# 3.19 Cumulative Impacts

This section summarizes potential cumulative impacts that could result from the Sepulveda Transit Corridor Project in combination with past, present and reasonably foreseeable projects. Information in this section is based on the *Sepulveda Transit Corridor Project Cumulative Impacts Technical Report* (Metro, 2025a), incorporated into this DEIR as Appendix H.

## 3.19.1 Regulatory and Policy Framework

CEQA requires an EIR to evaluate a project's contribution to cumulative impacts. CEQA Section 21083 (b)(2) states that a project may have a significant effect on the environment if "the possible effects of a project are individually limited but 'cumulatively considerable.' As used in this paragraph, 'cumulatively considerable' means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

CEQA Guidelines Section 15130(b) states that the discussion of cumulative impacts can be either "a list of past, present, and probable future projects" or a "summary of projections contained in an adopted local, regional, or statewide plan, or related planning document that describes or evaluates conditions contributing to the cumulative effect."

## 3.19.2 Methodology

CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual actions that, when considered together, are considerable or will compound other environmental impacts. CEQA requires EIRs to discuss the cumulative impacts of a project when the project's incremental effect is significant when viewed in connection with the effects of other projects. A cumulative impact analysis should provide a reasonable forecast of future environmental conditions to more accurately gauge the effects of proposed projects.

The cumulative impact assessment provided in this section is based on the *Sepulveda Transit Corridor Project Cumulative Impacts Technical Report* (Metro, 2025a). To accomplish the evaluation, a list of reasonably foreseeable future projects with the potential to produce related or cumulative impacts was developed using the Project Study Area as the geographic range for the query. The future projects were identified through review of existing plans, including the plans of the municipalities within the Project Study Area; regional long-term plans for economic, land use, and transportation development; the region's Federal Transportation Improvement Program (FTIP); the high-speed rail program plan; and utility providers' long-term plans, as available. This review was initially conducted in 2021 and further refined as new information has become available. The resulting list of related projects includes two categories of projects: development projects and regional transportation projects. Development projects include residential, commercial, and industrial land use developments while regional transportation projects consist of various transportation projects proposed throughout the region but have some influence on the transportation conditions in the Project Study Area.

The cumulative context includes the geographic area, timeframe, and/or type of projects that could combine with the Project to result in cumulative impacts. This context differs for each discipline and a cumulative Resource Study Area (Cumulative RSA) was developed for each discipline for the evaluation of cumulative impacts. By and large, the Cumulative RSA for most disciplines matches the Project Study Area with the exceptions noted in each discipline discussion. The cumulative context to which the

Project would contribute incremental environmental effects is described in the Cumulative Conditions section for each environmental discipline.

This evaluation summarizes expected cumulative impacts produced by these projects and references any additional information used to help determine the impacts. The methodology used for this analysis follows CEQA Guidelines Section 15130. The cumulative impact discussion for each specific discipline being assessed in this Draft EIR is intended to reflect the potential severity of the impacts and the likelihood of their occurrence. The focus is on the cumulative impact to which the identified other projects contribute.

For those disciplines where the combined cumulative impact associated with the project alternatives and the other listed projects is not significant, this cumulative impact analysis briefly discusses why the cumulative impact is not significant.

## 3.19.3 Existing Conditions

### 3.19.3.1 Project Study Area

The cumulative context includes the geographic area, timeframe, and/or type of projects that would contribute to the potential cumulative effect. This context differs for each discipline. Each discipline identifies a relevant geographic area for the evaluation of cumulative impacts.

For purposes of the cumulative analysis, the geographic area for identifying related projects that could combine with the Project's environmental impacts is the Project Study Area. The Project Study Area lies within the jurisdictions of the cities of Los Angeles and Santa Monica and the unincorporated Sawtelle VA community of Los Angeles County. Communities identified within the City of Los Angeles include the communities of North Hills, Panorama City, Sun Valley, Lake Balboa, Van Nuys, North Hollywood, Encino, North Sherman Oaks, Sherman Oaks, Brentwood, Bel Air, Beverly Crest, Westwood, West Los Angeles, Mar Vista, and Palms.

### 3.19.3.2 Related Projects

Related projects considered in the cumulative impact analysis are those projects that may occur in the Project's vicinity within the same timeframe as the Project and include past, present, and reasonably foreseeable future projects. Past projects are accounted for to the extent their effects contribute to the existing environmental conditions used as the baseline for this analysis. Present and reasonably foreseeable future projects are those anticipated to occur concurrently with the Project and that could interact cumulatively with the Project's impacts. Related projects include regional transportation improvement projects, commercial developments of at least 50,000 square feet, and residential developments of 20 units or more. Related projects within the Project Study Area are listed in Table 3.19-1 and identified on Figure 3.19-1 and Figure 3.19-2.

**Table 3.19-1. Related Projects List**

| Map ID | Project Name | Location | Description | Status |
|---|---|---|---|---|
| *Regional* | | | | |
| 1 | Metro North San Fernando Valley Bus Rapid Transit Project | East-west across the northern San Fernando Valley | 18-mile bus rapid transit connecting to the East San Fernando Valley Transit Corridor project, Chatsworth Metrolink Station, and North Hollywood Metro B/G Line Station | Planned completion 2025 |
| NA | Metro NextGen Bus Plan | Los Angeles County | Metro bus plan to adjust bus routes and schedules based on existing origin/destination ridership data | Phase 2 implemented 2021 |
| 2 | Metro East San Fernando Valley Light Rail Transit Project | San Fernando Valley | 9.2-mile light rail transit connecting the Metro G Line Van Nuys Station to the Sylmar/San Fernando Metrolink Station | Construction beginning 2027 |
| 3 | City of Los Angeles Orange Line Transit Neighborhood Plan | San Fernando Valley | Long-range planning effort around three Metro G Line stations in the Eastern San Fernando Valley to regulate land uses, zoning, and design of new development | Planning process, planned adoption 2025. |
| 4 | Metro G Line Bus Rapid Transit Improvements Project | San Fernando Valley | 18 miles of Metro G Line bus rapid transit improvements, including up to 35 railroad-style gates at intersections and new grade separated structures at Van Nuys Boulevard and Sepulveda Boulevard | Planned completion 2027 |
| 5 | Metro Purple Line Extension Transit Project | City of Los Angeles | 2.56-mile extension of the Metro D Line and two new stations at Wilshire/Westwood and on the U.S. Department of Veterans Affairs property | Planned completion 2027 |
| 6 | Metro G Line Conversion to Light Rail | City of Los Angeles, Van Nuys | Metro G Line conversion of the 18-mile Bus Rapid Transit to light rail transit service | Planned completion 2057 |
| 7 | I-405 ExpressLanes | I-405 from I-10 to US-101 | Installation of new ExpessLanes between the San Fernando Valley and the Westside along I-405 | Planned completion 2030 |
| 8 | I-405 Dynamic Corridor Ramp Metering System | I-405 from I-10 to US-101 | Systemwide adaptive ramp metering strategy to coordinate with arterial traffic-signal operation | Completed construction 2023 |

| Map ID | Project Name | Location | Description | Status |
|---|---|---|---|---|
| *City of Los Angeles* | | | | |
| 9 | Multi-Family Development | 14541 and 14547 Gilmore Street | 31 units | Under construction, anticipated completion 2024 |
| 10 | Multi-Family Development | 14629 Erwin Street | 20 units | Planning process |
| 11 | Mixed-Use Development | 6569 N Van Nuys Boulevard | 174-unit mixed use | Under construction since 2022 (near complete) |
| 12 | Multi-Family Development | 6500 Sepulveda Boulevard | 45 units | Approved December 2020, preconstruction |
| 13 | Multi-Family Development | 14400-14412 Vanowen Street | 45 units | Approved January 2021, preconstruction |
| 14 | Multi-Family Development | 14303-14313 Friar Street | 30 units | Planning process |
| 15 | Multi-Family Development | 14553 Friar Street | 42 units | Planning process |
| 16 | Mixed-Use Development | 7002-7004 Van Nuys Boulevard | 170-unit mixed use | Not constructed as of November 2020 |
| 17 | One Westside/Google | 10800 Pico Boulevard | 584,000 sf office space | Under construction 2024 |
| 18 | West End | Pico Boulevard and Overland Avenue | Renovation to 230,000 sf office space | Under construction 2024 |
| 19 | West Los Angeles Veterans Affairs Center | West Los Angeles Veterans Affairs Medical Center Campus | 1,200 units | Construction on-going |
| 20 | Martin Expo Town Center | 12101 W Olympic Boulevard | 600-unit mixed use, 150,000 sf office space | Under construction, planned completion 2023 |
| 21 | Multi-Family Development | 11950 W Missouri Avenue | 74 units | Planned completion summer 2021 |
| 22 | Mixed-Use Development | 12001-12021 W Pico Boulevard | 80-unit mixed use | Planning approved April 2020, no construction as of October 2024 |
| 23 | Mission Gateway | 8811-8845 Sepulveda Boulevard | 356 units | Under construction |
| 24 | ICON at Panorama | 14665 Roscoe Boulevard | 350-unit mixed use, 250,000 sf commercial space | Planned completion 2022, no construction as of October 2024 |
| 25 | Mixed-Use Development | 3443 S Sepulveda Boulevard | 409-unit mixed use, 60,000 sf retail space | Planned completion 2024 |
| 26 | Multi-Family Development | 2136-2140 Westwood Boulevard | 77 units | Preconstruction |
| 27 | Multi-Family Development | 2600-2616 Sepulveda Boulevard | 43 units | Approved February 2020, preconstruction |
| 28 | Multi-Family Development | 2117-2121 Westwood Boulevard | 109 units | Planning process, pre- construction as of December 2020 |

| Map ID | Project Name | Location | Description | Status |
|---|---|---|---|---|
| 29 | Multi-Family Development | 10822 Wilshire Boulevard | 54-unit eldercare facility | Planning process |
| 30 | Mixed-Use Development | 11628 W Santa Monica Boulevard | 99-unit mixed use, 12,121 sf commercial space | Approved April 2021, planning/preconstruction as of December 2020 |
| 31 | Multi-Family Development | 2444-2456 S Barry Avenue | 61 units | Approved August 2020, preconstruction as of December 2020 |
| 32 | Multi-Family Development | 1656 S Sawtelle Boulevard | 33 units | Approved August 2020, preconstruction as of December 2020 |
| 33 | Department of Water and Power Office Space | 11761-12300 W Nebraska Avenue | 92,000 sf office building | Approved 2020 |
| 34 | Il Villagio Toscano | 4827 N Sepulveda Boulevard | 325 units, 44,000 sf retail space | Under construction |
| 35 | Multi-Family Development | 16015 Sherman Way | 46-unit supportive housing | Under construction |
| 36 | Mixed-Use Development | 8141 Van Nuys Boulevard | 200-unit mixed use, 2,450 sf retail space | Planning process |
| 37 | Multi-Family Development | 7700 N Woodman Avenue | 239-unit senior affordable housing | Under construction |
| 38 | Multi-Family Development | 888 S Devon Avenue | 21 units | Approved February 2020, no construction as of October 2024 |
| 39 | Multi-Family Development | 1300 S Westwood Boulevard | 31 units | Approved September 2020, preconstruction as of December 2020 |
| 40 | Multi-Family Development | 1427 S Greenfield Avenue | 29 units | Approved September 2020, revised plans submitted May 2021. No construction as of October 2024 |
| 41 | Multi-Family Development | 15027-15033 W Ventura Boulevard | 33 units | Approved August 2020, preconstruction as of 2019 |
| 42 | Mixed-Use Development | 13716 W Victory Boulevard | 32-unit mixed use, 1,000 sf commercial space | Approved June 2020, preconstruction |
| 43 | Multi-Family Development | 1721 S Colby Avenue | 34 units | Approved January 2020, preconstruction as of December 2020 |
| 44 | Commercial Development | 6001 Van Nuys Boulevard | 82,273 sf commercial space (Keyes Honda Auto Dealership) | Planned completion 2020, but preconstruction as of November 2020 |

