



4.0 AFFECTED ENVIRONMENT

4.1 Existing Land Uses

The SCAG region is expected to grow in population by 33 percent (or 5.9 million people) between 2005 and 2035². Likewise, employment in the region is expected to grow by 32 percent during the same time period. Existing land uses within the study area are varied and include a combination of residential, commercial, transportation and utilities, industrial, and public/institutional uses. Table 4-1 shows the distribution of land use types within the study area. The primary land uses in the approximately 58,000-acre study area are residential (87percent), the majority of which are single-family residential (80 percent). Commercial land uses comprise five percent of the study area and are concentrated along major roadways, such as Wilshire, La Cienega, and Santa Monica Boulevards and Fairfax Avenue. Public facilities and institutional land uses occupy four percent of the study area acreage.

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

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

Source: TAHA, 2010

4.2 Existing Land Uses – Station Areas

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

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

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

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

Source: TAHA, 2010



5.0 ENVIRONMENTAL IMPACT/ENVIRONMENTAL CONSEQUENCES

5.1 Methodology

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

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

Physically divide an established community;

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

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

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



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

5.2 No Build Alternative

5.2.1 Regional Land Use and Development

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

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

5.2.2 Local Land Use and Development

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



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

5.2.2.1 Division of an Established Community

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

5.2.2.2 Applicable Land Use Policies

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

5.2.2.3 Adjacent or Surrounding Land Uses

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

5.3 Transportation System Management Alternative

5.3.1 Regional Land Use and Development

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



5.3.2 Local Land Use and Development

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

5.3.2.1 Division of an Established Community

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

5.3.2.2 Applicable Land Use Policies

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

5.3.2.3 Adjacent or Surrounding Land Uses

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

5.4 Alternative 1—Westwood/UCLA Extension

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

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



5.4.1 Regional Land Use and Development

5.4.1.1 Direct Impacts

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

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

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



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

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

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

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

Source: TAHA, 2010.

5.4.1.2 Indirect Impacts

The creation of a subway system in the Westside Corridor could have an indirect role in the pattern of growth and development within the study area by making those areas around the



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

- Maximizing mobility and accessibility for all people and goods
- Ensuring travel safety and reliability
- Preserving and ensuring a sustainable transportation system
- Maximizing the productivity of our transportation system
- Protecting the environment, improving air quality and promoting energy efficiency
- Encouraging land use and growth patterns that complement our transportation investments

