

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

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

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

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

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

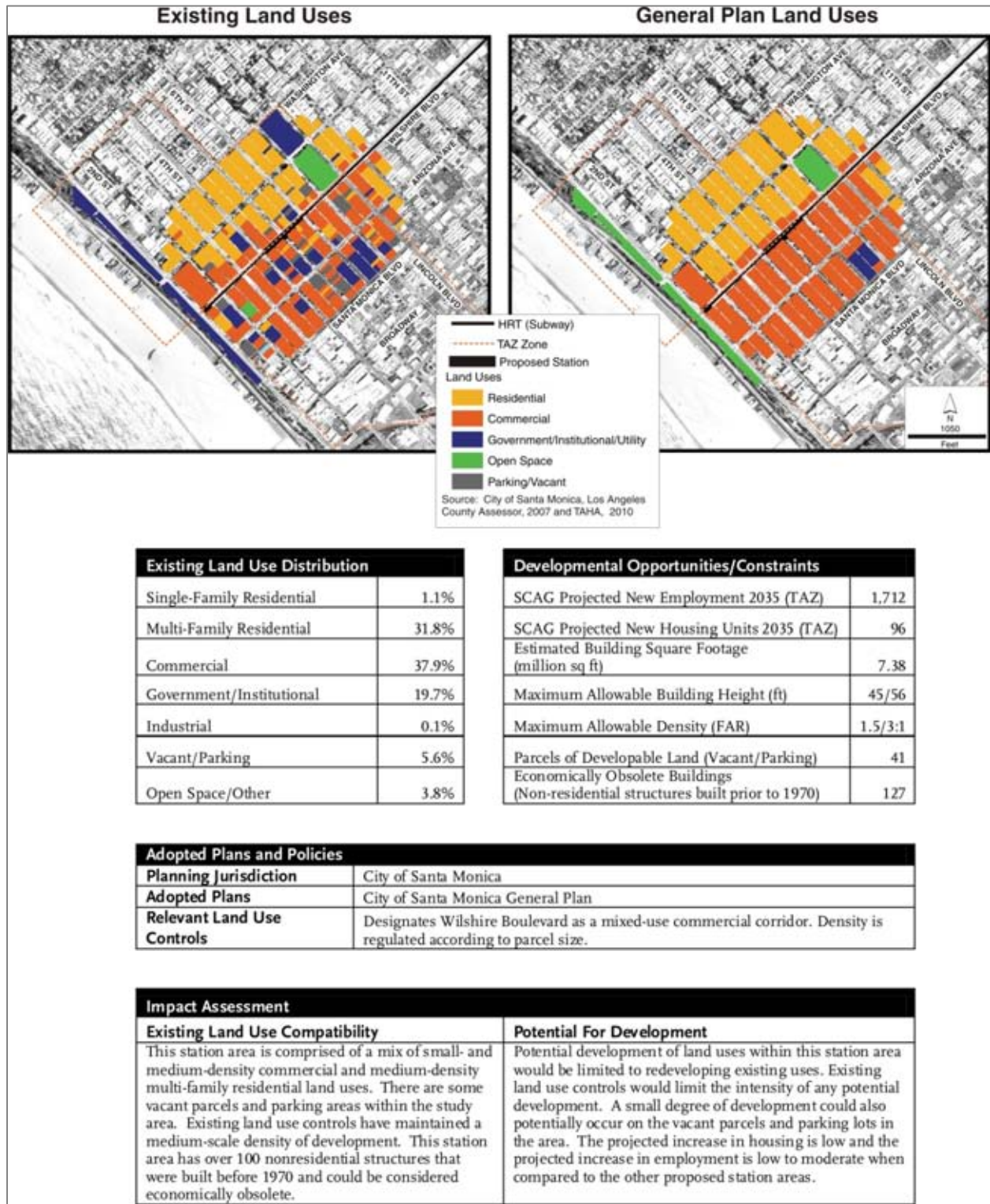


Figure 5-12. Wilshire/4th 1/4-Mile Station Area



5.7 Alternative 4—Westwood/VA Hospital Extension Plus West Hollywood Extension

This 14.06-mile alternative encompasses all of Alternative 2 (see Alternative 2 alignment description above), from the existing Metro Purple Line Wilshire/Western Station to Wilshire/VA Station, and an alignment that extends from the existing Metro Red Line Highland/Hollywood Station to the Wilshire/La Cienega Station of Alternative 1 (see description of the West Hollywood alignment below).

The portion of this alternative that encompasses Alternative 2 follows the same alignment from Wilshire/Western to Wilshire/VA. All optional stations along Alternative 2 could be used for this alternative as well.