| Map ID | Project Name | Location | Description | Status |
|---|---|---|---|---|
| 45 | Commercial Development | 5746 Sepulveda Boulevard | 75-unit hotel | Approved June 2018, preconstruction as of 2019 |
| 46 | Berggruen Institute Campus | 1901 Sepulveda Boulevard and 2100, 2101, 2132, 2139, 2141, 2187 N Canyonback Road | 160,880 sf office space, temporary dwelling units, studios | Planned completion 2028 |
| 47 | Girls Athletic Leadership School | 14203 W Valerio Street | Public charter middle school campus, 330 students grades 6-8 | Planning process, preconstruction |
| 48 | UCLA Lot 15 Residence Hall | UCLA Lot 15 | 1,781 beds (student housing) | Under construction |
| 49 | UCLA Southwest Campus Apartments | 900 Weyburn Place North | 2,279 beds (student housing) | Under construction |
| 50 | UCLA 10995 Le Conte Avenue Apartments | 10995 Le Conte Avenue | 1,167 beds (student housing) | Under construction, expected completion 2021 |
| 51 | Multi-Family Development | 10460 W Santa Monica Boulevard | 68 units | Planning process |
| 52 | Multi-Family Development | 11261 Santa Monica Boulevard | 119 units | Approved June 2019, preconstruction |
| 53 | West Los Angeles Civic Center | 1645 Corinth Avenue | 926-unit mixed use, 114,400 sf commercial and office space | Planning process |
| 54 | Multi-Family Development | 12300 W Pico Boulevard | 65 units | Approved October 2018, preconstruction as of December 2020 |
| 55 | Multi-Family Development | 11001 Pico Boulevard | 89 units | Approved November 2019, preconstruction as of December 2020 |
| 56 | Barringway Place | 11701 Gateway Boulevard | 73 units mixed use, 5,900 sf commercial space | Revised plans submitted May 2021 |
| 57 | Multi-Family Development | 11857-11861 Santa Monica Boulevard | 52 units | Approved November 2021, preconstruction as of December 2020 |
| 58 | Multi-Family Development | 16243 W Chase Street | 25 beds (congregate living health facility) | Planning process |
| 59 | Multi-Family Development | 10915 W Strathmore Drive | 37 units | Planning process |
| 60 | Multi-Family Development | 10841 N Sepulveda Boulevard | 52 units | Preconstruction |
| 61 | Commercial Development | 10768 Bellagio Drive | Demolition and reconstruction of the Bel Air Country Club House (approximately 62,615 sf) | Revised plans submitted January 2021, preconstruction |

| Map ID | Project Name | Location | Description | Status |
|---|---|---|---|---|
| 62 | Trident Center Expansion | 11355 and 11377 W Olympic Boulevard | Additional 120,000 sf of office and retail space | Planned completion 2022 |
| 63 | Mixed-Use Development | 14130 and 14154 Riverside Drive | 249-unit mixed use, 27,000 sf commercial | Approved, preconstruction |
| 64 | Multi-Family Development | 11010 Santa Monica Boulevard | 50-unit affordable housing | Planning process |
| 65 | Multi-Family Development | 11272 Nebraska Avenue | 24 units | Approved April 2018, under construction December 2020 (near completion) |
| 66 | On Butler | 11421 W Olympic Boulevard | 77-unit mixed use, 6,575 sf commercial | Under construction as of December 2020 (near completion) |
| 67 | Multi-Family Development | 11434 W Pico Boulevard | 102 units | Planning approved June 2019, preconstruction as of December 2020 |
| 68 | Mixed-Use Development | 11460 W Gateway Boulevard | 129-unit mixed use, 5,241 sf commercial space | Planning process, not constructed as of 2019 |
| 69 | Multi-Family Development | 11600-11618 W Santa Monica Boulevard | 100 units | Under construction |
| 70 | Mixed-Use Development | 11650-11674 Santa Monica Boulevard | 180-unit mixed use, 64,759 sf grocery store and amenities | Approved October 2019, preconstruction as of December 2020 |
| 71 | Mixed-Use Development | 11701 Santa Monica Boulevard | 53-unit mixed use, 1,500 sf retail | Updated plans approved 2020, preconstruction as of December 2020 |
| 72 | Mixed-Use Development | 11750-11770 Wilshire Boulevard | 376-unit mixed use | Planned completion 2022 |
| 73 | West Edge | 12101 W Olympic Boulevard | 600-unit mixed use, 200,000 sf office and amenities | Planned completion 2022 |
| 74 | Multi-Family Development | 1402 S Veteran Avenue | 23 units | Planning process |
| 75 | Multi-Family Development | 14142 Vanowen Street | 64 units | Planned completion 2024 |
| 76 | Multi-Family Development | 14534-14536 W Burbank Boulevard | 55 units | Planned completion September 2021 |
| 77 | Commercial Development | 15005 W Oxnard Street | 98,458 sf storage facility | Planning process, preconstruction |
| 78 | Multi-Family Development | 15314 W Rayen Street | 64 units | Planning process |
| 79 | Commercial Development | 15640 W Roscoe Boulevard | 123,950 sf self-storage facility | Under construction |
| 80 | Commercial Development | 2255 Sawtelle Boulevard and 2222 Corinth Avenue | 135,000 sf office building | Approved March 2021, preconstruction |

| Map ID | Project Name | Location | Description | Status |
|---|---|---|---|---|
| 81 | Multi-Family Development | 2415-2419 S Barrington Avenue | 38 units | Approved January 2020, preconstruction as of December 2020 |
| 82 | Multi-Family Development | 5020 Woodman Avenue | 51 units | Under construction |
| 83 | Multi-Family Development | 5943-5953 N Hazeltine Avenue | 61 units | Planning process |
| 84 | Angel Apartments | 8547-8549 N Sepulveda Boulevard | 54 units | Approved October 2019, preconstruction as of November 2020 |
| 85 | Multi-Family Development | 8750 N Sepulveda Boulevard | 43 units | Approved January 2020, preconstruction as of November 2020 |
| 86 | Multi-Family Development | 4741 N Libbit Avenue | 46 units | Approved April 2019, preconstruction |
| 87 | Multi-Family Development | 1855-1871 Westwood Boulevard | 60 units | Under construction as of December 2020 |
| 88 | Mixed-Use Development | 16030 W Sherman Way | 54-unit mixed use | Under construction as of November 2020 |
| 89 | Multi-Family Development | 3357 S Overland Avenue | 41 units | Under construction, planned completion 2021 |
| 100 | Mixed-Use Development | 10955 Wilshire Boulevard | 250-unit mixed use. | Preconstruction |
| 101 | Mid-Valley Water Facility Project | South of LOSSAN Corridor | New Water System District Yard | Construction anticipated to begin 2027 |
| 102 | Multi-Family Development | 7650 Van Nuys Boulevard | 124-unit | Construction completed 2024, occupancy expected 2025 |
| *City of Santa Monica* | | | | |
| 90 | Commercial Development | 1633 26th Street | 129,265 sf commercial space | Planning process |
| 91 | Mixed-Use Development | 2906 Santa Monica Boulevard | 88-unit mixed use, 12,400 sf retail pace | Planning process |
| 92 | Providence Saint John's Health Center South Campus | 2121 Santa Monica Boulevard | 799,000 sf health care facilities | Planning process |
| 93 | Mixed-Use Development | 2901 Santa Monica Boulevard | 60-unit mixed use, 5,100 sf retail space | Approved, preconstruction |
| 94 | Multi-Family Development | 1450 Cloverfield Boulevard | 34 units | Approved, under construction |
| 95 | Mixed-Use Development | 2822 Santa Monica Boulevard | 50-unit mixed use, 10,347 sf commercial space | Approved, under construction |
| 96 | Mixed-Use Development | 1707 Cloverfield Boulevard | 63-unit mixed use, 74,665 sf commercial space | Approved, preconstruction |
| 97 | Mixed-Use Development | 1618 Stanford | 50-unit mixed use, 15,548 sf commercial space | Approved, preconstruction |

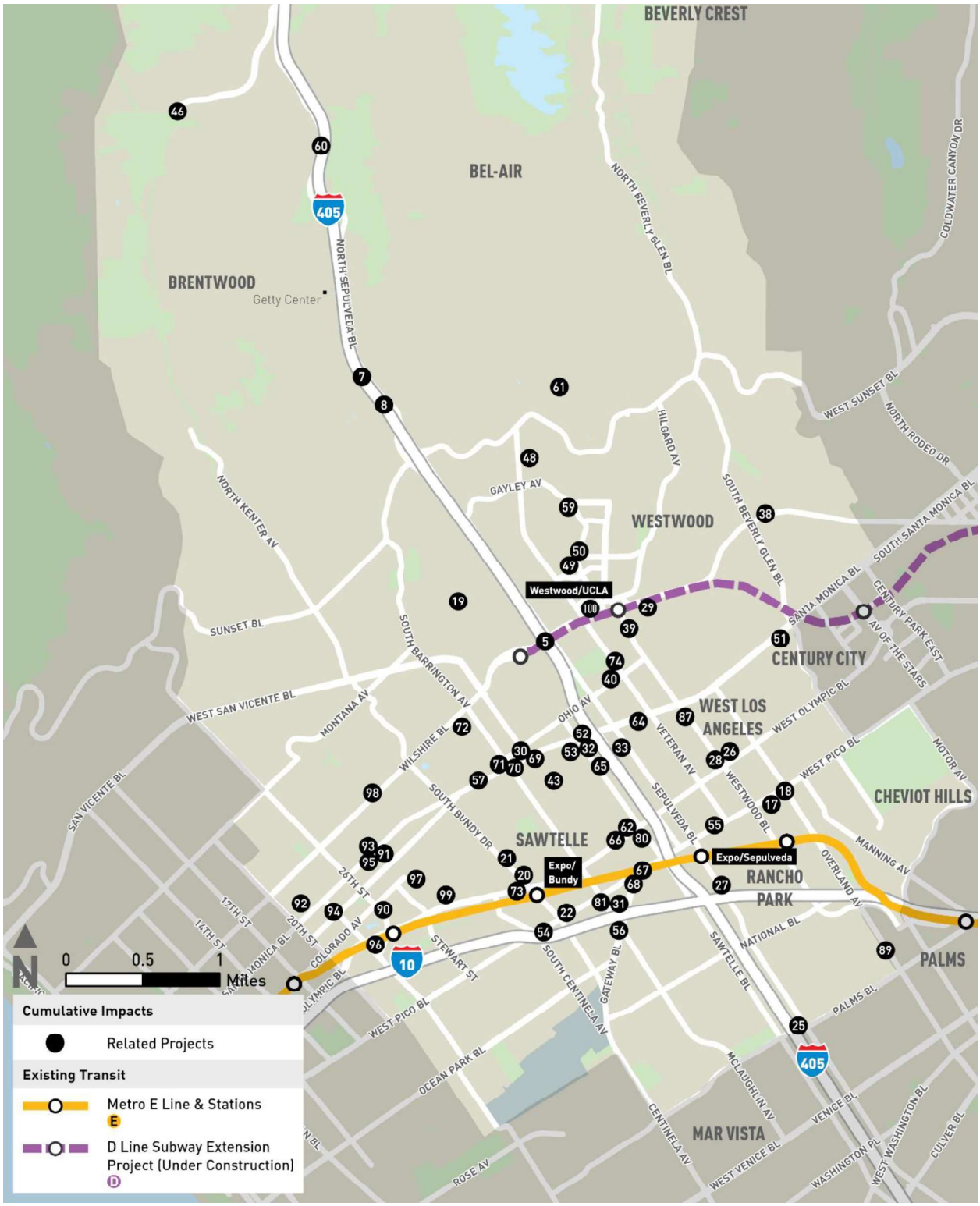
| Map ID | Project Name | Location | Description | Status |
|---|---|---|---|---|
| 98 | Mixed-Use Development | 3223 Wilshire Boulevard | 53-unit mixed use, 5,831 sf commercial space | Approved, preconstruction |
| 99 | Mixed-Use Development | 3030 Nebraska Avenue | 177-unit mixed use, 66,100 sf creative office space | Approved, preconstruction |

Source: LA Geohub, 2015a, 2015b; DCP, 2019a, 2019b, n.d.(a), n.d.(b), n.d.(c), n.d.(d), n.d.(e); Metro, 2020a; Los Angeles Department of Building & Safety, 2020a, 2020b, 2020c, 2021a, 2021b; Metro, n.d.(a), n.d.(b), n.d.(c), n.d.(d), n.d.(e), n.d.(f), n.d.(g), n.d.(h), n.d.(i); SCAG, 2020b, 2021b; Veterans Affairs Greater Los Angeles Healthcare System, 2018

No dates are available for the following sources: Bel-Air-Beverly Crest Neighborhood Council, City of Santa Monica, Curbed Los Angeles, Encino Neighborhood Council, LADOT, Lake Balboa Neighborhood Council, Mar Vista Community Council, North Hills West Neighborhood Council, North Valley Area Planning Commission, North Westwood Neighborhood Council, Palms Neighborhood Council, Panorama City Neighborhood Council, Sherman Oaks Homeowners Association, Sherman Oaks Neighborhood Council, South Valley Area Planning Commission, UCLA, Urbanize LA, Van Nuys Neighborhood Council Planning and Land Use Committee, West Los Angeles Area Planning Commission, West Los Angeles Sawtelle Neighborhood Council, Westside Neighborhood Council, Westwood Neighborhood Council, n.d.

