yes
104/105	Linde Medical Building	P-19-189273	10921 Wilshire Boulevard	The building is eligible under NRHP and CRHR Criterion C/3 and is significant for its International style design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
106	Tishman Building	NA	10950 W Wilshire Boulevard	The Tishman Building is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Corporate Modern high-rise architecture and as the work of master architect Welton Becket.	Yes
107	1220 Veteran Avenue	P-19-173150	1220 Veteran Avenue	The building is individually eligible for listing in the NRHP and is significant under Criterion C for its design and as a work of a master architect, George J. Fosdyke.	Yes
109	LADWP Westwood Distribution Headquarters	19-173148	1400 S Sepulveda Boulevard	The LADWP Westwood Distribution Headquarters located at 1400 S Sepulveda Boulevard was previously identified through the SCCIC records search. The resource is not visible from the public ROW. For the Project, this resource is considered a historical resource for the purposes of CEQA.	No. This property has not been evaluated for potential eligibility for NRHP listing.
110	1400 Greenfield Avenue	NA	1400 Greenfield Avenue	The multiple-family building located at 1400 Greenfield Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
111	1410 S Bentley Avenue	NA	1410 S Bentley Avenue	The multiple-family building located at 1410 S Bentley Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion A/1 for its association with the postwar housing crisis and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes
112	1410 Camden Avenue	NA	1410 Camden Avenue	The residential building located at 1410 Camden Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Colonial Revival design.	Yes
113	1418 S Bentley Avenue	NA	1418 S Bentley Avenue	The multiple-family building located at 1418 S Bentley Avenue is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the postwar housing crisis and Criterion C/3 for its Modern and Stucco Box/Dingbat design.	Yes

Map Reference #	Resource Name	Primary Number	Location	Eligibility/Significance Statement	Presumed Section 4(f) Protection
115	1511 S Bentley Avenue	NA	1511 S Bentley Avenue	The multiple-family building located at 1511 S Bentley Avenue is eligible for listing in the NRHP and CRHR. It is significant under Criterion A/1 for its association with the postwar housing crisis and Criterion C/3 for its Contemporary and Stucco Box/Dingbat design.	Yes
116	1516 Pontius Avenue	NA	1516 Pontius Avenue	The commercial building located at 1516 Pontius Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
117	1527 Pontius Avenue	NA	1527 Pontius Avenue	The commercial building located at 1527 Pontius Avenue is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Modern design.	Yes
118/119	General Telephone Company Building	NA	1544 Cotner Avenue	The building is eligible under the NRHP and CRHR Criterion C/3 and is significant for its Art Deco design.	Yes
130	West End Hotel	NA	1538 S Sawtelle Boulevard	The West End Hotel located at 1538 Sawtelle Boulevard is eligible for listing in the local register and is significant for its rare and intact projecting blade signage.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
131	11271 W Massachusetts Avenue	NA	11271 W Massachusetts Avenue	The 11271 W Massachusetts Avenue building is eligible for local register listing and is significant as a rare surviving example of a late 1920s commercial building in West Los Angeles.	No; not eligible for NRHP. This property is eligible for listing in the local register only.
132	Laemmle Theater	NA	11521 Santa Monica Boulevard	The Laemmle Theater located at 11521 Santa Monica Boulevard is eligible for listing in the NRHP and CRHR and is significant under Criterion C/3 for its Italian Renaissance design.	Yes
Not shown	P-19-003803	NA	Confidential	Santa Monica Air Line Railroad Segment. Appears eligible for NRHP as an individual property through survey evaluation.	Yes; however, Section 4(f) protection would be confirmed as part of the Section 106 process.

Source: HTA, 2025

CRHR = California Register of Historical Resources
LAHCM = Los Angeles Historic-Cultural Monument
NA = not applicable
NRHP = National Register of Historic Places
ROW = right-of-way
SCCIC = South Central Coastal Information Center
SPRR = Southern Pacific Railroad

Figure 10-6. Alternative 6: Historic Sites within the Resource Study Area – North



Source: HTA, 2025

Figure 10-7. Alternative 6: Historic Sites within the Resource Study Area – South



Source: HTA, 2025

10.2.2 Publicly-Owned Public Parks and Recreational Areas

Public parks and recreational areas inventoried within the Section 4(f) Recreation RSA, including all parks and recreational resources publicly owned and available for public use, are listed in Table 10-4.