In addition, this alternative includes the West Hollywood Extension, which extends from the existing Metro Red Line Highland/Hollywood Station. From a new station in this location (described below), this alignment extends southerly, centered under Highland Avenue, and continues south under Highland Avenue to just north of Lexington Avenue.

At this point, the alignment curves to the southwest, traversing under properties and under Citrus Avenue, Mansfield Avenue, Orange Drive, and Sycamore Avenue. At the intersection of Sycamore Avenue and Santa Monica Boulevard, the alignment continues westerly under the center of Santa Monica Boulevard. The alignment continues centered under Santa Monica Boulevard to just east of the Santa Monica/San Vicente Boulevard intersection.

From this intersection, the alignment curves south and is centered under San Vicente Boulevard to Melrose Avenue. It then continues southward in a straightened alignment under a curving San Vicente Boulevard, paralleling Sherbourne Drive, crossing under Beverly Boulevard, and is then centered under San Vicente Boulevard again where it stays under the center of San Vicente and crosses under La Cienega Boulevard. Just past La Cienega Boulevard, at Hamilton Drive, the alignment curves south and then southwesterly to cross under La Cienega Boulevard and Le Doux Road, to the Wilshire Alignment (Alternative 1).

5.7.1 Regional Land Use and Development

Similar to Alternatives 1 through 3, the Westwood/UCLA Extension Plus West Hollywood Extension Alternative could have an indirect role in the pattern of growth and development within the study area by making those areas around the stations attractive as transit-oriented type development. In general, growth is constrained by access and circulation as well as land use controls within the Westside Corridor. The existing transportation network is constrained by the high volume of automobiles that are attracted to this job rich area. Alternative 4 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 and Santa Monica Boulevard Corridors, and in particular, within a 1/4-mile radius from stations. SCAG forecasts 3,273 new housing units and 3,933 new jobs for the proposed station areas (1/4-mile radius) identified under Alternative 4. This represents two percent of the new housing units and one percent of the new jobs within the Westside Corridor. The proposed project would serve the corridor by providing a linkage to the larger regional transportation network and expanded travel options and reduced congestion. The project would not affect land use compatibility at the regional level.



Therefore, no direct or indirect adverse effects associated with regional land use would result.

5.7.2 Local Land Use and Development

5.7.2.1 Division of an Established Community

Direct Impacts

Under the Alternative 4, the rail system would be fully underground and would not introduce any physical barriers that could divide a community. Planned development and redevelopment near station portals would adhere to local zoning ordinances and would not likely be to introduce barriers which would alter or divide the existing community. The additional segment in Alternative 4 would connect Hollywood and West Hollywood with neighboring communities along the Wilshire Corridor. Thus, Alternative 4 would not result in direct adverse effects related to the division of an established community.

Indirect Impacts

Similar to Alternatives 1 through 3, Alternative 4 would not introduce any new barriers which could divide the community. Stations and station area development would enhance circulation and connectivity resulting in more unification of the existing community. Thus, Alternative 4 would not result in indirect adverse effects related to the division of an established community.

Applicable Land Use Policies

Table 5-5 provides a discussion of additional related local land use policies involving the City of West Hollywood and community of Hollywood. Policies listed in Table 5-1 would also apply to Alternative 4. Alternative 4 would be consistent with the goals and policies of the applicable jurisdictions along the alignment. Alternative 4 would reduce automobile usage, provide opportunity for joint development and cooperation, enhance regional connectivity, minimize environmental impacts, and maximize transit ridership. Therefore, Alternative 4 would be consistent with applicable local land use policies and no adverse effects would result.

5.7.3 Adjacent or Surrounding Land Uses

Figure 5-13 through Figure 5-17 show the surrounding land uses within a 1/4-mile of the additional proposed station areas under Alternative 4.

5.7.3.1 Direct Impacts

The additional proposed stations under Alternative 4 would occur along an existing transit route and would not introduce a new land use type into the area. Figure 5-13 through Figure 5-17 show that the proposed stations would be located in vibrant areas developed with a mix of commercial, office, and residential land uses. Station portals located in or adjacent to open plazas will be integrated into current and future developments. This mix of uses would be compatible with a transit system and the proposed stations identified under Alternative 4 would not result in direct adverse effects associated with land use compatibility.

5.7.3.2 Indirect Impacts

The proposed stations under Alternative 4 may provide an opportunity for transit-supportive development. Initial development opportunities would be limited to vacant parcels and



parking lots. Under Alternative 4, approximately 18 parcels would be acquired by Metro for construction staging and equipment storage; however no substantial property acquisition would occur at the five additional stations in Alternative 4.