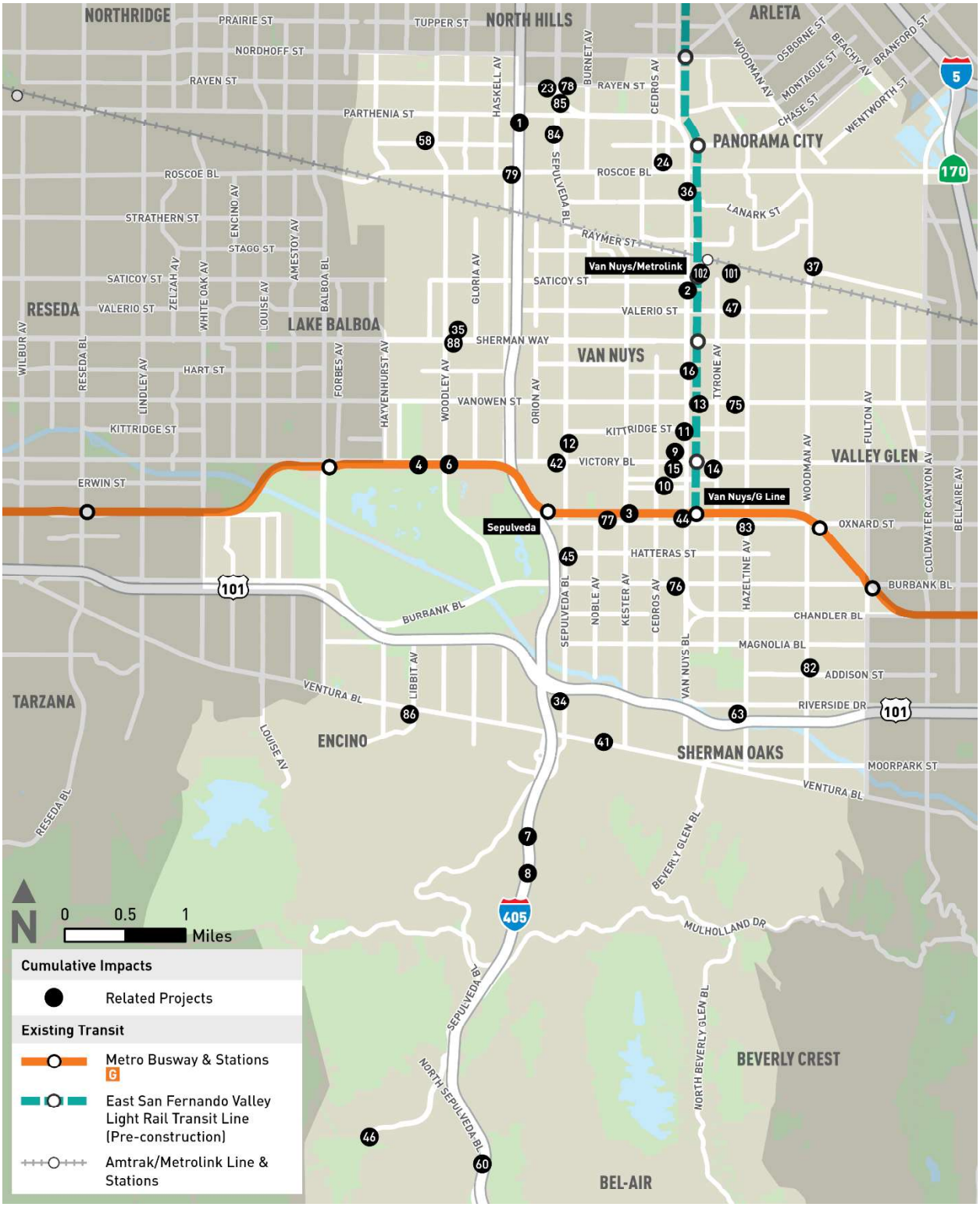
ID = identification
DCP = Los Angeles Department of City Planning
LADOT = Los Angeles Department of Transportation
NA = not applicable
n.d. = no date
sf = square feet

**Figure 3.19-1. Related Projects Identified in the Project Study Area - South**




Source: HTA, 2024

**Figure 3.19-2. Related Projects Identified in the Project Study Area - North**




Source: HTA, 2024

## 3.19.4 Impacts Evaluation

### 3.19.4.1 Aesthetics

#### Cumulative Conditions

The geographic scope for the Cumulative RSA for visual impacts includes the six landscape units described in Section 3.1, Aesthetics. The Project and the related projects identified in Table 3.19-1 are typical of the urbanized environment and cumulatively would not substantially change the existing visual character. Further, it is anticipated that the related development projects would comply with zoning and design requirements of the applicable jurisdiction, including undergoing mandated design review where applicable. Scenic vistas are largely absent within the Cumulative RSA with the exception of vantage points in the Santa Monica Mountains and along Mulholland Drive. Several of the related land development projects identified in Table 3.19-1 are sufficiently substantial in massing and visual presence that they would be visible from a scenic vista vantage point; however, all of the development projects within the viewshed would be consistent with the existing development pattern of the Cumulative RSA and would not substantially alter views available in the Cumulative RSA as all development, including the Project, would blend into the urban character of the Santa Monica Mountains viewshed.

There are no California-designated scenic highways within the Cumulative RSA for visual impacts; however, there are six City of Los Angeles-designated scenic highways, including portions of Beverly Glen Boulevard, Mulholland Drive, Santa Monica Boulevard, Sepulveda Boulevard, Sherman Way, and Sunset Boulevard. It is not anticipated that any of the development projects listed in Table 3.19-1 would affect scenic resources along these city-designed scenic highways; however, the I-405 Sepulveda Pass ExpressLanes project (ExpressLanes project) would involve changes to the Interstate 405 (I-405) facility, including potential widening and slope modifications within the Sepulveda Pass. Such changes could affect scenic resources available along Sepulveda Boulevard, including views of the natural landscape and hillsides. It is anticipated that the ExpressLanes project will implement various measures to minimize these potential visual effects potentially including revegetation and landscaping and aesthetic design enhancements. The ExpressLanes project is currently undergoing environmental review and the ultimate design, potential changes to views, and associated measures to minimize impacts to visual resources are being studied as part of the I-405 ExpressLanes Project EIR/EIS.

Other past, present, and reasonably foreseeable projects within the Sepulveda Pass include the I-405 High-Occupancy Vehicle (HOV) Lanes project, which was completed in 2014. The HOV Lanes project resulted in substantial alterations to the Sepulveda Pass landscape including widening of I-405, slope alterations, and replacement of several bridges.

The existing urbanized environment within the Cumulative RSA experiences a wide range of existing light and glare sources, including industrial and commercial uses, vehicular light, streetlights, parking facilities. Related land development projects identified in Table 3.19-1 are consistent with the light and glare profile within the Cumulative RSA.

#### Alternative 1

The primary visual elements of Alternative 1 would be the proposed aerial guideway, the aerial stations, maintenance and storage facility (MSF), electric bus MSF, freeway modifications, retaining wall relocations, and changes in parking, lanes, and sidewalks. The proposed aerial guideway, columns, straddle bents, and aerial stations would present new vertical features in the landscape that would be highly visible; however, views of the San Gabriel Mountains and Santa Monica Mountains would not be

substantially obscured and would continue to be limited by the surrounding urban development. In addition, the widening of I-405 and relocation of the existing retaining walls at certain locations of I-405 would not substantially obstruct views of the Santa Monica Mountains to the north because the existing built-out urban landscape already prevents clear views of the mountains.

Motorists driving northbound and southbound on I-405 would experience interruption in views while driving due to the presence of the aerial guideway; however, the interruption would be intermittent because the aerial guideway would traverse the freeway from the east and west sides, and not remain in the same location from the vantage point of motorists. Recreationalists utilizing trails in the Santa Monica Mountains near I-405 would have the least interruption in views, because the aerial guideway would be located within the I-405 corridor when viewing the project alignment from higher ground. As such, views of scenic vistas as a whole would not be substantially affected by Alternative 1.

Alternative 1 would not conflict with applicable zoning or other regulations governing scenic quality. While Alternative 1 would represent an overall change in views and visual quality and character as compared to existing conditions, it would be located in an urban area that has a mix of architectural styles and building materials and colors. Although viewer groups may have varying sensitivities to the visual change, Alternative 1 would be consistent with applicable zoning and other regulations governing scenic quality. As a result, the operation of Alternative 1 would have less than significant impacts related to visual character and quality.

Related projects such as the Metro G Line BRT Improvements project and the ExpressLanes project would introduce new transportation infrastructure such as grade separated roadways and tolling gantries along the I-405, respectively. Implementation of Alternative 1 in combination with past, present, and reasonably foreseeable projects has the potential to result in alterations to the slopes and retaining walls within the Sepulveda Pass beyond those proposed by Alternative 1 due to incremental changes to the I-405 facility and surrounding roadways. Despite these incremental changes to the landscape, cumulative slope alterations and associated retaining walls would be visually indistinguishable from the existing slopes and retaining walls in the Sepulveda Pass; therefore, Alternative 1, in combination with past, present, and probable future projects, would not result in a significant cumulative impact to visual character.

Regarding light and glare, new nighttime light would primarily emanate from station areas (e.g., station plazas, entryways, and platforms), the MSF, and electric bus MSF, which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking lots) currently exist. The aerial guideway would also emit light during nighttime hours; however, lighting from monorail vehicles on aerial structures is not expected to extend beyond the aerial guideway or roadway ROW. In accordance with the Los Angeles County Metropolitan Transportation Authority's (Metro) Rail Design Criteria (MRDC) or equivalent, all light sources at the surface parking lots and proposed stations would be directed downward to minimize potential spillover onto surrounding properties, including light-sensitive uses. All light generated by Alternative 1 would be consistent with the urban light setting, which typically involves street lighting and light emanating from dense development throughout the Cumulative RSA. Since Alternative 1 would follow the equivalent of MRDC and the Systemwide Station Design Standards Policy, light emitted by Alternative 1 would be consistent with existing light levels. As described in Section 3.19.4.1 in the Cumulative Conditions section, related land development projects light and glare profiles would similarly be consistent with existing light levels. Therefore, Alternative 1 in combination with past, present, and reasonably foreseeable projects would not have significant cumulative lighting impacts.

### Alternative 3

Alternative 3 would have the same potential contribution to cumulative impacts as Alternative 1 for the portions of the Cumulative RSA north of Getty Center and south of the Federal Building as Alternative 3 would have the same alignment and visual elements as those described for Alternative 1. South of Getty Center, the Alternative 3 alignment would be underground in a bored tunnel and would not have any potential to result in a significant cumulative visual impact until the alignment would return to an aerial configuration along the I-405, south of the Federal Building. Alternative 3 in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact.

### Alternative 4

The primary visual elements included as part of Alternative 4 would be the proposed aerial guideway along Sepulveda Boulevard in the Valley, four at-grade station entrances, four aerial stations, MSF, and changes in parking, lanes, and sidewalks. The new at-grade station entrances along the outside edge of the roadway would present new vertical features in the landscape and may limit views directly adjacent to or within the stations; however, views in the corridor as a whole would not be substantially affected by the proposed at-grade station entrances because the visual changes would be localized around station areas. Sidewalks would be narrowed in some areas, but this would not be expected to substantially affect views along the corridor. The additional project components would primarily be located underground and would not block views of scenic vistas.

Motorists driving northbound and southbound on Sepulveda Boulevard would experience interruption in views while driving to due to the presence of the aerial guideway; however, the viewing duration would be intermittent because the aerial guideway would be located above the roadway and motorists would be focused on the road. Pedestrians walking on nearby sidewalks would have views interrupted from certain locations — such as Sepulveda Boulevard and directly adjacent to one of the aerial stations — but would be able to easily walk away from that location.

The proposed aerial guideway, columns, straddle bents, and aerial stations would present new vertical features in the landscape that would be highly visible; however, views of the San Gabriel Mountains and Santa Monica Mountains would not be substantially obscured and would continue to be limited by the surrounding urban development. As such, views of scenic vistas as a whole would not be substantially affected. Therefore, the vertical elements proposed under Alternative 4 would not substantially alter views or sightlines from scenic vistas, and operation of Alternative 4 would result in a less than significant impact to scenic vistas.

Operation of Alternative 4 would represent an overall change in views and visual quality and character as compared to existing conditions. However, Alternative 4 would be in an urban area that currently has a mix of architectural styles and building materials and colors. Although viewer groups may have varying sensitivities to the visual change associated with Alternative 4 for each of the Landscape Units, Alternative 4 would be consistent with applicable zoning and other regulations governing scenic quality for the portions of the Alternative 4 alignment south of Sherman Oaks. Within the Sherman Oaks and Van Nuys communities, the Alternative 4 aerial guideway may conflict with local policies regarding visual character and quality, including the *Citywide Design Guidelines* (DCP, 2019a). As such, the aerial facilities would not be visually similar to infrastructure that already exists in the urban landscape. Alternative 4 would partially conflict with applicable zoning or other regulations governing scenic quality, resulting in a significant impact. There are no feasible mitigation measures to reduce this impact; therefore, it is significant and unavoidable. The Metro G Line Bus Rapid Transit Improvements project (Map ID 4) and Metro G Line Conversion to Light Rail project (Map ID 6) may introduce additional new aerial

infrastructure in the Van Nuys community consisting of grade separated intersections and a new light rail guideway. These changes would affect views along Sepulveda Boulevard and may conflict with the Citywide Design Guidelines as well. As such, the combination of Alternative 4 with other transportation projects in the Van Nuys and Sherman Oaks communities would result in a significant cumulative impact. Since Alternative 4 would result in a significant and unavoidable visual impact that would combine with the visual impacts of aerial infrastructure proposed by the Metro G Line Bus Rapid Transit Improvements project (Map ID 4) and Metro G Line Conversion to Light Rail project (Map ID 6), Alternative 4 would have a considerable contribution to a significant cumulative impact.