Figure 10-8 and Figure 10-9 depict the location of parks and recreational resources relative to the Alternative 6 alignment.

While schools with recreational facilities available for public use are protected under Section 4(f), research up to this time has not revealed any public school facilities in the Section 4(f) Recreation RSA with joint use agreements or similar contracts that indicate public availability. As such, no public school recreation facilities are included in this assessment. Future federal coordination efforts will include consultation with the Los Angeles Unified School District (LAUSD) to confirm that no such agreements are in place or any informal public use at any of the LAUSD facilities in the Section 4(f) Recreation RSA.

Table 10-4. Alternative 6:

Name	Address	Official with Jurisdiction	Facility Type	Features, Attributes, and Amenities	Size (acres) ^a	Distance from Alternative 6 (feet) ^b
Andres and Maria Cardenas Recreation Center	14740 Blythe Street, Panorama City	City of Los Angeles	Local Park	Recreational features including skate park, splash pad, community center	0.7	2,280
Beverly Glen East Open Space	City of Los Angeles	MRCA	Natural Areas	Open space reserve with no public access. This resource is not Section 4(f) protected.	0.4	214
Beverly Glen Park	2448 Angelo Drive, Los Angeles	MRCA	Natural Areas	Open space reserve with no public access. This resource is not Section 4(f) protected.	95.5	453
Ohio and Bundy Triangle	Santa Monica Boulevard; South Bundy Drive; and Ohio Avenue, Los Angeles	City of Los Angeles	Regional Open Space	Park features including landscaped urban space.	0.2	547
Deervale-Stone Canyon Park	14700 Deervale Place, Sherman Oaks	City of Los Angeles	Regional Open Space	Park features including hiking areas and views	79.4	802
Felicia Mahood Multipurpose Center	11338 Santa Monica Boulevard, Los Angeles	City of Los Angeles	Local Park	Park features including multi-purpose senior center	4.3	140
Fossil Ridge Park	Sherman Oaks	SMMC	Regional Open Space	Park features including hiking areas and views	57.7	1,249
Ishihara Park	2909 Exposition Boulevard, Santa Monica	City of Santa Monica	Local Park	Park features including picnic shelter, playground	2.4	2,230
Mountains Restoration Trust Parkland	3815 Old Topanga Canyon Road, Topanga	Mountains Restoration Trust	Regional Open Space	Park features including protected open space	18.1	682
Mildred E. Mathia Botanical Garden	707 Tiverton Drive, Los Angeles	University of California, Los Angeles	Botanical Garden	Park features including free public botanical garden and gathering space. Primary purpose of the facility is educational and the resource is likely not Section 4(f) protected though additional coordination with the officials with jurisdiction is required to confirm	8.2	1,049

Name	Address	Official with Jurisdiction	Facility Type	Features, Attributes, and Amenities	Size (acres) ^a	Distance from Alternative 6 (feet) ^b
Multi-Purpose Senior Citizens Center	6514 Sylmar Avenue, Van Nuys	City of Los Angeles	Local Park	Park features including multi-purpose senior center	1.4	695
Oak Forest Canyon Natural Area	Sherman Oaks	MRCA	Regional Open Space	Park features including protected open space	1.1	1,256
Oak Forest West	Sherman Oaks	SMMC	Regional Open Space	Park features including protected open space	9.7	997
Stoner Recreation Center	1835 Stoner Avenue, Los Angeles	City of Los Angeles	Local Park	Park features including tennis court, basketball court, baseball field, multi-purpose field, skate park, playground, pool, gym, community center	8.7	1,027
Van Nuys Recreation Center	14301 Vanowen Street, Van Nuys	City of Los Angeles	Local Park	Park features including tennis court, basketball court, baseball field, playground, community center	3.9	1,018
Van Nuys Sherman Oaks Recreation Center	14201 Huston Street, Sherman Oaks	City of Los Angeles	Local Park	Park features including tennis court, basketball court, baseball field, soccer field, fitness zone, picnic shelter, playground, pool, community center, senior center	65.5	44
Westwood Gardens Park	1246 Glendon Avenue, Los Angeles	City of Los Angeles	Local Park	Park features including playground and picnic areas	0.3	1,074
Westwood Park	1350 Sepulveda Boulevard, Los Angeles	City of Los Angeles	Local Park	Park features including Bad News Bears field, =tennis court, basketball court, baseball field, soccer field, multi-purpose field, playground, pool, gym	26.7	0
Total Area					376.0	

Source: Los Angeles County Department of Regional Planning, 2024

^aSize (acres) refers to the full size of the resource, not the acreage within the RSA.