As shown in Figure 5-13 through Figure 5-17 the potential for development at these stations is limited. The areas with the most vacant parcels are at Santa Monica/La Brea and Santa Monica/San Vicente. The areas with the least restrictive land use controls are at the Santa Monica/La Brea and Hollywood/Highland Stations. These areas could provide the highest potential for transit oriented development. The SCAG growth projections for this segment are low compared to the rest of the Corridor. The transit oriented development that could occur as a result of the proposed project is anticipated to be consistent with current growth projections and would not significantly alter the composition and character of existing land uses. Therefore, Alternative 4 would not result in indirect adverse effects associated with land use compatibility.

5.7.4 Mitigation Measures

Alternative 4 would not result in direct or indirect adverse effects related to land use, and no mitigation measures are necessary.

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

Goal and Policy	Jurisdiction Identifying Policy	Discussion
Cooperation and Joint Development Opportunities		
Continue to coordinate with SCRTD, LACTC, (Metro) and other regional transit agencies to serve residents and users to West Hollywood and to assess the need for the expansion or adjustment of fixed-route service	City of West Hollywood General Plan	Metro is the lead agency for the proposed project and has had extensive coordination with the City of West Hollywood in the planning and design of the expansion of the existing fixed route system.
Maximize Ridership Through Design and Location		
Continue planning and improving the public transportation system for the community, including people-mover systems in high intensity areas as well as the proposed Metro rail system	Hollywood Community Plan	Alternative 4 would significantly improve the existing fixed guideway system and establishes a foundational base on which to build upon in the future.