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

5.4.2 Local Land Use and Development

5.4.2.1 Division of an Established Community

Direct Impacts

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

Indirect Impacts

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

**Applicable Land Use Policies**

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

5.4.3 Adjacent or Surrounding Land Uses

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

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

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

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

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

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

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

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

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

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

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

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

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

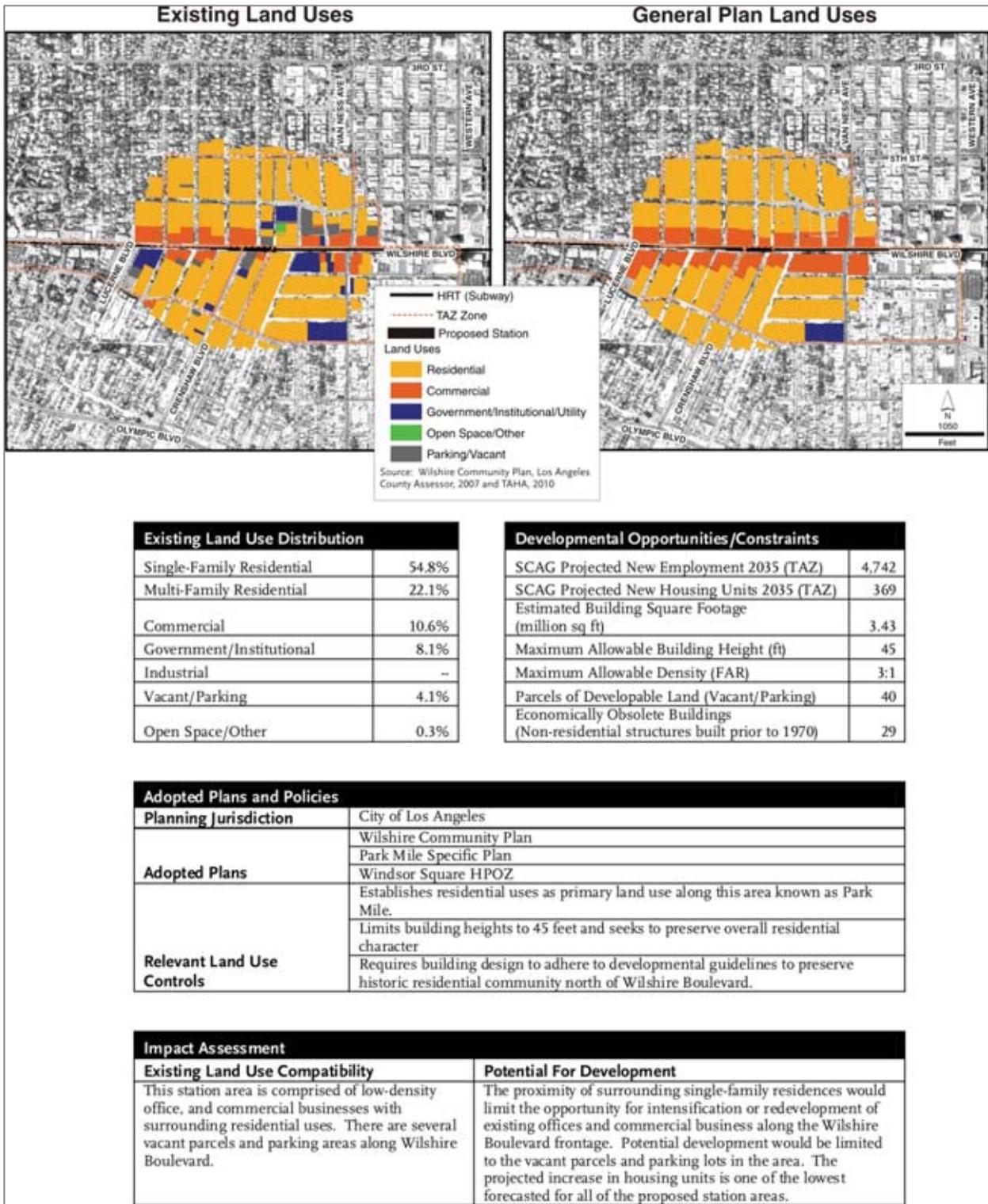


Figure 5-1. Wilshire/Crenshaw 1/4-Mile Station Area