Regarding light and glare, new nighttime light would primarily emanate from station areas (e.g., station plazas, entryways, and platforms) and the MSF, which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking lots) currently exist. The aerial guideway would also emit light during nighttime hours; however, lighting from transit vehicles on aerial structures is not expected to extend beyond the aerial guideway or roadway ROW. In accordance with MRDC or equivalent, all light sources at the surface parking lots and proposed stations would be directed downward to minimize potential spillover onto surrounding properties, including light-sensitive uses. All light generated by Alternative 4 would be consistent with the urban light setting which typically involves street lighting and light emanating from dense development throughout the Cumulative RSA. Since Alternative 4 would follow the equivalent of MRDC and the Systemwide Station Design Standards Policy, light emitted by Alternative 4 would be consistent with existing light levels. As described in the Section 3.19.4.1 in the Cumulative Conditions section, related land development projects' light and glare profiles would similarly be consistent with existing light levels. Therefore, Alternative 4 in combination with past, present, and reasonably foreseeable future projects would not result in significant cumulative lighting impacts.

### Alternative 5

The Alternative 5 alignment would be located underground in a tunnel through most of the Cumulative RSA for visual impacts and would not be visible. The primary visual elements included as part of Alternative 5 would be the seven at-grade entrances, the aerial guideway section from Raymer Street and Noble Avenue to the aerial Van Nuys Station, the MSF, and changes in parking, lanes, and sidewalks. The new at-grade station entrances along the outside edge of the roadway would present new vertical features in the landscape and may limit views directly adjacent to or within the stations; however, views in the corridor as a whole would not be substantially affected by the proposed at-grade station entrances because the visual changes would be localized around station areas. Sidewalks would be narrowed in some areas, but this would not be expected to substantially affect views along the corridor. The additional project components would primarily be located underground and would not block views of scenic vistas. Related projects in the vicinity of Alternative 5 would consist mainly of typical urban infill development which would be consistent with existing development in the Cumulative RSA for visual impacts. As such, the addition of transit station entrances in combination with past, present, and reasonably foreseeable projects would not result in a significant cumulative impact.

Regarding light and glare, at-grade station entrances and the aerial guideway along the Los Angeles-San Diego-San Luis Obispo rail corridor would have the same potential to produce new nighttime light as that described for Alternative 4. All light generated by Alternative 5 would be consistent with the urban light setting, which typically involves street lighting and light emanating from dense development throughout the Cumulative RSA. Since Alternative 5 would follow the equivalent of MRDC and the Systemwide Station Design Standards Policy, light emitted by Alternative 5 would be consistent with existing light levels. As described in Section 3.19.4.1 in the Cumulative Conditions section, related land

development projects' light and glare profiles would similarly be consistent with existing light levels. Therefore, Alternative 5 in combination with past, present, and reasonably foreseeable future projects would not result in significant cumulative lighting impacts.

### Alternative 6

The Alternative 6 alignment would be located underground in a tunnel through most of the Cumulative RSA and would not be visible. The primary visual elements included as part of Alternative 6 would be the seven at-grade entrances, the mid-mountain vent shaft and associated graded access road, and changes in parking, lanes, and sidewalks. The new at-grade station entrances along the outside edge of the roadway would present new vertical features in the landscape and may limit views directly adjacent to or within the stations; however, views in the corridor as a whole would not be substantially affected by the proposed at-grade station entrances because the visual changes would be localized around station areas. Sidewalks would be narrowed in some areas, but this would not be expected to substantially affect views along the corridor. The additional project components would primarily be located underground and would not block views of scenic vistas. Related projects in the vicinity of Alternative 6 would consist mainly of typical urban infill development which would be consistent with existing development in the Cumulative RSA for visual impacts. As such, the addition of transit station entrances in combination with past, present, and reasonably foreseeable projects would not result in a significant cumulative impact.

Regarding light and glare, new nighttime light would primarily emanate from station areas (e.g., station plazas, entryways, and platforms) and the MSF, which would not substantially increase the amount of lighting in the immediate area because similar light sources and levels (e.g., buildings, streetlights, and parking lots) currently exist. All light generated by Alternative 6 would be consistent with the urban light setting, which typically involves street lighting and light emanating from dense development throughout the Cumulative RSA for visual impacts. Since Alternative 6 would follow the MRDC and the Systemwide Station Design Standards Policy, light emitted by Alternative 6 would be consistent with existing light levels. As described in Section 3.19.4.1 in the Cumulative Conditions section, related land development projects' light and glare profiles would similarly be consistent with existing light levels. Therefore, Alternative 6 in combination with past, present, and reasonably foreseeable future projects would not have significant cumulative lighting impacts.

## 3.19.4.2 Air Quality Impacts

### Cumulative Conditions

The geographic extent of the cumulative analysis for air quality includes the South Coast Air Basin (SCAB) at the regional level. Despite substantial growth in population, air quality within the SCAB has been gradually improving over the past several decades as a result of robust regulatory control measures administered at the federal, state, and regional levels. The SCAB is currently in attainment or maintenance of the ambient air quality standards for carbon monoxide (CO), nitrous oxide ($NO_2$), and sulfur dioxide ($SO_2$), and is designated as nonattainment for ozone ($O_3$) and fine particulate matter ($PM_{2.5}$) at the federal level and nonattainment for $O_3$, respirable particulate matter of diameter less than 10 microns ($PM_{10}$), and $PM_{2.5}$ at the state level. The nonattainment designations represent on-going significant cumulative air quality impacts within the RSA; therefore, emissions of $O_3$ precursors and particulate matter associated with implementation of the project alternatives are of particular concern. The South Coast Air Quality Management District (SCAQMD) prepares the Air Quality Management Plan (AQMP) to evaluate contemporary SCAB air quality and the emissions inventory and forecast control strategies to ultimately bring the SCAB into attainment of the ambient air quality standards. The AQMP

emissions budgets are partially developed based on the Southern California Association of Governments (SCAG) *Connect SoCal, 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS) (SCAG, 2024), and the two planning documents are developed in conjunction with one another. The 2022 AQMP is focused on attaining the 2015 8-hour $O_3$ standard of 70 parts per million and builds upon the emission reductions strategies stated in previous AQMPs, such as the 2016 AQMP, which focused on demonstrating National Ambient Air Quality Standards (NAAQS) attainment dates for the 2008 8-hour $O_3$ standard, the 2012 annual $PM_{2.5}$ standard, and the 2006 24-hour $PM_{2.5}$ standard, which focused on attaining the 1997 8-hour and 2008 8-hour $O_3$ standards, as well as $PM_{2.5}$ standards.

The 2022 AQMP focuses primarily on reducing nitrogen oxides ($NO_X$) emissions as it is the key pollutant in controlling the formation of $O_3$. Additionally, reducing $NO_X$ emissions would also reduce the secondary formation of $PM_{2.5}$, thus, supporting efforts to meet $PM_{2.5}$ standards. The 2022 AQMP states that $NO_X$ emissions would need to be reduced by 67 percent by 2037 to meet the standard. Emission reduction strategies to meet the standard will build upon already strict regulations for stationary and tailpipe sources and will also rely on adoption and implementation of zero-emission technologies and low-$NO_X$ technologies.

Emissions of toxic air contaminants within the SCAB have also declined over the past several decades. The SCAQMD 2018–2019 *Multiple Air Toxics Exposure Study V Report* (MATES V) concluded that emissions of carcinogens within the SCAB had decreased by 48 percent since the 2012–2013 MATES IV Study, and both the average SCAB monitored (40 percent decrease) and modeled (54 percent decrease) ambient carcinogenic risks had been substantially reduced over the 6-year timeframe between MATES publications. Approximately 48 percent of this risk was attributed to emissions associated with off-road mobile sources and approximately 40 percent was attributed to on-road mobile sources, with approximately 7 percent from area sources and 5 percent from point sources. Diesel particulate matter (DPM) comprised approximately 72 percent of the total ambient carcinogenic risk, and average DPM concentrations were 53 percent lower than those measured in MATES IV. Compliance with the California Air Resources Board (CARB) diesel program requirements for heavy-duty commercial diesel trucks beginning in January 2023 will further reduce diesel particulate emissions into the future.

The transportation projects identified in Table 3.19-1 would all be consistent with the *Connect SoCal, 2024-2050 RTP/SCS* (SCAG, 2024) because each would improve regional transit by expanding the region's transit service. Other transit projects identified in the Long-Range Transportation Plan that would be implemented by 2045 would have a net cumulative beneficial effect to regional air quality operational emissions from the reduction in passenger vehicle use expected under the various transit improvements. Finally, as part of the 2024–2050 RTP/SCS (SCAG, 2024), SCAG has identified strategies to relieve congestion, reduce delay and harmful emissions, and improve safety on major truck corridors.

As described in the *Sepulveda Transit Corridor Project Air Quality Technical Report* (Metro, 2025b), SCAQMD's cumulative air quality impact methodology indicates that if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the project region is in nonattainment under an applicable federal or state ambient air quality standard.

The Project is included in SCAG's *Connect SoCal,* 2024-2050 RTP/SCS, which serves as the foundation for estimating the region's transportation sector air pollutant emissions through 2050. SCAG's General Council adopted the plan on April 4, 2024. The Federal Highway Administration and the Federal Transit Administration (FTA) found the plan to conform to the *State Implementation Plan* on May 10, 2024.

Transportation projects identified in a conforming RTP are consistent with the emissions reduction strategies outlined in the applicable regional AQMP.

### Alternative 1

Because Alternative 1 net operational emissions would not exceed the applicable SCAQMD's regional operational significance thresholds, Alternative 1 operational emissions would not be cumulatively considerable. Additionally, recognizing that SCAQMD's regional significance thresholds were established to achieve attainment of the NAAQS and California Ambient Air Quality Standards (CAAQS), which in turn define the maximum amount of an air pollutant that can be present in ambient air without harming public health, Alternative 1's contribution of pollutant emissions would not result in human-health impacts on a regional scale.

Alternative 1 construction emissions would exceed the SCAQMD regional significance thresholds for $NO_X$ and CO emissions. SCAQMD's cumulative air quality impact methodology indicates that if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the project region is in nonattainment under an applicable federal or state ambient air quality standard. Because Alternative 1 construction emissions would exceed the applicable SCAQMD's regional construction significance thresholds for $NO_X$ and CO, Alternative 1 construction emissions would be cumulatively considerable. Mitigation measures (MM) AQ-1, MM AQ-2, and MM AQ-3 would reduce criteria pollutant emissions during construction, but mitigation measures would not reduce Alternative 1 $NO_X$ and CO emissions below SCAQMD significance thresholds. Additionally, recognizing that SCAQMD's regional significance thresholds were established to achieve attainment of the NAAQS and CAAQS, which in turn define the maximum amount of an air pollutant that can be present in ambient air without harming public health, the Project's contribution of pollutant emissions may result in human-health impacts on a regional scale.

Because Alternative 1 construction emissions would exceed the $PM_{10}$ localized significance threshold, Alternative 1 would cause or contribute to a violation of any health-protective CAAQS and NAAQS. Given that DPM emissions constitute a portion of localized $PM_{10}$ emissions, impacts related to localized DPM emissions during construction are also considered to be significant and unavoidable due to the following: (1) the elevated background carcinogenic risk, (2) the duration of construction activity, and (3) the proximity of sensitive receptors to DPM emissions sources. A significant cumulative impact would occur if other related projects would generate construction emissions that would cause or contribute to a violation of health-protective standards. It is anticipated that multiple projects listed in Table 3.19-1 would generate DPM emissions that could affect the same sensitive receptors as those affected by Alternative 1. Although MM AQ-1, MM AQ-2, and MM AQ-3 would reduce criteria pollutant emissions during construction, including localized $PM_{10}$ emissions, mitigation measures would not reduce Alternative 1 $PM_{10}$ emissions below SCAQMD localized significance threshold. As such, construction-related emissions of DPM from Alternative 1 would have a considerable contribution to a significant cumulative impact related to violations of health-protective CAAQS and NAAQS.

### Alternative 3

Like Alternative 1, Alternative 3 net operational emissions would not exceed the applicable SCAQMD's regional operational significance thresholds, and Alternative 3 operational emissions would not be cumulatively considerable.

Alternative 3 construction emissions would exceed the SCAQMD regional significance thresholds for $NO_X$ and CO emissions. Because Alternative 3 construction emissions would exceed the applicable SCAQMD's

regional construction significance thresholds for $NO_X$ and CO, Alternative 3 construction emissions would be cumulatively considerable. MM AQ-1, MM AQ-2, and MM AQ-3 would reduce criteria pollutant emissions during construction, but mitigation measures would not reduce Alternative 3 $NO_X$ and CO emissions below SCAQMD significance thresholds Additionally, the Alternative 3 contribution of pollutant emissions may result in human-health impacts on a regional scale.

Like Alternative 1, Alternative 3 construction emissions would exceed the $PM_{10}$ localized significance threshold and would cause or contribute to a violation of any health-protective CAAQS and NAAQS. It is anticipated that multiple projects listed in Table 3.19-1 would generate DPM emissions that could affect the same sensitive receptors as those affected by Alternative 3. Although MM AQ-1, MM AQ-2, and MM AQ-3 would reduce criteria pollutant emissions during construction, including localized $PM_{10}$ emissions, mitigation measures would not reduce Alternative 3 $PM_{10}$ emissions below SCAQMD localized significance thresholds. As such, construction-related emissions of DPM from Alternative 3 would have a considerable contribution to a significant cumulative impact related to violations of health-protective CAAQS and NAAQS.