^bA distance of "0 feet" from the alternative indicates that the alternative would either cross over the resource or be underground through the resource.

MRCA = Mountains Recreation and Conservation Authority

SMMC = Santa Monica Mountains Conservancy

USACE = U.S. Army Corps of Engineers

Figure 10-8. Alternative 6: Parks and Recreational Facilities within the Resource Study Area (from Panorama City to Brentwood)



Source: HTA, 2025

Figure 10-9. Alternative 6: Parks and Recreational Facilities within the Resource Study Area (from Beverly Crest to Mar Vista)



Source: HTA, 2025

10.3 Section 4(f) Use Evaluation

10.3.1 Historic Sites

Table 10-5 presents a summary of the potential use of historic sites protected by Section 4(f) based on the analysis provided in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025a). Where a “yes” is shown for permanent property acquisition, temporary occupancy, or proximity impacts, a detailed Section 4(f) use assessment is provided following the table. As shown in Table 10-5, permanent property acquisition and/or temporary occupancy of a historic site have been identified for the UCLA Historic District. Where proximity impacts were identified in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* that would not impair a historic site’s significance, the impact is described as minor; whereas, if there are proximity impacts that have potential to affect a historic site’s significance, the proximity impact column is marked with a “yes” and a detailed use assessment is provided. For historic sites where no portion of the site would be acquired or converted to a transportation use, nor physically demolished, destroyed, relocated, or altered, there would be no use unless the proximity impacts are shown to substantially impair the activities, features or attributes that qualify the property for protection under Section 4(f).

Construction of Alternative 6 would have the potential to damage buildings in close proximity to vibration-intensive construction activities. Based on the FTA guidance manual, vibration levels from proposed construction activities were estimated at historic buildings or structures eligible for the NRHP along the Alternative 6 alignment and included in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c). Historic sites that are potentially subject to construction-related vibration damage have been noted in Table 10-5. MM VIB-6.1 (Vibration Control Plan) includes special considerations for historic buildings including avoidance of vibration-intensive activities such as pile driving when construction takes place in close proximity to historic buildings. With incorporation of applicable vibration control mitigation measures it is anticipated that permanent damage to any historic buildings would be avoided. As such, in instances where the only potential effects on a historic site involves potential vibration damage, it is presumed that there would be no potential for a constructive use of the historic site. Instances where there are multiple potential proximity effects warrant additional discussion, which is provided following Table 10-5.

Table 10-5. Alternative 6: Historic Sites Potential Use Summary

Map Reference #	Resource Name	Primary Number	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
1	13812 Saticoy Street	NA	13812 Saticoy Street	None	None	Visual change to resource setting; historic significance unaffected
2	13914 Saticoy Street	NA	13914 Saticoy Street	None	None	Visual change to resource setting; historic significance unaffected
3	13938 Saticoy Street	NA	13938 Saticoy Street	None	None	Visual change to resource setting; historic significance unaffected
4	13942 Saticoy Street	NA	13942 Saticoy Street	None	None	Visual change to resource setting; historic significance unaffected
5	SPRR Warehouse	NA	7766 Van Nuys Boulevard	None	None	Visual change to resource setting; historic significance unaffected
44	Bill's Valley Car Wash	NA	7530 Van Nuys Boulevard	None	None	None
45	Tacos Mexico	NA	7140 Van Nuys Boulevard	None	None	None
46	Bank of America	NA	6551 N Van Nuys Boulevard	None	None	None
47	Van Nuys Utilities Center	NA	6550 N Van Nuys Boulevard	None	None	None
49	Hart's Pawn Shop	NA	6362 N Van Nuys Boulevard	None	None	None
52	Happy Dogs	NA	6235 N Van Nuys Boulevard	None	None	None
54	San Fernando Valley Administrative Center Historic District (Van Nuys State Office Building, Van Nuys State Building)	NA	6162 N Van Nuys Boulevard	None	None	None
55	5958 Van Nuys Boulevard	NA	5958 Van Nuys Boulevard	None	None	None
56	Rob's Car Wash	NA	5328 N Van Nuys Boulevard	None	None	None
58	Sherman Oaks Plaza Building	NA	4955 N Van Nuys Boulevard	None	None	None