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

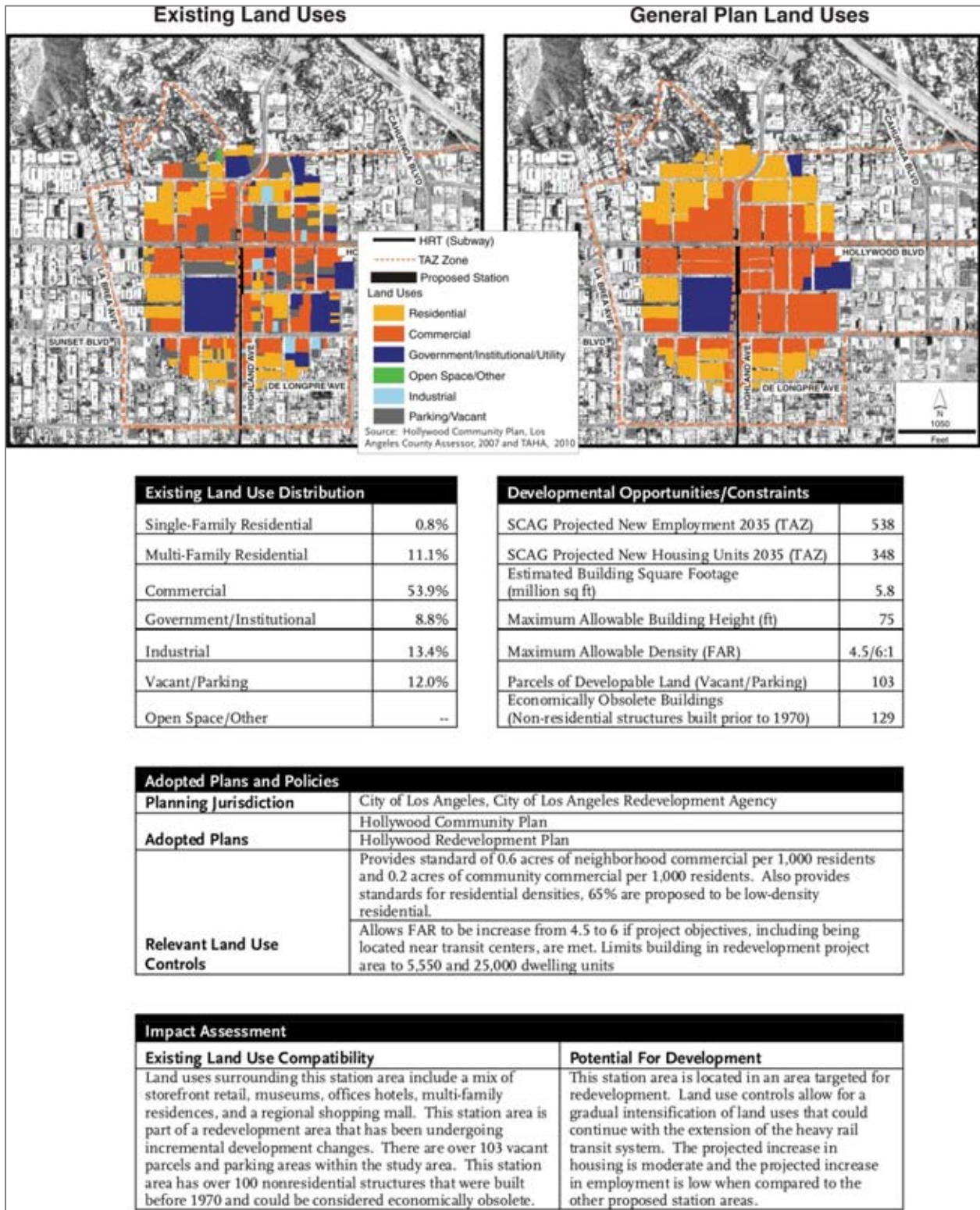


Figure 5-13. Hollywood Highland 1/4-Mile Station Area

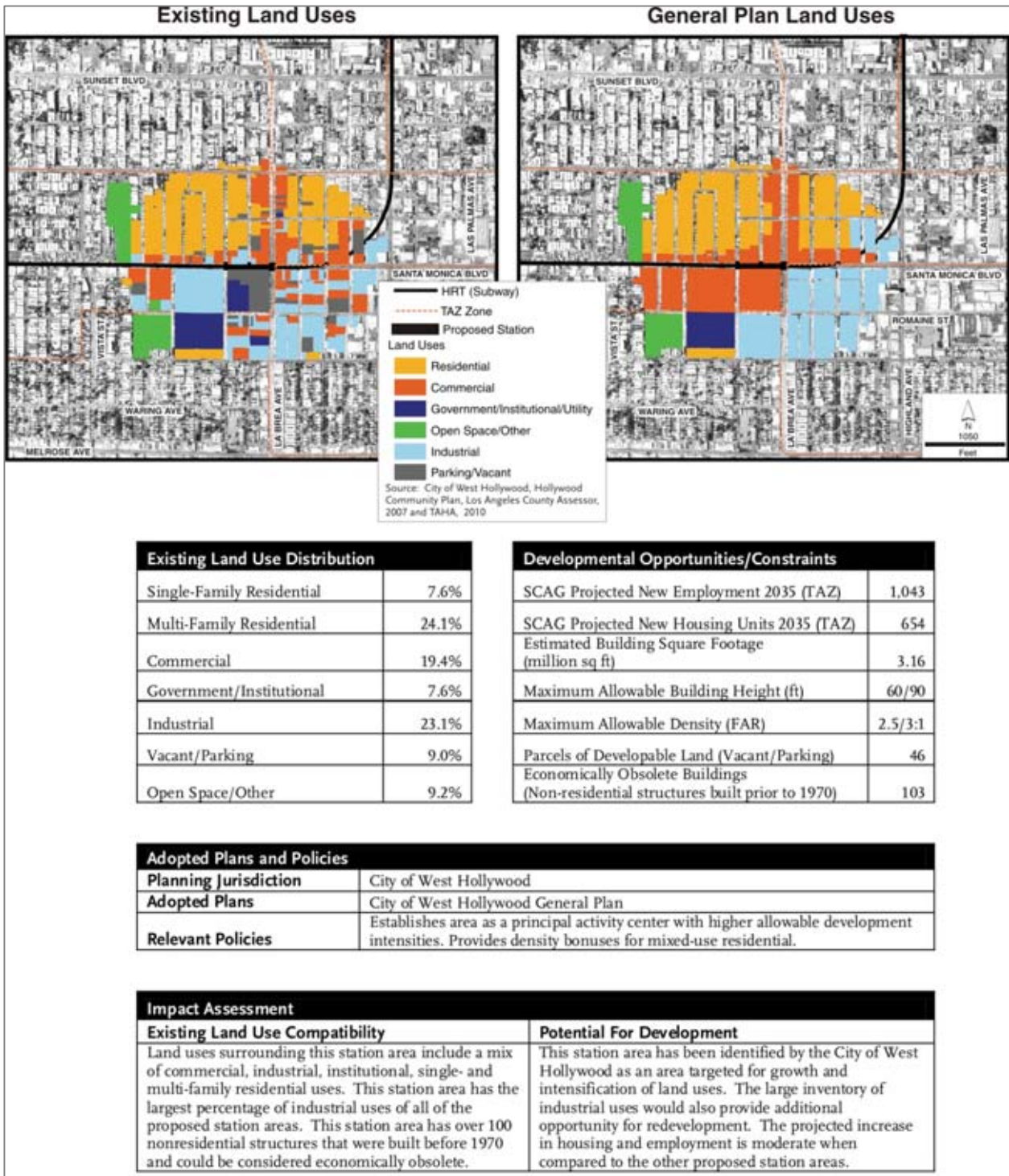