### Alternative 4

Since Alternative 4 net operational emissions would not exceed the applicable SCAQMD's regional operational significance thresholds, Alternative 4 operational emissions would not be cumulatively considerable. Additionally, recognizing that SCAQMD's regional significance thresholds were established to achieve attainment of the NAAQS and CAAQS, which in turn define the maximum amount of an air pollutant that can be present in ambient air without harming public health, Alternative 4's contribution of pollutant emissions would not result in human-health impacts on a regional scale

Alternative 4 construction emissions would exceed the SCAQMD regional significance thresholds for $NO_X$ and CO emissions. SCAQMD's cumulative air quality impact methodology indicates that if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the project region is in nonattainment under an applicable federal or state ambient air quality standard. Because Alternative 4 construction emissions would exceed the applicable SCAQMD's regional construction significance thresholds for $NO_X$ and CO, Alternative 4 construction emissions would be cumulatively considerable. MM AQ-1, MM AQ-2, and MM AQ-3 would reduce criteria pollutant emissions during construction, but mitigation measures would not reduce Alternative 4 $NO_X$ and CO emissions below SCAQMD significance thresholds. Additionally, recognizing that SCAQMD's regional significance thresholds were established to achieve attainment of the NAAQS and CAAQS, which in turn define the maximum amount of an air pollutant that can be present in ambient air without harming public health, the Alternative 4 contribution of pollutant emissions may result in human-health impacts on a regional scale.

Because Alternative 4 construction emissions would exceed the $PM_{10}$ localized significance threshold, Alternative 4 would cause or contribute to a violation of any health-protective CAAQS and NAAQS. Given that DPM emissions constitute a portion of localized $PM_{10}$ emissions, impacts related to localized DPM emissions during construction are also considered to be significant and unavoidable due to the following: (1) the elevated background carcinogenic risk, (2) the duration of construction activity, and (3) the proximity of sensitive receptors to DPM emissions sources. A significant cumulative impact would occur if other related projects would generate construction emissions that would cause or contribute to a violation of health-protective standards. It is anticipated that multiple projects listed in Table 3.19-1 would generate DPM emissions that could affect the same sensitive receptors as those affected by

Alternative 4. Although MM AQ-1, MM AQ-2, and MM AQ-3 would reduce criteria pollutant emissions during construction, including localized $PM_{10}$ and $PM_{2.5}$ emissions, mitigation measures would not reduce Alternative 4 $PM_{10}$ and $PM_{2.5}$ emissions below SCAQMD localized significance thresholds. As such, construction-related emissions of DPM from Alternative 4 would have a considerable contribution to a significant cumulative impact related to violations of health-protective CAAQS and NAAQS.

### Alternative 5

Like Alternative 4, Alternative 5 net operational emissions would not exceed the applicable SCAQMD's regional operational significance thresholds, Alternative 5 operational emissions would not be cumulatively considerable.

Alternative 5 construction emissions would exceed the SCAQMD regional significance thresholds for $NO_X$ and CO emissions. Because Alternative 5 construction emissions would exceed the applicable SCAQMD's regional construction significance thresholds for $NO_X$ and CO, Alternative 5 construction emissions would be cumulatively considerable. MM AQ-1, MM AQ-2, and MM AQ-3 would reduce criteria pollutant emissions during construction, but mitigation measures would not reduce Alternative 5 $NO_X$ and CO emissions below SCAQMD significance thresholds. Additionally, recognizing that SCAQMD's regional significance thresholds were established to achieve attainment of the NAAQS and CAAQS, which in turn define the maximum amount of an air pollutant that can be present in ambient air without harming public health, the Alternative 5 contribution of pollutant emissions may result in human-health impacts on a regional scale.

Like Alternative 4, Alternative 5 construction emissions would exceed the $PM_{10}$ localized significance threshold and would cause or contribute to a violation of any health-protective CAAQS and NAAQS. It is anticipated that multiple projects listed in Table 3.19-1 would generate DPM emissions that could affect the same sensitive receptors as those affected by Alternative 5. Although MM AQ-1, MM AQ-2, and MM AQ-3 would reduce criteria pollutant emissions during construction, including localized $PM_{10}$ and $PM_{2.5}$ emissions, mitigation measures would not reduce Alternative 5 $PM_{10}$ and $PM_{2.5}$ emissions below SCAQMD localized significance thresholds. As such, construction-related emissions of DPM from Alternative 5 would have a considerable contribution to a significant cumulative impact related to violations of health-protective CAAQS and NAAQS.

### Alternative 6

Alternative 6 is included in the SCAG *Connect SoCal,* 2024-2050 RTPS/SCS (SCAG, 2024). Because Alternative 6 net operational emissions would not exceed the applicable SCAQMD's regional operational significance thresholds, Alternative 6 operational emissions would not be cumulatively considerable. Additionally, recognizing that SCAQMD's regional significance thresholds were established to achieve attainment of the NAAQS and CAAQS, which in turn define the maximum amount of an air pollutant that can be present in ambient air without harming public health, Alternative 6's contribution of pollutant emissions would not result in human-health impacts on a regional scale.

Alternative 6 construction emissions would exceed the SCAQMD regional significance thresholds for $NO_X$ and CO emissions. SCAQMD's cumulative air quality impact methodology indicates that if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then it would also result in a cumulatively considerable net increase of these criteria pollutants for which the project region is in nonattainment under an applicable federal or state ambient air quality standard. Because Alternative 6 construction emissions would exceed the applicable SCAQMD's regional construction significance thresholds for $NO_X$ and CO, Alternative 6 construction emissions would be cumulatively considerable. MM AQ-1, MM AQ-2, and

MM AQ-3 would reduce criteria pollutant emissions during construction, but mitigation measures would not reduce Alternative 6 $NO_X$ emissions below SCAQMD significance thresholds. Additionally, recognizing that SCAQMD's regional significance thresholds were established to achieve attainment of the NAAQS and CAAQS, which in turn define the maximum amount of an air pollutant that can be present in ambient air without harming public health, the project's contribution of pollutant emissions may result in human-health impacts on a regional scale.

Because Alternative 6 construction emissions would exceed the $PM_{10}$ localized significance threshold, Alternative 6 would cause or contribute to a violation of any health-protective CAAQS and NAAQS. Given that DPM emissions constitute a portion of localized $PM_{10}$ emissions, impacts related to localized DPM emissions during construction are also considered to be significant and unavoidable due to the following: (1) the elevated background carcinogenic risk, (2) the duration of construction activity, and (3) the proximity of sensitive receptors to DPM emissions sources. A significant cumulative impact would occur if other related projects would generate construction emissions that would cause or contribute to a violation of health-protective standards. It is anticipated that multiple projects listed in Table 3.19-1 would generate DPM emissions that could affect the same sensitive receptors as those affected by Alternative 6. Although MM AQ-1, MM AQ-2, and MM AQ-3 would reduce criteria pollutant emissions during construction, including localized $PM_{10}$ emissions, mitigation measures would not reduce Alternative 6 $PM_{10}$ emissions below SCAQMD localized significance thresholds. As such, construction-related emissions of DPM from Alternative 6 would have a considerable contribution to a significant cumulative impact related to violations of health-protective CAAQS and NAAQS.

### 3.19.4.3 Biological Resources

#### Cumulative Conditions

The Cumulative RSA for biological resources consists of the Project Study Area. Historically, development and rapid urbanization have been occurring in the region since the late 1800s. Continued development relating to infrastructure improvement, housing construction, and other community needs is regularly, and frequently, occurring. There is an existing cumulative impact related to biological resources as a result of the highly urbanized setting and both historic and present development throughout the region. Today, the region is an established metropolitan setting consisting of a mostly highly urbanized landscape, including both industrial and residential communities, resulting in an existing impact to the biological setting of the Cumulative RSA for biological resources.

The Santa Monica Mountains area is less developed with steep slopes that are covered by remnant native chaparral habitats and non-native grasslands. Native habitat is interspersed with upscale single-family residences that occur along the north-south–oriented roadways atop ridge lines and through canyons and valleys. Portions of the Santa Monica Mountains National Recreation Area (SMMNRA) are within the Santa Monica Mountains; the SMMNRA consists of approximately 150,000 acres and provides habitats to more than 1,000 different plant and 500 wildlife species (National Park Conservation Association, 2023).

I-405 is a major arterial freeway running north-south through the middle of the Cumulative RSA, connecting communities in the San Fernando Valley (Valley) with the Los Angeles Basin through the Sepulveda Pass in the Santa Monica Mountains. The freeway serves as a blockage for wildlife movement within the Santa Monica Mountains, as roads in urban areas threaten wildlife by acting as barriers to movement through increased mortality, reduced habitat quality and connectivity, changes in behavior, and restrictions to genetic flow (Riley et al., 2014; Coffin, 2007; Riley et al., 2006).

Related project identified in Table 3.19-1 would have limited potential to affect special-status species or associated habitat as a majority of the Cumulative RSA is heavily urbanized. However, the ExpressLanes project would involve changes to the I-405 facility which may require slope modifications Furthermore, widening the I-405 facility has the potential to further affect wildlife movement within the Santa Monica Mountains as a wider highway and the presence of additional infrastructure may deter wildlife from crossing the facility, either at designated wildlife crossings or via undesignated routes. The ExpressLanes project is currently undergoing environmental review and the ultimate design, potential impacts to biological resources and associated measures to minimize impacts to biological resources are being studied as part of the I-405 ExpressLanes Project EIR/EIS.

### Alternative 1

According to the *Sepulveda Transit Corridor Project Ecosystems and Biological Resources Technical Report* (Metro, 2025c), 10 special-status wildlife and plant species were identified as present and 14 had medium or high potential to occur within the Alternative 1 RSA. Based on habitat requirements for these 24 species, they are most likely to occur in the Sepulveda Pass and could be in or proximate to work areas along I-405 in the Santa Monica Mountains. Impacts from roadway realignment along I-405 into existing hillsides between Sunset Boulevard and Mulholland Drive would include clearing and grading of native vegetation adjacent to the freeway. Clearing and grading of native vegetation would also be required for construction of the structural support beams for the guideway track, staging yards, traction power substations (TPSS), and aerial monorail transit (MRT) stations; although vegetation that would be impacted is largely non-native and/or ornamental landscaping, native vegetation is also present. The clearing of native vegetation in the Sepulveda Pass would likely result in loss of suitable habitat that could be used for nesting, breeding, shelter, and/or foraging by special-status species. Other construction disturbances such as noise and vibration generated by construction equipment can disturb avian species and/or other special-status species who are dependent on auditory signals during essential daily activities. MM BIO-4 through MM BIO-11 and MM BIO-14 through MM BIO-27 would be implemented to reduce Alternative 1 construction-related impacts to special-status plant and wildlife species and their habitats to a less than significant level.

Tree removal has potential to affect nesting birds and roosting bats and potentially conflicts with local tree preservation policies and ordinances. Numerous projects listed in Table 3.19-1 such as the Metro East San Fernando Valley Light Rail Transit (ESFV LRT) project, Metro G Line Bus Rapid Transit Improvements Project, and the ExpressLanes project would potentially result in the removal of trees. Alternative 1 would remove approximately 3,282 trees including approximately 98 trees within the SMMNRA, a considerable contribution to cumulative tree removals in the Cumulative RSA. Alternative 1 includes various mitigation measures, such as MM BIO-4 and MM BIO-5, to avoid potential impacts to nesting birds and roosting bats during construction. In addition, through implementation of MM BIO-11, Alternative 1 would replace removed trees in accordance with applicable local tree ordinances and policies. All related projects listed in Table 3.19-1 would be subject to local tree ordinances and would be expected to replace trees removed as a result of construction activities. While numerous trees would be removed throughout the Cumulative RSA as a result of the cumulative construction effects of Alternative 1 and other projects, each project would be responsible for replacing removed trees such that the cumulative impact would be less than significant.

The Alternative 1 aerial guideway also presents a potential hinderance to avian movement. Most bird species would migrate above the height of the aerial structure (45 to 55 feet above the existing ground level), so disruptions are expected to be minimal. Dispersing local resident or younger, recently fledged birds have potential to collide with the guideway track or vehicles while flying along local movement

corridors. The Metro G Line Conversion to Light Rail project may involve an aerial alignment, or other raised infrastructure with transit vehicles that could combine for a cumulative impact to migratory birds. However, like Alternative 1, it is not anticipated that the Metro G Line alignment would be at a height that would hinder avian movement. As such, with regard to avian movement, Alternative 1 in combination with past, present, and reasonably foreseeable projects would not result in a significant cumulative impact.