Map Reference #	Resource Name	Primary Number	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
72	UCLA Historic District	P-19-175802	Encompasses the east-west axis of the campus and is bounded by Westwood Boulevard and Circle Drive	Yes	Yes	Yes
73	UCLA Ackerman Hall	P-19-190591	308 Westwood Plaza	None	None	Yes
87	UCLA Veterans Rehabilitation Services	P-19-189982	1000 Veteran Avenue	None	None	None
89	Campbell's Book Store	NA	10918 Le Conte Avenue	None	None	None
91	924 Westwood Boulevard	NA	924 Westwood Boulevard	None	None	None
93	10940 Weyburn Avenue	NA	10940 Weyburn Avenue	None	None	None
94	Chatam Restaurant	NA	10930 Weyburn Avenue	None	None	None
95	Desmond's	NA	1001 Westwood Boulevard	None	None	None
98	Penney's	NA	1056 Westwood Boulevard	None	None	None
100	Glendale Federal Savings and Loan Association	NA	1090 Westwood Boulevard	None	None	None
103	Gayley Center	NA	1101 Gayley Avenue	None	None	None
104/105	Linde Medical Building	P-19-189273	10921 Wilshire Boulevard	None	None	Visual change to resource setting; historic significance unaffected. Potential vibration damage resulting from construction.
106	Tishman Building	NA	10950 W Wilshire Boulevard	None	None	Potential vibration damage resulting from construction
107	1220 Veteran Avenue	P-19-173150	1220 Veteran Avenue	None	None	None
110	1400 Greenfield Avenue	NA	1400 Greenfield Avenue	None	None	None
111	1410 S Bentley Avenue	NA	1410 S Bentley Avenue	None	None	None
112	1410 Camden Avenue	NA	1410 Camden Avenue	None	None	None
113	1418 S Bentley Avenue	NA	1418 S Bentley Avenue	None	None	None
115	1511 S Bentley Avenue	NA	1511 S Bentley Avenue	None	None	None
116	1516 Pontius Avenue	NA	1516 Pontius Avenue	None	None	None
117	1527 Pontius Avenue	NA	1527 Pontius Avenue	None	None	None

Map Reference #	Resource Name	Primary Number	Location	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
118/119	General Telephone Company Building	NA	1544 Cotner Avenue	None	None	None
132	Laemmle Theater	NA	11521 Santa Monica Boulevard	None	None	Yes
Not shown	P-19-003803	NA	Confidential	None	None	NA

Source: HTA, 2025

SPRR = Southern Pacific Railroad

10.3.1.1 Bill's Valley Car Wash (Map Reference #44)

Permanent Use

Under Alternative 6, the property, Bill's Valley Car Wash, would be acquired and demolished for the construction of the proposed Van Nuys Metrolink Station. Physical demolition would materially impair the significance of the historic site and would constitute a permanent use.

As outlined in 23 Code of Federal Regulations (CFR) 774.3, prior to approving the use of any Section 4(f) protected property, the Federal Transit Administration (FTA) must determine that no feasible and prudent avoidance alternative exists. If Alternative 6 is selected by the Metro Board as the Locally Preferred Alternative, the Metro should assess and develop avoidance alternatives that avoids the use of this historic site, though additional assessment through the FTA's Section 106 process would also be required. Potential alternatives to avoid the use of Section 4(f) property may include one or more of the following:

- **Location Alternatives** – A location alternative refers to the re-routing of the entire project along a different alignment.
- **Alternative Actions** – An alternative action could be a different mode of transportation, such as rail transit or bus service, or some other action that does not involve construction such as the implementation of transportation management systems or similar measures.
- **Alignment Shifts** – An alignment shift is the re-routing of a portion of the Project to a different alignment to avoid a specific resource.
- **Design Changes** – A design change is a modification of the proposed design in a manner that would avoid impacts, such as reducing the planned median width, building a retaining wall, or incorporating design exceptions.

If it is determined that no feasible and prudent avoidance alternative exists, then the FTA may approve, from among the remaining alternatives that use Section 4(f) property, only the alternative that causes the least overall harm in light of the statute's preservation purpose. Such a determination would only occur after substantial consultation with the official with jurisdiction over the resource (i.e., the SHPO) and in coordination with the FTA.