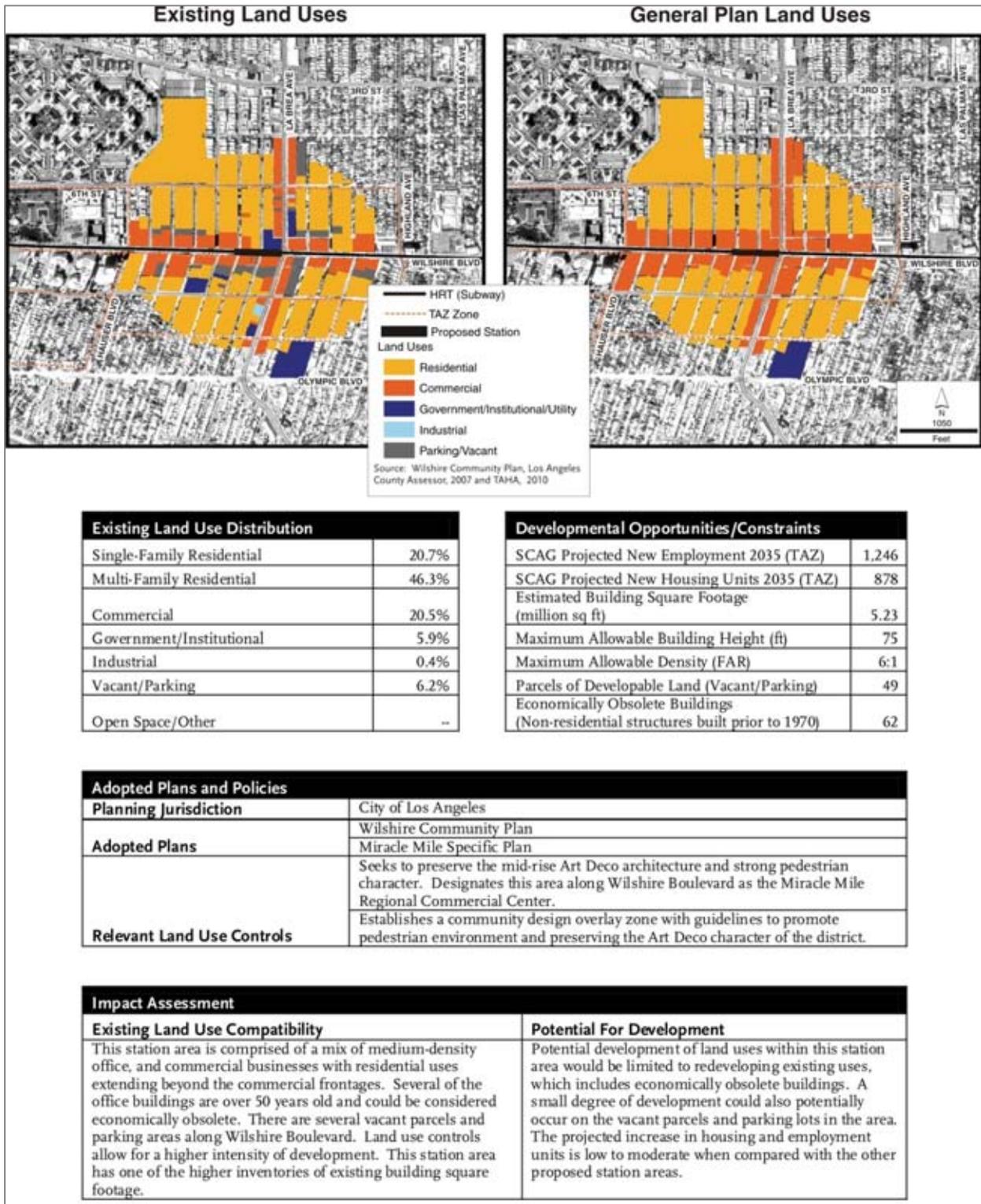


Figure 5-2. Wilshire/La Brea 1/4-Mile Station Area

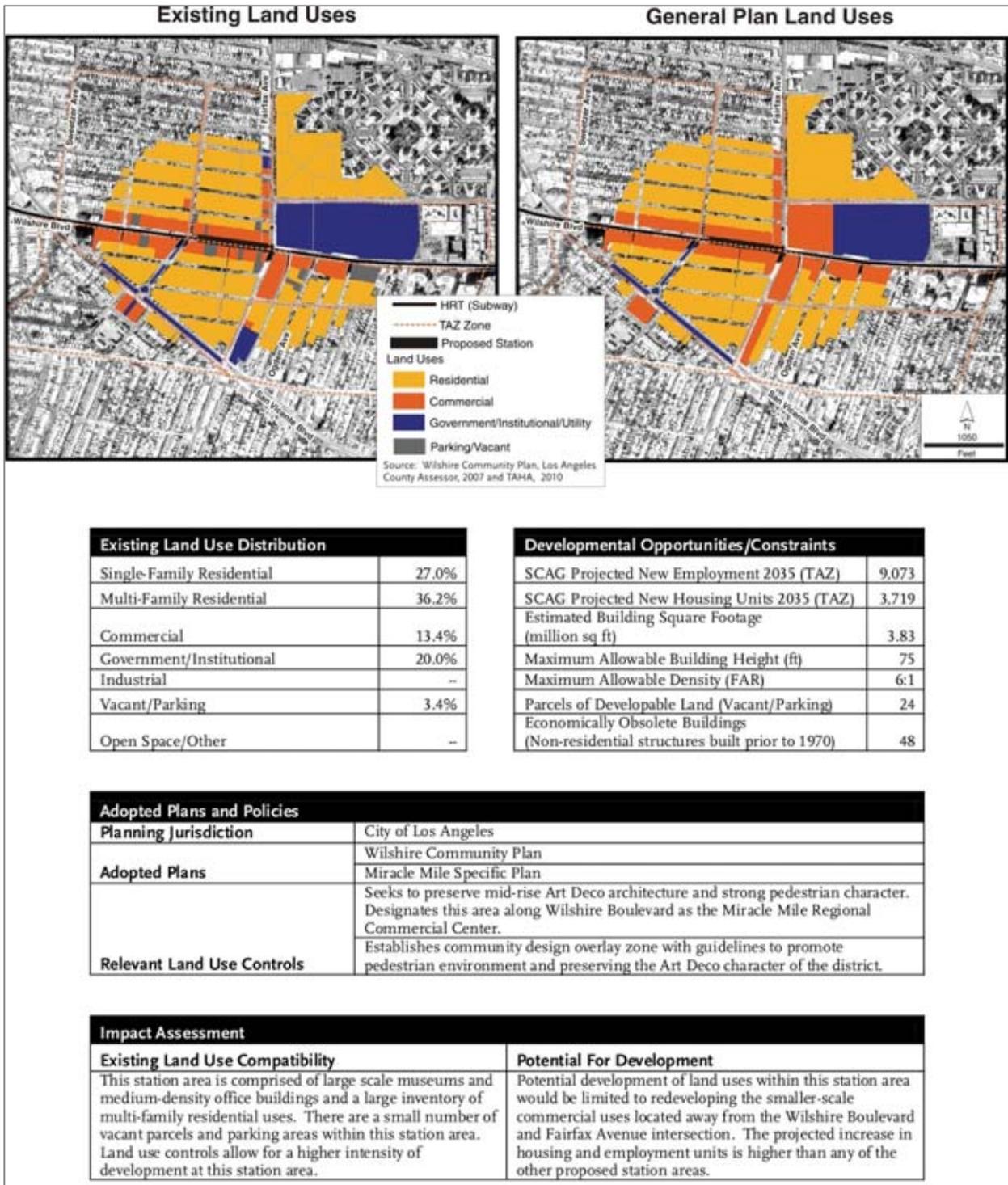


Figure 5-3. Wilshire/Fairfax 1/4-Mile Station Area

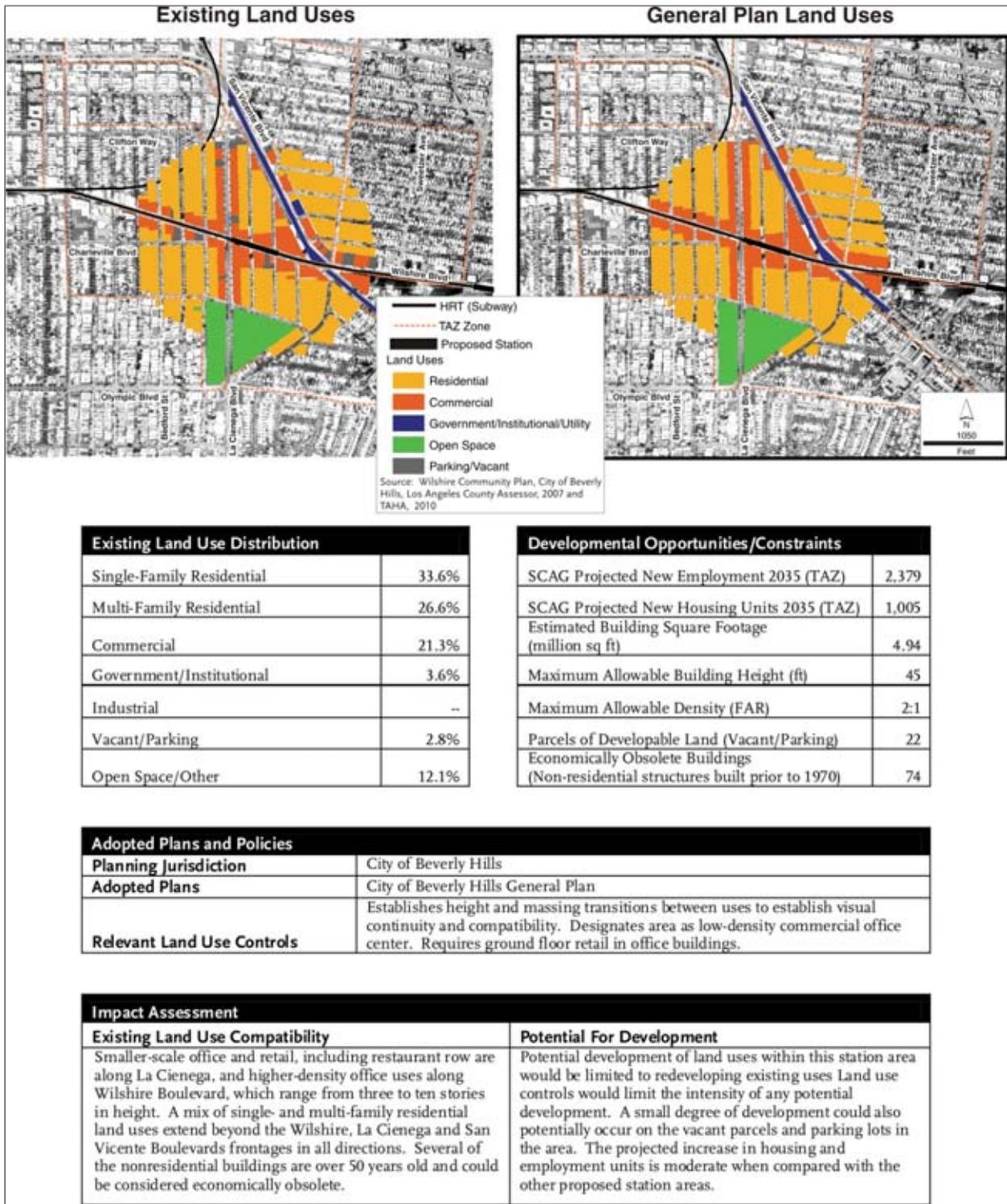


Figure 5-4. Wilshire/La Cienega 1/4-Mile Station Area

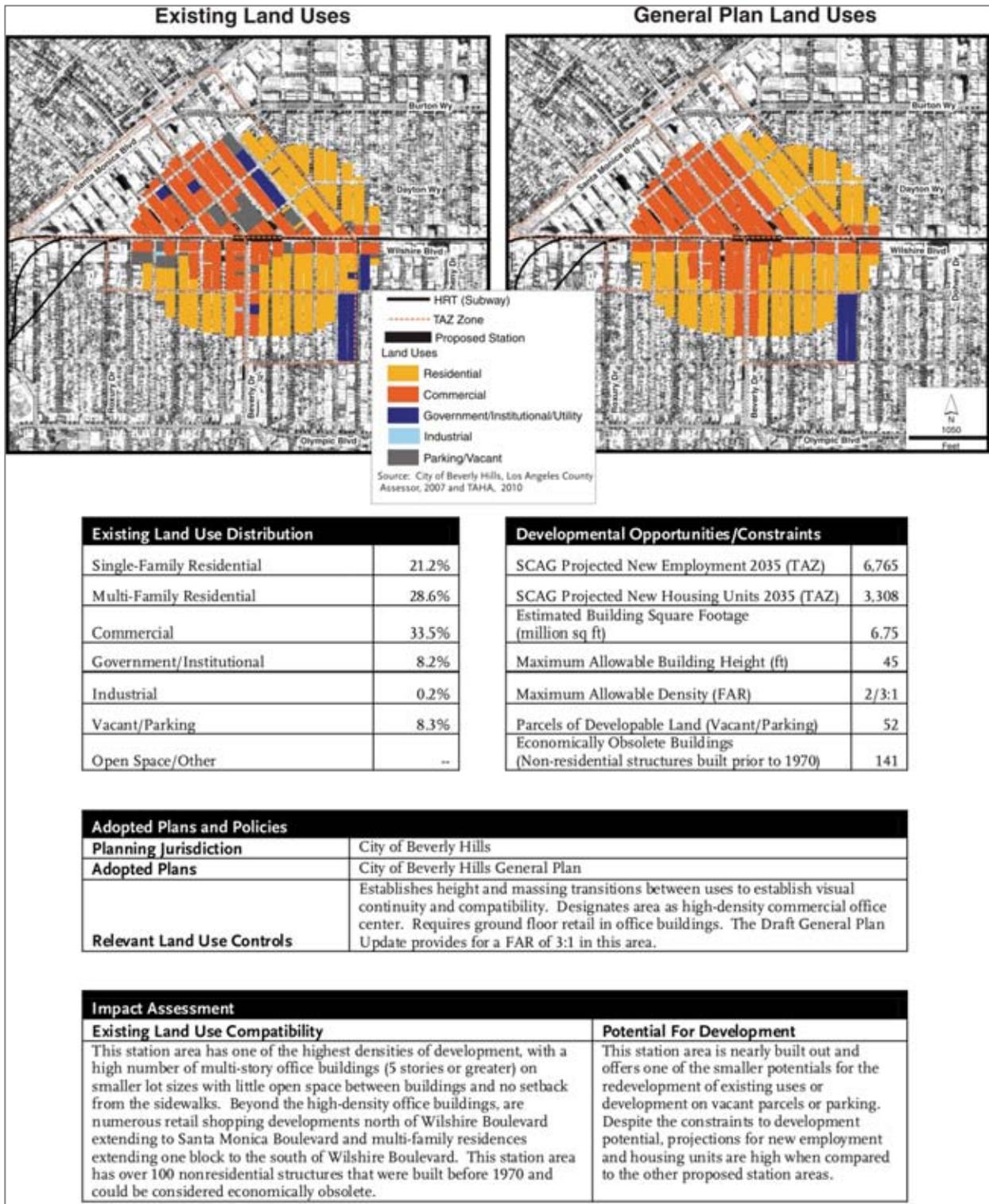


Figure 5-5. Wilshire/Rodeo 1/4-Mile Station Area