I-405 currently acts as a restrictive barrier to mountain lion and vertebrate movement from east to west and vice-versa where it intersects the Santa Monica Mountains. Barriers to movement result in gene flow limitations and isolation of populations, both of which negatively affect the overall health and success of a species (NPS, 2019). Underpasses and culverts become increasingly important to wildlife movement in areas with extensive road networks (Penrod et al., 2001). Instances of I-405 crossings by mountain lions and other vertebrates are rare but have been recorded on occasion, both successfully and unsuccessfully (i.e., death resulting from vehicle collision), during National Park Service studies of the Santa Monica Mountains population (NPS, 2019). Operation of Alternative 1 would further impact movement of mountain lions and other large mammals across I-405 as a result of the expanded (i.e., increased width) roadway, anthropogenic disturbance for on-going maintenance, and the presence of the aerial guideway, a novel obstacle and potential deterrent to wildlife movement in the area; Alternative 1 operation is likely to decrease the potential of a successful crossing and increase barriers to movement. MM BIO-28, described in Section 3.3, Biological Resources, is specified to reduce operational-related impacts to the movement of native wildlife species; specifically, mountain lions and other vertebrates, to less than significant. The ExpressLanes project could also pose potential impacts to special-status species habitat and wildlife movement due to changes to the I-405 facility. As such, Alternative 1 in combination with past, present, and reasonably foreseeable projects would result in a significant cumulative impact due to incremental expansion of the I-405 facility and additional transportation infrastructure which may further deter wildlife movement. The addition of the aerial guideway through the Sepulveda Pass and associated modifications to the I-405 would result in a cumulatively considerable contribution to a significant cumulative impact to ecosystems and biological resources.

### Alternative 3

Alternative 3 has the same potential to affect the same special-status wildlife and plant species as Alternative 1. MM BIO-4 through MM BIO-11 and MM BIO-14 through MM BIO-27 would be implemented to reduce Alternative 3 construction-related impacts to special-status plant and wildlife species and their habitats to a less than significant level. Alternative 3 would remove approximately 2,926 trees including approximately 98 trees within the SMMNRA. Alternative 3 includes the same mitigation measures as those described for Alternative 1 to address potential impacts to nesting birds and roosting bats while replacing removed trees. While numerous trees would be removed throughout the Cumulative RSA as a result of the cumulative construction effects of Alternative 3 and other projects, each project would be responsible for replacing removed trees such that the cumulative impact would be less than significant. The Alternative 3 aerial guideway also has the same potential to affect avian and wildlife movement as that described for Alternative 1. As such, Alternative 3 would result in a cumulatively considerable contribution to a significant cumulative impact to ecosystems and biological resources.

## Alternative 4

According to the *Sepulveda Transit Corridor Project Ecosystems and Biological Resources Technical Report* (Metro, 2025c), nine special-status wildlife and plant species were identified as present and 15 had medium or high potential to occur within the Alternative 4 RSA. Based on habitat requirements for these 24 species, they are most likely to occur in the Santa Monica Mountains, in or proximate to work areas along I-405 from the tunnel portal at Del Gado Drive north, or in Sepulveda Basin, in or proximate to work areas along I-405 or in N1 and N2 construction staging locations. Since Alternative 4 would be an underground alignment between 80 and 500 feet from the southern terminus to the tunnel portal south of Ventura Boulevard in the Valley (i.e., Del Gado Drive), no operational impacts to special-status species are anticipated for this section and cumulative impacts are not anticipated. Clearing and grading of native vegetation would be required for construction of the structural support beams for the guideway track, tunnel portal, staging yards, aerial heavy rail transit (HRT) stations, and "cut-and-cover" construction for underground stations. Although vegetation that would be impacted is predominantly non-native and/or ornamental landscaping, native vegetation is present in the N2 staging yard, at the tunnel portal by Del Gado Drive, and could be present in remnant patches within the developed areas. Other construction disturbances such as noise and vibration generated by construction equipment can disturb avian species and/or other special-status species who are dependent on auditory signals during essential daily activities. MM BIO-4 through MM BIO-10, MM BIO-12, and MM BIO-15 through MM BIO-27 would be implemented to reduce Alternative 4 construction-related impacts to special-status plant and wildlife species and their habitats to a less than significant level. The Alternative 4 aerial guideway also presents a potential hinderance to avian movement. Most bird species would migrate above the height of the aerial structure (45 to 55 feet above the existing ground level), so disruptions are expected to be minimal. Dispersing local resident or younger, recently fledged birds have potential to collide with the guideway track or vehicles while flying along local movement corridors. The Metro G Line Conversion to Light Rail project may involve an aerial alignment, or other raised infrastructure with transit vehicles that could combine for a cumulative impact to migratory birds. However, like Alternative 4, it is not anticipated that the Metro G Line alignment would be at a height that would hinder avian movement. As such, with regard to avian movement, Alternative 1 in combination with past, present, and reasonably foreseeable projects would not result in a significant cumulative impact.

Related projects in the vicinity of the above-ground portions of the Alternative 4 alignment consist primarily of urban infill development within a heavily urbanized part of the City of Los Angeles where there is limited habitat availability or wildlife. Since Alternative 4 would address potential construction impacts to sensitive species with MM BIO-4 through MM BIO-10, MM BIO-12, and MM BIO-15 through MM BIO-27 and the limited available habitat in the areas surrounding the above-ground portion of the Alternative 4 alignment, Alternative 4 would not result in a significant cumulative impact on ecosystems and biological resources.

## Alternative 5

According to the *Sepulveda Transit Corridor Project Ecosystems and Biological Resources Technical Report* (Metro, 2025c), nine special-status wildlife and plant species were identified as present and 15 had medium or high potential to occur within the Alternative 5 RSA. Based on habitat requirements for these 24 species, they are most likely to occur in the Santa Monica Mountains or in Sepulveda Basin or at work areas in or proximate to the N1 and N2 construction staging locations. Other construction disturbances such as noise and vibration generated by construction equipment can disturb avian species and/or other special-status species who are dependent on auditory signals during essential daily activities. MM BIO-4 through MM BIO-10, MM BIO-12, and MM BIO-14 through MM BIO-27 would be

implemented to reduce Alternative 5 construction-related impacts to special-status plant and wildlife species and their habitats to a less than significant level. Since Alternative 5 would be an underground alignment between 80 to 500 feet from the southern terminus to the tunnel portal east of Sepulveda Boulevard and south of Raymer Street, no operational impacts to special-status species are anticipated for this section. Alternative 5 would have no potential to result in a significant cumulative impact on ecosystems and biological resources.

### Alternative 6

According to Section 3.3, Biological Resources, six special-status wildlife and plant species were identified as present and 18 had medium or high potential to occur within the Alternative 6 RSA. Based on habitat requirements for these 24 species, they are most likely to occur near Stone Canyon Reservoir, near the mid-mountain vent shaft and associated access road. Since Alternative 6 would be an underground alignment that transitions to at-grade after the northern terminus at Van Nuys Metrolink Station to enter the MSF, no impacts to special-status species are anticipated outside of Stone Canyon. Grading and clearing of native vegetation would be required for the mid-mountain ventilation shaft installation and could be required for construction of stations and use of staging yards. Vegetation outside of the mid-mountain shaft is predominantly non-native and/or ornamental landscaping, although native vegetation could be present in remnant patches within the developed areas. Clearing of native vegetation could result in loss of suitable habitat that could be used for nesting, breeding, shelter, and/or foraging for special-status species. MM BIO-4 through MM BIO-10 and MM BIO-13 through MM BIO-27 would be implemented to reduce construction-related impacts to special-status species plant and wildlife species and their habitats to a less than significant level.

There are no related projects located within the vicinity of the mid-mountain vent shaft, which is located on Los Angeles Department of Water and Power (LADWP) property and unlikely to undergo any development other than Alternative 6. As such, Alternative 6 would have no potential to contribute to cumulative impact on ecosystems and biological resources.

## 3.19.4.4 Historic, Archaeological, and Tribal Cultural Resources

### Cumulative Conditions

The Cumulative RSA for historic, archaeological, and tribal cultural resources consists of the Project Study Area. There is potential for related projects identified in Table 3.19-1 to disturb unknown archaeological resources or human remains during construction, which would be considered a significant cumulative impact, particularly if multiple projects disturb different areas of the same archaeological resource, such as remnants of a Native American village or burial ground. While a majority of the related projects identified in Table 3.19-1 are unlikely to unearth unknown archaeological resources, as most would be constructed in areas that have previously been disturbed by existing development, there remains potential for significant impacts to archaeological resources as the subsurface conditions of each related project are unknown. It is presumed that current and future development would include mitigation and avoidance measures to avoid or mitigate potential impacts to undiscovered buried archaeological resources or human remains.

Similarly, related projects that involve the demolition of historic buildings or changes to the historic setting as a result of the presence of related project facilities have would result in a significant cumulative impact. Historic Districts identified within the Cumulative RSA include the following:

- Sherman Oaks Circle Historic District
- University of California, Los Angeles (UCLA) Historic District
- Acanto Street Historic District
- University Crest Historic District
- West Los Angeles Veterans Affairs Historic District

None of the related projects identified in Table 3.19-1 are presumed to demolish any historic buildings; however, project-specific environmental review is required to determine impacts on historical resources and any associated mitigation measures to address such impacts. A handful of projects identified in Table 3.19-1 would be located within one of the above listed historic districts, namely, the Metro Purple Line Extension project within the West Los Angeles Veterans Affairs Historic District and several housing projects in close proximity to the UCLA Historic District. With regard to the UCLA Historic District, housing development on the UCLA campus is dictated by the *UCLA Long Range Development Plan* (UCLA, 2017) and the *UCLA Physical Design Framework* (UCLA, 2009), which account for and protect existing historic resources including UCLA Historic District contributing elements. Furthermore, none of the proposed housing developments are located within the UCLA Historic District so there is no potential for direct impacts on the district or its contributing elements. As such, it is not anticipated that significant impacts to the UCLA Historic District would result from cumulative projects. With regard to the West Los Angeles Veterans Affairs Historic District, the Metro Purple Line Extension project has completed environmental review and did not identify a significant impact to the West Los Angeles Veterans Affairs Historic District. No contributing elements to the district are affected by the transit project construction. As such, cumulative impacts to historic buildings would be less than significant.

While there are no formally recorded indigenous travel routes documented within the Cumulative RSA for tribal cultural resources, AB 52 consultation indicated that the Sepulveda pass may represent a significant landscape to tribes who have traditional knowledge of, and cultural connections to, the corridor. The pass has been used for thousands of years to support exchange networks and travel, and it holds religious significance to tribes in the region. There is an existing cumulative impact to this tribal cultural resource as past, present, and reasonably foreseeable future development has altered and continues to alter the landscape.

### Alternative 1

As described in the *Sepulveda Transit Corridor Project Cultural Resources and Tribal Cultural Resources Technical Report* (Metro, 2025d), construction of Alternative 1 has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. With implementation of MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, MM TCR-1, and MM TCR-2, impacts on unique archaeological resources, human remains, and TCR would be reduced to less than significant for Alternative 1. Since it is presumed that current and future development would include similar mitigation and avoidance measures to address undiscovered buried archaeological resources or human remains, Alternative 1 would not result in significant cumulative archaeological resources or human remains impacts.

Potential impacts to two landscape features identified as possible TCRs, the Sepulveda Pass and Los Angeles River, would be visual, audible, and/or atmospheric intrusions as a result of operational and maintenance activities. MM TCR-2 was developed to mitigate operational and construction impacts to the Sepulveda Pass and the Los Angeles River.

After implementation of mitigation measures, Alternative 1 would result in less than significant impacts with mitigation on the following historical resources:

- West Los Angeles VA Historic District
- Sherman Way Street Trees
- Van Nuys Boulevard Street Trees
- 15300 Ventura Boulevard

Alternative 1 would result in a significant and unavoidable impact on the Da Siani Ristorante, which would be acquired and demolished.

As discussed in Section 3.19.4.4 in the Cumulative Conditions section, none of the related projects are presumed to result in significant impacts to a historic resource, and there would be no cumulative impacts to any of the historic districts identified within the Cumulative RSA for historic, archaeological, and tribal cultural resources. However, since Alternative 1 would result in a significant and unavoidable impact to a historic resource and there is potential for loss of other historic resources due to development in the Cumulative RSA for historic, archaeological, and tribal cultural resources, Alternative 1 would result in a significant cumulative impact. Since a historical resource would be demolished, Alternative 1 would have a cumulatively considerable contribution to a significant cumulative impact on historic buildings.

### Alternative 3

Like Alternative 1, Alternative 3 has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. With implementation of MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, MM TCR-1, and MM TCR-2, impacts on unique archaeological resources, human remains, and TCR would be reduced to less than significant for Alternative 3. As with Alternative 1, it is presumed that current and future development would include similar mitigation and avoidance measures to address undiscovered buried archaeological resources or human remains, Alternative 3 would not result in a considerable contribution to potential cumulative archaeological resources or human remains impacts.

Potential impacts to two landscape features identified as possible TCRs, the Sepulveda Pass and Los Angeles River, would be visual, audible, and/or atmospheric intrusions as a result of operational and maintenance activities. MM TCR-2 was developed to mitigate operational and construction impacts to the Sepulveda Pass and the Los Angeles River.

After implementation of MM CUL 1 through MM CUL-5, Alternative 3 would result in less than significant impacts with mitigation on the following historical resources:

- Sherman Way Street Trees
- 15300 Ventura Boulevard
- UCLA Ackerman Hall
- 10811 Ambazac Way
- 10940 Weyburn Avenue
- Westwood Federal Building
- UCLA Veterans Rehabilitation Services
- Chatam Restaurant
- West Los Angeles VA Historic District

Alternative 3 would result in a significant and unavoidable impact on the Da Siani Ristorante, which would be acquired and demolished.