10.3.1.2 UCLA Ackerman Hall (Map Reference #73)

De Minimis Impact

Under Alternative 6, the proposed UCLA Gateway Plaza Station would be constructed approximately 20 feet from the west elevation of UCLA Ackerman Hall. Construction activities would remove the stairs leading to the building and replace them upon completion; the stairs are not a contributing element to UCLA Ackerman Hall and, therefore, would not result in a significant impact. The station would be underground, and the UCLA Ackerman Hall building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is the UCLA campus and roadways. Due to the underground nature of the proposed improvements, no permanent visual impacts on the historical resource or its setting are anticipated from the addition of the station or the underground alignment.

Construction of the station and roadway improvements has the potential to cause construction vibration adjacent that could impact this historical resource. (Refer to the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* [Metro, 2025c] for more information.) The construction adjacent to the resource also has the potential to inadvertently impact character-defining features (e.g., design

elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-6.1) will be prepared for Alternative 6. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 6, the proximity impacts of construction activities would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 6 on the UCLA Ackerman Hall would constitute a de minimis impact. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 U.S.C. 138 and 49 U.S.C. 303, including consultation with the official with jurisdiction over the resource, which is the SHPO.

10.3.1.3 Linde Medical Building (Map Reference #104/105)

De Minimis Impact

Under Alternative 6, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 100 feet from the west elevation of the Linde Medical Building. The station would be underground, and the Linde Medical Building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the west elevation's current viewshed includes the commercial corridors along Gayley Avenue and Wilshire Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on the historical resource or its setting are anticipated from the addition of the station or the underground alignment.

Construction of the station and construction staging areas has the potential to cause construction vibration that could impact the historic site. The construction activities in the vicinity of the historic site have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-6.1) will be prepared for Alternative 6. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further

details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 6, the proximity impacts of construction activities would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 6 on the Linde Medical Building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

10.3.1.4 Tishman Building (Map Reference #106)

De Minimis Impact

Under Alternative 6, the proposed Wilshire Boulevard/Metro D Line Station would be constructed approximately 20 feet from the north elevation of the Tishman Building. The station would be underground, and the Tishman Building would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the north elevation's current viewshed includes the commercial corridors along Gayley Avenue and Wilshire Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on the historical resource or its setting are anticipated from the addition of the station or the underground alignment.

Construction of the station and construction staging areas has the potential to cause construction vibration that could impact the historic site. The construction activities in the vicinity of the historic site also have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-6.1) will be prepared for Alternative 6. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 6, the proximity impacts of construction activities would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude no adverse effect on the historic site. Based on the nature of the effects of Alternative 6 on the Tishman Building, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

10.3.1.5 Laemmle Theater (Map Reference #132)

De Minimis Impact

Under Alternative 6, the proposed Santa Monica Boulevard Station would be constructed approximately 20 feet from the south elevation of the Laemmle Theater building. The station would be underground, and the Laemmle Theater would not be physically demolished, destroyed, relocated, or altered. The historical resource's setting is commercial, and the north elevation's current viewshed includes the commercial corridor along Santa Monica Boulevard. Due to the underground nature of the proposed improvements, no permanent visual impacts on the historical resource or its setting are anticipated from the addition of station or the underground alignment.

Construction of the station and construction staging areas has the potential to cause construction vibration that could impact the historic site. The construction activities in the vicinity of the historic site have the potential to inadvertently impact character-defining features (e.g., design elements, fenestration, architectural details) and landscape elements if protection measures are not put in place. Implementation of a Cultural Resources Monitoring Plan (MM CUL-1) would minimize potential harm to this resource.

To address construction vibration-related damage to the historic site, vibration reduction measures would be implemented. Vibration reduction methods include routing equipment away from the historic site, locating stationary vibration-generating equipment away from the historic site, utilizing alternative equipment or methods to reduce overall vibration, and phasing earth-moving and ground-impacting activities during different time periods. In addition, a Vibration Control Plan (MM VIB-6.1) will be prepared for Alternative 6. As part of the Vibration Control Plan, vibration monitoring at historic structures would be required. Vibration reduction measures are anticipated to avoid any potential vibration-related damage to the historic site, thereby avoiding a potential constructive use. Further details on mitigation measures can be found in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025c).

With impact avoidance, minimization, mitigation, and enhancement measures applied to Alternative 6, the proximity impacts of construction activities would not adversely affect the historic significance of the resource. It is anticipated that the Section 106 process would conclude with no adverse effect on the historic site. Based on the nature of the effects of Alternative 6 on the Laemmle Theater, it is presumed that the FTA would make a de minimis impact finding. Prior to finalizing this determination, the FTA must satisfy the requirements of 23 CFR 774.5(b), including consultation with the official with jurisdiction over the resource, which is the SHPO.