Figure 5-14. Santa Monica/La Brea 1/4-Mile Station Area

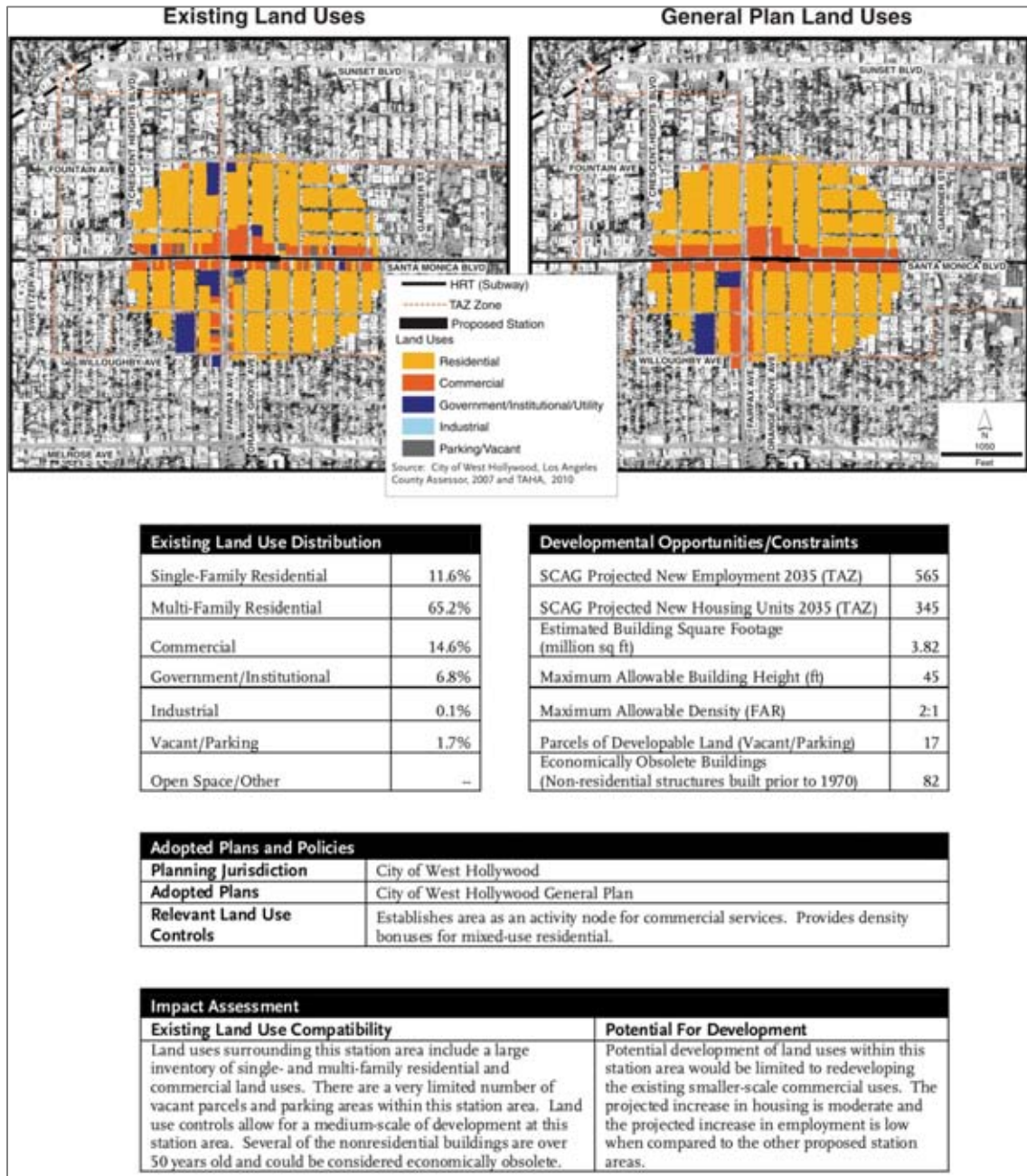


Figure 5-15. Santa Monica/Fairfax 1/4-Mile Station Area