As discussed in Section 3.19.4.4 in the Cumulative Conditions section, none of the related projects are presumed to result in significant impacts to a historic resource, and there would be no cumulative impacts to any of the historic districts identified within the Cumulative RSA for historic, archaeological, and tribal cultural resources. However, since Alternative 3 would result in a significant and unavoidable impact to a historic resource and there is potential for loss of other historic resources due to development in the Cumulative RSA for historic, archaeological, and tribal cultural resources, Alternative 3 would result in a significant cumulative impact and would have a cumulatively considerable contribution to a significant cumulative impact on historic buildings.

### Alternative 4

Construction of Alternative 4 has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. With implementation of MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, MM TCR-1, and MM TCR-2, impacts on unique archaeological resources, human remains, and TCR would be reduced to less than significant for Alternative 4. Since it is presumed that current and future development would include similar mitigation and avoidance measures to address undiscovered buried archaeological resources or human remains, Alternative 4 would not result in a considerable contribution to potential cumulative archaeological resources or human remains impacts.

Potential impacts to two landscape features identified as possible TCRs, the Sepulveda Pass and Los Angeles River, would be visual, audible, and/or atmospheric intrusions as a result of operational and maintenance activities. MM TCR-2 was developed to mitigate operational and construction impacts to the Sepulveda Pass and the Los Angeles River.

After implementation of MM CUL-1 through MM CUL-5, Alternative 4 would result in less than significant impacts with mitigation on the following historical resources:

- Sherman Way Street Trees
- Van Nuys Boulevard Street Trees
- Air Raid Siren No. 117
- UCLA Ackerman Hall
- Cathedral of St. Mary Church
- 4700 Sepulveda Boulevard
- 777 Motel
- Lt. Patrick H. Daniels United States Army Reserve Center
- 5450 Sepulveda Boulevard
- 5724 Sepulveda Boulevard
- El Cortez Motel
- Cabana Motel
- 6160 Sepulveda Boulevard
- Barn Furniture Mart
- 6833 Sepulveda Boulevard
- Valley Animal Hospital
- The Performing Arts Center

Alternative 4 would result in a significant and unavoidable impacts on the 15300 Ventura Boulevard building and parking garage, the latter of which would be demolished.

As discussed in Section 3.19.4.4 in the Cumulative Conditions section, none of the related projects are presumed to result in significant impacts to a historic resource, and there would be no cumulative impacts to any of the historic districts identified within the Cumulative RSA for historic, archaeological, and tribal cultural resources. However, since Alternative 4 would result in a significant and unavoidable impact to a historic resource and there is potential for loss of other historic resources due to development in the Cumulative RSA for historic, archaeological, and tribal cultural resources, Alternative 4 would result in a significant cumulative impact and would have a cumulatively considerable contribution to a significant cumulative impact on historic buildings.

### Alternative 5

Construction of Alternative 5 similarly has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. With implementation of MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, MM TCR-1, and MM TCR-2, impacts on unique archaeological resources, human remains, and TCR would be reduced to less than significant for Alternative 5. Since it is presumed that current and future development would include similar mitigation and avoidance measures to address undiscovered buried archaeological resources or human remains, Alternative 5 would not result in a considerable contribution to potential cumulative archaeological resources or human remains impacts.

Potential impacts to two landscape features identified as possible TCRs, the Sepulveda Pass and Los Angeles River, would be visual, audible, and/or atmospheric intrusions as a result of operational and maintenance activities. MM TCR-2 was developed to mitigate operational and construction impacts to the Sepulveda Pass and the Los Angeles River.

After implementation of MM CUL-1 through MM CUL-5, Alternative 5 would result in less than significant impacts with mitigation on the following historical resources:

- Sherman Way Street Trees
- Van Nuys Boulevard Street Trees
- Air Raid Siren No. 110
- Air Raid Siren No. 117
- UCLA Ackerman Hall
- 4506 Saugus Avenue

As discussed in Section 3.19.4.4 in the Cumulative Conditions section, none of the related projects are presumed to result in significant impacts to a historic resource, and there would be no cumulative impacts to any of the historic districts identified within the Cumulative RSA for historic, archaeological, and tribal cultural resources. As such, Alternative 5 would not result in a significant cumulative impact on historic buildings.

### Alternative 6

Construction of Alternative 6 has the potential to cause a substantial adverse change in the significance of an archaeological resource listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources. With implementation of MM CUL-1, MM CUL-6, MM CUL-7, MM CUL-8, MM TCR-1, and MM TCR-2, impacts on unique archaeological resources, human remains,

and TCR would be reduced to less than significant for Alternative 6. Since it is presumed that current and future development would include similar mitigation and avoidance measures to address undiscovered buried archaeological resources or human remains, Alternative 6 would not result in a considerable contribution to potential cumulative archaeological resources or human remains impacts.

Potential impacts to two landscape features identified as possible TCRs, the Sepulveda Pass and Los Angeles River, would be visual, audible, and/or atmospheric intrusions as a result of operational and maintenance activities. MM TCR-2 was developed to mitigate operational and construction impacts to the Sepulveda Pass and the Los Angeles River.

After implementation of MM CUL-1 through MM CUL-5, Alternative 6 would result in less than significant impacts with mitigation on the following historical resources:

- Linde Medical Building
- Tishman Building
- Laemmle Theater
- UCLA Ackerman Hall
- UCLA Historic District

Alternative 6 would result in a significant and unavoidable impacts to Bill's Valley Car Wash which would be demolished.

As discussed under in Section 3.19.4.4 in the Cumulative Conditions section, none of the related projects are presumed to result in significant impacts to a historic resource, and there would be no cumulative impacts to any of the historic districts identified within the Cumulative RSA for historic, archaeological, and tribal cultural resources. However, since Alternative 6 would result in a significant and unavoidable impact to a historic resource and there is potential for loss of other historic resources due to development in the Cumulative RSA for historic, archaeological, and tribal cultural resources, Alternative 6 would result in a significant cumulative impact and would have a cumulatively considerable contribution to a significant cumulative impact on historic building.

### 3.19.4.5 Energy

#### Cumulative Conditions

The Cumulative RSA for energy is both regional and statewide. State, regional, and local agencies and jurisdictions have published a wide range of documents intended to reduce energy consumption and increase the use of renewable energy. The intent is typically to reduce the use of non-renewable energy to reduce pollution that contributes to global warming. As of 2017, approximately 30 percent of Metro's electricity is generated by renewable sources, and the seven Metro-owned solar installations around the greater Los Angeles area generated a total of 2,670 megawatt-hours (MWh). Metro has a goal of 50 percent renewable energy use by 2030. Additionally, Metro operates 11 LEED-certified buildings representing nearly 2 million square feet of floor area. All of the transit projects listed in Table 3.19-1, including the Metro North San Fernando Valley BRT project, Metro ESFV LRT project, and the Metro Orange Line BRT Improvement project, support regional and local conservation plans in reducing vehicle miles traveled (VMT). Furthermore, none of the related projects interfere with Metro's commitments to improving energy efficiency or expanding its alternative energy infrastructure. All existing and future projects would consume energy, but also would undergo project-specific environmental clearance and associated development of mitigation measures to avoid or minimize wasteful, inefficient, or unnecessary energy use.

California Energy Commission (CEC) transportation energy demand forecasts indicate that gasoline and diesel fuel production is anticipated to increase between 2021 and 2035, while demand for both gasoline and diesel transportation fuels is projected to decrease over the same time period (CEC, 2021). These increases would not place an undue burden on existing petroleum-based transportation fuels reserves or supply within Los Angeles County. There are numerous state and regional regulatory measures designed to minimize excess transportation fuels consumption.

### Alternative 1

Regarding construction activities, as described in Section 3.5, Energy, a one-time expenditure of approximately 5,609,190 gallons of diesel fuel, 515,777 gallons of gasoline, and 255 MWh of electricity over an approximate 6.5-year construction period would result from Alternative 1. The one-time expenditure of energy associated with diesel fuel consumption would be offset by operation of Alternative 1 within approximately 7.5 years through transportation mode shift. The temporary additional transportation fuels consumption would not require additional capacity provided at the local or regional level. Operation of Alternative 1 in the horizon year of 2045 would result in a net annual increase in regional electricity demand of 69,068 MWh and would result in a net annual reduction of 3,040,214 gallons of gasoline, 751,672 gallons of diesel fuel, and 29,801 diesel gallon equivalent of natural gas. Converting each of these quantities to standardized units of million British thermal units (MMBtu), Alternative 1 operations would result in a net decrease of 250,257 MMBtu annually in 2045. The electricity consumption would be more than offset by the energy savings in the forms of petroleum fuels and natural gas, and the consumption would power a mass transit system that would contribute to regional efforts to enhance energy efficiency and reduce reliance on non-renewable resources. Therefore, implementation of Alternative 1 would result in a substantial decrease in overall regional energy consumption and would not have a significant cumulative impact on energy.

### Alternative 3

Alternative 3 combined with past, present, and reasonably foreseeable future projects could contribute to the existing cumulative impact. As described in Section 3.5, Energy, Alternative 3 would result in a one-time expenditure of approximately 7,563,002 gallons of diesel fuel, 533,406 gallons of gasoline, and 536,969 MWh of electricity over an approximate 6.5-year construction period would result from Alternative 3. The one-time expenditure of energy associated with diesel fuel consumption would be offset by operation of Alternative 3 within approximately 7.5 years through transportation mode shift. Operation of Alternative 3 in the horizon year of 2045 would result in a net annual increase in regional electricity demand of 78,813 MWh and would result in a net annual reduction of 4,039,407 gallons of gasoline, 997,980 gallons of diesel fuel, and 39,858 diesel gallon equivalent of natural gas. Converting each of these quantities to standardized units of million MMBtu, Alternative 3 operations would result in a net decrease of 379,965 MMBtu annually in 2045. The electricity consumption would be more than offset by the energy savings in the forms of petroleum fuels and natural gas, and the consumption would power a mass transit system that would contribute to regional efforts to enhance energy efficiency and reduce reliance on non-renewable resources. Therefore, implementation of Alternative 3 would result in a substantial decrease in overall regional energy consumption and would not have a significant cumulative impact on energy.

### Alternative 4

Alternative 4 combined with past, present, and reasonably foreseeable future projects could contribute to the existing cumulative impact. Regarding construction activities, as described in Section 3.5, Energy, a one-time expenditure of approximately 16,198,435 gallons of diesel fuel, 1,106,877 gallons of gasoline,

and 393,824 MWh of electricity over an approximate 8.25-year construction period would result from Alternative 4. The one-time expenditure of energy associated with diesel fuel consumption would be offset by operation of Alternative 4 within approximately 9 years through transportation mode shift. These increases would not place an undue burden on existing petroleum-based transportation fuels reserves or supply within Los Angeles County. There are numerous state and regional regulatory measures designed to minimize excess transportation fuels consumption. Operation of Alternative 4 in the horizon year of 2045 would result in a net annual increase in regional electricity demand of 125,053 MWh and would result in a net annual reduction of 6,981,355 gallons of gasoline, 1,743,320 gallons of diesel fuel, and 68,887 diesel gallon equivalent of natural gas. Converting each of these quantities to standardized units of MMBtu, Alternative 4 operations would result in a net decrease of 697,343 MMBtu annually in 2045. The electricity consumption would be more than offset by the energy savings in the forms of petroleum fuels and natural gas, and the consumption would power a mass transit system that would contribute to regional efforts to enhance energy efficiency and reduce reliance on non-renewable resources. Therefore, implementation of Alternative 4 would result in a substantial decrease in overall regional energy consumption and would not have a significant cumulative impact on energy.

### Alternative 5

Alternative 5 combined with past, present, and reasonably foreseeable future projects could contribute to the existing cumulative impact. Regarding construction activities, as described in Section 3.5, Energy, a one-time expenditure of approximately 19,369,362 gallons of diesel fuel, 1,182,417 gallons of gasoline, and 605,367 MWh of electricity over an approximate 8.25-year construction period would result from Alternative 5 The one-time expenditure of energy associated with diesel fuel consumption would be offset by operation of Alternative 5 within approximately 11 years through transportation mode shift. These increases would not place an undue burden on existing petroleum-based transportation fuels reserves or supply within Los Angeles County. Operation of Alternative 5 in the horizon year of 2045 would result in a net annual increase in regional electricity demand of 142,363 MWh and would result in a net annual reduction of 7,048,203 gallons of gasoline, 1,760,055 gallons of diesel fuel, and 69,547 diesel gallon equivalent of natural gas. Converting each of these quantities to standardized units of MMBtu, Alternative 5 operations would result in a net decrease of 649,049 MMBtu annually in 2045. The electricity consumption would be more than offset by the energy savings in the forms of petroleum fuels and natural gas, and the consumption would power a mass transit system that would contribute to regional efforts to enhance energy efficiency and reduce reliance on non-renewable resources. Therefore, implementation of Alternative 5 would result in a substantial decrease in overall regional energy consumption and would not have a significant cumulative impact on energy.