10.3.2 Publicly-Owned Parks and Recreation Areas

Table 10-6 presents a summary of the potential use of public parks and recreational areas protected by Section 4(f) based on the analysis provided in the *Sepulveda Transit Corridor Project Parklands Technical Report* (Metro, 2025b). Where a "yes" is shown for permanent property acquisition, temporary occupancy, or proximity impacts, a detailed Section 4(f) use assessment is provided following the table. As shown in Table 10-6, permanent property acquisition and/or temporary occupancy of a park or recreational resource have been identified for Westwood Park; however, the property acquisition required involves underground easements for the Alternative 6 tunnel alignment. Proximity impacts to parklands were identified through a review of the *Sepulveda Transit Corridor Project Parklands Technical Report* and the *Sepulveda Transit Corridor Project Visual Quality and Aesthetics Technical Report* (Metro, 2025d). None of the parks or recreational facilities identified in Table 10-6 have features, activities, or

attributes that are considered noise sensitive; thus, noise impacts have not been considered in the assessment of potential constructive use. Proximity impacts that would not impair the regular use and enjoyment of a park or recreational resource are described as minor; whereas, if there are proximity impacts that have potential to result in substantial impairment to the property's activities, features, or attributes, the proximity impact column is marked with a "yes" and a detailed use assessment is provided.

Table 10-6. Alternative 6: Parks and Recreation Resource Potential Use Summary

Name	Address	Amenities	Size (acres) ^a	Distance from Alternative 6 (feet) ^b	Permanent Property Acquisition	Temporary Occupancy	Proximity Impacts
Beverly Glen East Open Space	City of Los Angeles	Open space	0.4	214	None	None	None
Beverly Glen Park	2448 Angelo Drive, Los Angeles	Open space	95.5	453	None	None	None
Ohio and Bundy Triangle	Santa Monica Boulevard; South Bundy Drive; and Ohio Avenue, Los Angeles	Open space	0.2	547	None	None	None
Deervale-Stone Canyon Park	14700 Deervale Place, Sherman Oaks	Open space	79.4	802	None	None	None
Felicia Mahood Multipurpose Center	11338 Santa Monica Boulevard, Los Angeles	Senior Center	4.3	140	None	None	None
Mountains Restoration Trust Parkland	3815 Old Topanga Canyon Road, Topanga	Open space	18.1	682	None	None	None
Multi-Purpose Senior Citizens Center	6514 Sylmar Avenue, Van Nuys	Senior center	1.4	695	None	None	None
Oak Forest West	Sherman Oaks	Open space	9.7	997	None	None	None
Van Nuys Sherman Oaks Recreation Center	14201 Huston Street, Sherman Oaks	Tennis court, basketball court, baseball field, soccer field, fitness zone, picnic shelter, playground, pool, community center, senior center	65.5	44	None	None	None
Westwood Park	1350 Sepulveda Boulevard, Los Angeles	Tennis court, basketball court, baseball field, soccer field, multi-purpose field, playground, pool, gym	26.7	0	Underground tunnel easement	None	None

Source: HTA, 2025

10.3.2.1 Westwood Park

No Use

Under Alternative 6, a partial underground tunnel easement and underground construction easement would be required as the HRT alignment would be situated in a bored tunnel under Westwood Park. No surface effects would be experienced by the park. According to the Federal Highway Administration's (FHWA) Section 4(f) Policy Paper (USDOT, 2012), tunneling under a park triggers the requirements of Section 4(f) only if the tunneling substantially impairs the function, attributes, or features that qualify the resource for protection under Section 4(f). Similarly, underground tunnel easements are not considered a permanent use of Section 4(f) property because they do not convey property interest or allow permanent access onto the property. Due to the underground nature of the Alternative 6 improvements, no proximity impacts are anticipated. Accordingly, the Alternative 6 underground HRT alignment would result in no use of Westwood Park.

10.4 Mitigation Measures

10.4.1 Historic Sites

The following mitigation measures have been identified to minimize harm to historic sites resulting from Alternative 6. Applicability of these mitigation measures to each historic site is as follows:

- Bill's Valley Car Wash: Mitigation Measure (MM) CUL-4, MM CUL-5
- Linde Medical Building: MM CUL-1
- Tishman Building: MM CUL-1
- Laemmle Theater: MM CUL-1
- UCLA Ackerman Hall: MM CUL-1
- UCLA Historic District: MM CUL-1

MM CUL-1: Cultural Resources Monitoring and Mitigation Plan

- *A project wide Cultural Resources Monitoring and Mitigation Plan shall be developed and implemented by Metro. The purpose of the Cultural Resources Monitoring and Mitigation Plan is to document the actions and procedures to be followed to ensure avoidance or minimization of impacts to cultural resources and to provide a detailed program of mitigation for direct and indirect impacts on cultural resources during Project construction. Preparation of the Cultural Resources Monitoring and Mitigation Plan shall necessitate the completion of a pedestrian survey of the private property parcels within the Resource Study Areas that were not accessible during the preparation of this EIR and the Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report; this shall occur only on parcels slated for acquisition and construction activities. Proposed ground disturbance for the Project shall be reviewed to make any necessary adjustments to archaeological sensitivity assessments as a result of ongoing project design.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include a detailed prehistoric and historic context that clearly demonstrates the themes under which any identified subsurface deposits would be determined significant. Should significant deposits be identified during earth moving activities, the Cultural*

Resources Monitoring and Mitigation Plan shall address methods for evaluation, treatment, artifact analysis for anticipated artifact types, report writing, repatriation of human remains and associated grave goods, and curation.

- *The Cultural Resources Monitoring and Mitigation Plan will be a guide for archaeological and tribal monitoring activities as defined in MM CUL 7 and MM TCR 1. The Cultural Resources Monitoring and Mitigation Plan shall require that a Secretary of the Interior-qualified archaeologist in prehistoric and historical archaeology (36 Code of Federal Regulations Part 61) be retained prior to ground disturbing activities.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include recommended treatment measures. Treatment measures typically include development of avoidance strategies, capping with fill material, or mitigation of impacts through data recovery programs such as excavation or detailed documentation.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include that, in the event, as a result of the resource evaluation and tribal consultation process, a resource is considered to be eligible for inclusion in the California Register of Historical Resources and/or a local register of historical resources or is determined to be a Tribal Cultural Resources through eligibility listing or determination of significance by the California Environmental Quality Act lead agency (Metro), an archaeological monitor and Native American monitor shall monitor all remaining ground disturbing activities in the area of the resource. If, during cultural resources monitoring, the Secretary of the Interior-qualified archaeologist determines that the sediments being excavated are previously disturbed or unlikely to contain significant cultural materials, the Secretary of the Interior qualified archaeologist can specify that monitoring be reduced or eliminated.*
- *The Cultural Resources Monitoring and Mitigation Plan shall outline the content and process for implementing pre-construction Cultural Resource training, as discussed in MM CUL 6.*
- *The Cultural Resources Monitoring and Mitigation Plan shall require a pre-construction baseline survey to identify building protection measures for historical resources in relation to tunnel boring machine launch/tunnel boring machine extraction, construction staging, and construction vibration and cut and cover activities adjacent to historical resources. The Project shall conduct a pre-construction survey to establish baseline, pre-construction conditions and to assess the potential for damage related to improvements adjacent to these historical resources.*
- *The Cultural Resources Monitoring and Mitigation Plan shall include building protection measures such as fencing, sensitive construction techniques based on final project design, dust control measures, underpinning, soil grouting, or other forms of ground improvement, as well as lower vibration equipment and/or construction techniques. (Refer to MM VIB-6.1). In scenarios where a historical resource would be impacted by differential settlement caused by tunnel boring*

machine construction method, the Project shall require the use of an earth pressure balance or slurry shield tunnel boring machine. An architectural historian or historic architect who meets the Secretary of the Interior's Professional Qualification Standards (36 CFR Part 61) shall review proposed protection measures.

- *The Cultural Resources Monitoring and Mitigation Plan shall require that a post construction survey be undertaken to ensure that no significant impacts had occurred to historical resources. An architectural historian or historic architect who meets the Secretary of Interior Professional Qualification Standards (36 CFR Part 61) shall prepare an assessment of the implementation of the mitigation measures.*
- *MM CUL-1 applies to the following historical resources:*
 - *UCLA Historic District*
 - *UCLA Ackerman Hall*
 - *Linde Medical Building*
 - *Tishman Building*
 - *Laemmle Theater*
 - *Gayley Center*
 - *5958 Van Nuys Boulevard*

MM CUL-4: Historical Resource Archival Documentation

- *The Project shall complete historical resource archival documentation of historical resources that will be demolished or substantially altered. The archival documentation shall follow the guidelines of the National Park Service's Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey program to create Historic American Building Survey-like documentation. At a minimum, the documentation shall consist of the following:*
 - *Large-format photographs including negatives and archival prints*
 - *Written narrative following the Historic American Building Survey/Historic American Engineering Record/Historic American Landscape Survey short format*
 - *Site plan*
- *The Project shall provide copies of the documentation to the City of Los Angeles for archival purposes. Large-format photography shall be completed prior to any demolition activities that would affect the Bill's Valley Car Wash located at 7530 Van Nuys Boulevard. The documentation shall be prepared so that the original archival-quality documentation could be donated for inclusion in the Los Angeles Public Library. Copies of documentation shall be offered to the Los Angeles Public Library and local historical societies upon request.*
- *MM CUL-4 applies to the following historical resources:*
 - *Bill's Valley Car Wash*

MM CUL-5: Interpretive Program.

- *The Project shall prepare interpretive programs for historical resources that will be demolished or substantially altered. The Project shall provide interpretive materials in the form of an exhibit, pamphlet, website, or similar, that describes and/or illustrates the historic significance of these properties. Interpretive materials shall be provided to the City of Los Angeles for public education purposes. Copies of interpretive materials shall be offered to the Los Angeles Public Library and local historical societies upon request.*
- *MM CUL-5 applies to the following historical resources:*
 - *Bill’s Valley Car Wash*

MM VIB-6.1: Vibration Control Plan:

- *Prior to construction, the Project contractor shall prepare a Vibration Control Plan demonstrating how the Federal Transit Administration building damage risk criteria and the Federal Transit Administration vibration annoyance criteria would be achieved. The Vibration Control Plan must be approved by Metro prior to initiating vibration-generating construction activities. The Vibration Control Plan would include a list of the major pieces of construction equipment that would be used, and the predictions of the vibration levels at the closest sensitive receivers. The Project contractor would conduct vibration monitoring to demonstrate compliance with the vibration limits during construction activity. Where the construction cannot be performed to meet the vibration criteria, the Project contractor shall implement alternative means and methods of construction measures to reduce vibration levels as much as feasible. Vibration reducing methods that may be implemented by the Project contractor include:*
 - *When feasible, use construction equipment or less vibration intensive techniques near vibration sensitive locations.*
 - *Use as small an impact device (i.e., hoe ram, pile driver) as possible to accomplish necessary tasks.*
 - *Avoid impact pile driving where possible. Drilled piles or vibratory pile drivers would be required where feasible.*
 - *When feasible, in construction areas close to sensitive buildings, select non-impact demolition and construction methods such as saw or torch cutting and removal for off-site demolition, and use chemical splitting, or hydraulic jack splitting, instead of high impact methods.*
- *The Project contractor shall monitor construction vibration levels at structures identified as a “historic” resource within the meaning of CEQA Guidelines Section 15064.5(a) to ensure the vibration damage threshold of 0.12 in/sec PPV shall not be exceeded. The vibration monitoring shall be conducted by a qualified professional for real-time vibration monitoring for construction work at the Project construction site requiring heavy equipment or ground compaction devices. A pre-construction and post-construction survey of these buildings shall be conducted by a qualified structural engineer. Any damage shall be noted. All*

vibration monitors used for these measurements shall be equipped with an “alarm” feature to provide advanced notification that vibration impact criteria have been approached. Documented damage in the post-construction survey shall be repaired as required by the Secretary of the Interior’s (SOI’s) Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. The following historic resources shall be included in the Vibration Control Plan.

- *Gayley Center located at 1101 Gayley Avenue, adjoining the proposed Wilshire Boulevard/Metro D Line Station*
- *Linde Medical Building located at 10921 Wilshire Boulevard, adjacent to the proposed Wilshire Boulevard/Metro D Line Station*
- *Tishman Building located at 10950 Wilshire Boulevard, adjacent to the proposed Wilshire Boulevard/Metro D Line Station*
- *UCLA Ackerman Hall, 308 Westwood Plaza, Los Angeles*
- *Historic buildings located at 5958 Van Nuys Boulevard, Sherman Oaks*

10.4.2 Public Parks and Recreational Areas

No public parks or recreation facilities would be used by Alternative 6; therefore, no measures to minimize harm are required to address Section 4(f) involvement of public parks or recreational facilities.

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