### Alternative 6

Alternative 6 combined with past, present, and reasonably foreseeable future projects could contribute to the existing cumulative impact. Regarding construction activities, as described in Section 3.5, Energy, a one-time expenditure of approximately 7,809,150 gallons of diesel fuel, 1,324,088 gallons of gasoline, and 471,395 MWh of electricity over an approximate 7.5-year construction period would result from Alternative 6. The one-time expenditure of energy associated with diesel fuel consumption would be offset by operation of Alternative 6 within approximately 5 years through transportation mode shift. These increases would not place an undue burden on existing petroleum-based transportation fuels reserves or supply within Los Angeles County. Operation of Alternative 6 in the horizon year of 2045 would result in a net annual increase in regional electricity demand of 56,136 MWh and would result in a net annual reduction of 6,230,810 gallons of gasoline, 1,559,846 gallons of diesel fuel, and 61,481

diesel gallon equivalent of natural gas. Converting each of these quantities to standardized units of MMBtu, Alternative 6 operations would result in a net decrease of 812,192 MMBtu annually in 2045. The electricity consumption would be more than offset by the energy savings in the forms of petroleum fuels and natural gas, and the consumption would power a mass transit system that would contribute to regional efforts to enhance energy efficiency and reduce reliance on non-renewable resources. Therefore, implementation of Alternative 6 would result in a substantial decrease in overall regional energy consumption and would not have a significant cumulative impact on energy.

### 3.19.4.6 Geology, Soils, Seismicity, and Paleontological Resources

#### Cumulative Conditions

The Cumulative RSA for geology, soils, seismicity, and paleontological resources consists of the Southern California Region. Geologic and soils impacts are generally site-specific and do not typically combine across multiple projects to cause cumulative effects. Each project would be subject to localized conditions such as seismic hazards, soil stability, and ground movement, and these risks would be managed independently for each site. As a result, significant cumulative impacts related to geology and soils are not anticipated. Projects listed in Table 3.19-1 would require soil and/or ground disturbance in order to construct the projects. Of the transit projects listed in Table 3.19-1 only the Metro Purple Line Extension Transit project includes substantial ground disturbance and tunneling activities. In addition, all of the development projects listed in Table 3.19-1 would involve construction of new habitable structures that would be subject to seismic hazards common to the Cumulative RSA and the greater region. Each of these projects would be required to comply with all prescribed standards, requirements, and guidance related to seismic and geologic hazards, and implement mitigation measures as necessary. While each related project is subject to various geologic risks, these risks would be site-specific and would not be cumulatively significant.

With regard to potential paleontological impacts, projects listed in Table 3.19-1 would include ground disturbance at varying depths which has the potential to unearth undiscovered paleontological resources. A paleontological records search from the Natural History Museum of Los Angeles County identified one fossil discovery within the Cumulative RSA and an additional 14 other fossil localities located within 5 miles of the Cumulative RSA. A significant cumulative impact would occur if multiple related projects encounter and disturb important paleontological resources during excavation activities. Since a majority of the related projects identified in Table 3.19-1 do not involve deep excavations below existing artificial fill. As such, a cumulative impact to paleontological resources would not occur. Related projects disturbing ground and subsurface areas would be required to mitigate potential impacts to paleontological resources in highly sensitive paleontological areas.

#### Alternative 1

During both construction and operation, Alternative 1 has the potential to expose people or structures to seismic risks, including the risk of loss, injury, or death involving fault rupture or seismic hazards including liquefaction or landslides. Alternative 1 would also not result in impacts related to soil erosion, unstable or expansive soils, or adequacy of soils to support septic tanks. Alternative 1 would comply with all applicable state and local guidelines and mandatory design requirements related to geologic, subsurface, and seismic hazards. Projected future projects would also be subject to the same seismic risks as Alternative 1 but would also be required to comply with all prescribed standards, requirements, and guidance hazards, and implement mitigation measures as necessary. As such, Alternative 1 in combination with past, present, and reasonably foreseeable projects would not have a significant cumulative impact related to seismic risks or soil concerns.

Regarding paleontological resources, it is expected that the cast-in-drilled-hole method would be used during the construction of the foundations for the columns, which would cause potentially significant impacts to paleontological resources when utilized in paleontologically sensitive geologic formations. With implementation of MM GEO-6 through MM GEO-9, including construction monitoring, the impact to this paleontological resource would be considered less than significant. Since potential paleontological impacts can be mitigated and other related projects in the Cumulative RSA do not involve substantial ground disturbance or drilling/tunneling, Alternative 1 in combination with past, present, and reasonably foreseeable projects would not have a significant cumulative impact related to paleontological resources.

### Alternative 3

Alternative 3 would pose the same seismic risks as those described for Alternative 1. Alternative 3 would comply with all applicable state and local guidelines and mandatory design requirements related to geologic, subsurface, and seismic hazards and projected future projects would also be required to comply with all prescribed standards, requirements, and guidance hazards, and implement mitigation measures as necessary. As such Alternative 3 in combination with past, present, and reasonably foreseeable projects would not have a significant cumulative impact related to seismic risks or soil concerns.

Regarding paleontological resources, an automated tunnel boring machine (TBM) would excavate the tunnels for the underground portion of Alternative 3. The TBM would excavate sediments to the dimensions of the finished tunnel, remove the sediments from the forward portion of the TBM via an internal conveyer belt, and erect the concrete walls of the tunnel. Due to the nature of TBM operations, it would not be possible for a monitor to observe the sediments as they are excavated or the tunnel walls before the concrete lining is installed. Thus, Alternative 3 would create unavoidable significant impacts to paleontological resources in paleontologically sensitive geologic units. Since a majority of the related projects identified in Table 3.19-1 do not involve deep excavations below existing artificial fill, a cumulative impact to paleontological resources is not anticipated. Related projects disturbing ground and subsurface areas would be required to mitigate potential impacts to paleontological resources in highly sensitive paleontological areas. However, Alternative 3 in combination with past, present, and reasonably foreseeable projects would have a significant cumulative impact because potential impacts to paleontological resources caused by the TBM would be significant and unavoidable. The significant unavoidable impacts potentially caused by Alternative 3 would have a cumulatively considerable incremental contribution to a cumulative impact related to paleontological resources.

### Alternative 4

During both construction and operation, Alternative 4 has the potential to expose people or structures to seismic risks, including the risk of loss, injury, or death involving fault rupture or seismic hazards including liquefaction or landslides. Alternative 4 would also not result in impacts related to soil erosion, unstable or expansive soils, or adequacy of soils to support septic tanks. Alternative 4 would comply with all applicable state and local guidelines and mandatory design requirements related to geologic, subsurface, and seismic hazards. Projected future projects would also be subject to the same seismic risks as Alternative 4 but would also be required to comply with all prescribed standards, requirements, and guidance hazards, and implement mitigation measures as necessary. As such Alternative 4 in combination with past, present, and reasonably foreseeable projects would not have significant cumulative impact related to seismic risks or soil concerns.

Regarding paleontological resources, an automated TBM would excavate the tunnels for the underground portion of Alternative 4. The TBM would excavate sediments to the dimensions of the finished tunnel, remove the sediments from the forward portion of the TBM via an internal conveyer belt, and erect the concrete walls of the tunnel. Due to the nature of TBM operations, it would not be possible for a monitor to observe the sediments as they are excavated or the tunnel walls before the concrete lining is installed. Thus, Alternative 4 would create unavoidable significant impacts to paleontological resources in paleontologically sensitive geologic units. Since a majority of the related projects identified in Table 3.19-1 do not involve deep excavations below existing artificial fill, a cumulative impact to paleontological resources is not anticipated. Related projects disturbing ground and subsurface areas would be required to mitigate potential impacts to paleontological resources in highly sensitive paleontological areas. However, Alternative 4 in combination with past, present, and reasonably foreseeable projects would have a significant cumulative impact because potential impacts to paleontological resources caused by the TBM would be significant and unavoidable. The significant unavoidable impacts potentially caused by Alternative 4 would have a cumulatively considerable incremental contribution to a cumulative impact related to paleontological resources.

### Alternative 5

Alternative 5 would pose the same seismic risks as those described for Alternative 4. Alternative 5 would comply with all applicable state and local guidelines and mandatory design requirements related to geologic, subsurface, and seismic hazards and projected future projects would also be required to comply with all prescribed standards, requirements, and guidance hazards, and implement mitigation measures as necessary. As such Alternative 5 in combination with past, present, and reasonably foreseeable projects would not have a significant cumulative impact related to seismic risks or soil concerns.

Regarding paleontological resources, like Alternative 4, an automated TBM would excavate the tunnels for the underground portion of Alternative 5. Similar to Alternative 4, Alternative 5 would create unavoidable significant impacts to paleontological resources in paleontologically sensitive geologic units. Since a majority of the related projects identified in Table 3.19-1 do not involve deep excavations below existing artificial fill, a cumulative impact to paleontological resources is not anticipated. Related projects disturbing ground and subsurface areas would be required to mitigate potential impacts to paleontological resources in highly sensitive paleontological areas. However, Alternative 5 in combination with past, present, and reasonably foreseeable projects would have a significant cumulative impact because potential impacts to paleontological resources caused by the TBM would be significant and unavoidable. The significant unavoidable impacts potentially caused by Alternative 5 would have a cumulatively considerable incremental contribution to a cumulative impact related to paleontological resources.

### Alternative 6

During both construction and operation, the Alternative 6 has the potential to expose people or structures to seismic risks, including the risk of loss, injury, or death involving fault rupture or seismic hazards including liquefaction or landslides. Alternative 6 would also not result in impacts related to soil erosion, unstable or expansive soils, or adequacy of soils to support septic tanks. Alternative 6 would comply with all applicable state and local guidelines and mandatory design requirements related to geologic, subsurface, and seismic hazards. Projected future projects would also be subject to the same seismic risks as Alternative 6 but would also be required to comply with all prescribed standards, requirements, and guidance hazards, and implement mitigation measures as necessary. As such

Alternative 6 in combination with past, present, and reasonably foreseeable projects would not have a significant cumulative impact related to seismic risks or soil concerns.

Regarding paleontological resources, an automated TBM would excavate the tunnels for the underground portion of Alternative 6. The TBM would excavate sediments to the dimensions of the finished tunnel, remove the sediments from the forward portion of the TBM via an internal conveyer belt, and erect the concrete walls of the tunnel. The operation of the TBM would not allow the monitor to view the sediments as they are being excavated or the walls of the tunnel following removal of excess sediments and prior to the installation of the tunnel's concrete walls. For these reasons, monitoring paleontological resources adjacent to the TBM is not possible. Thus, Alternative 6 would create unavoidable significant impacts to paleontological resources in paleontologically sensitive geologic units. Since a majority of the related projects identified in Table 3.19-1 do not involve deep excavations below existing artificial fill, a cumulative impact to paleontological resources is not anticipated. Related projects disturbing ground and subsurface areas would be required to mitigate potential impacts to paleontological resources in highly sensitive paleontological areas. However, Alternative 6 in combination with past, present, and reasonably foreseeable projects would have a significant cumulative impact because potential impacts to paleontological resources caused by the TBM would be significant and unavoidable. The significant unavoidable impacts potentially caused by Alternative 6 would have a cumulatively considerable incremental contribution to a cumulative impact related to paleontological resources.

### 3.19.4.7 Greenhouse Gas Emissions

#### Cumulative Conditions

The Cumulative RSA for greenhouse gas (GHG) emissions is the SCAG region. As noted in the *Sepulveda Transit Corridor Project Climate Change and Greenhouse Gas Emissions Technical Report* (Metro, 2025e), GHG and climate change are exclusively cumulative impacts; there are no non-cumulative GHG emissions impacts from a climate change perspective (CAPCOA, 2008). Therefore, in accordance with the scientific consensus regarding the cumulative nature of GHGs, the analysis presented in the *Sepulveda Transit Corridor Project Climate Change and Greenhouse Gas Emissions Technical Report* (Metro, 2025e) also serves as the cumulative impact analysis.

Climate change refers to variations in average long-term meteorological conditions on Earth as a whole, including changes in temperature, wind patterns, precipitation, and frequency and severity of extreme weather events. Historical records indicate that global climate fluctuations have occurred in the past due to natural phenomena; however, data increasingly suggests that the current global conditions are distinct from previous patterns and are influenced by anthropogenic (human-caused) greenhouse gas (GHG) emissions. GHGs are a class of pollutants that are generally understood to play a critical role in controlling atmospheric temperature near the Earth's surface by allowing high-frequency shortwave solar radiation to enter the planet's atmosphere and then subsequently trapping low-frequency infrared radiative energy that would otherwise emanate back out into space.

Cumulative development affecting GHG emissions within the RSA includes all transportation projects that are programmed in the *Connect SoCal 2024–2050 RTP/SCS* (SCAG, 2024). CARB issued a determination that the *Connect SoCal, 2020-2045 RTP/SCS* successfully demonstrated that the region would attain its established Senate Bill 375 per capita GHG emissions targets in the 2035 horizon year of the analysis on October 30, 2020. Additionally, CARB is currently in the process of reviewing the *Connect SoCal, 2024–2050 RTP/SCS*, which has identified a target of a 19 percent reduction in GHG emissions by 2035. CARB's determination relies on projects that are programmed into the current RTP/SCS being

implemented. The transportation projects identified in Table 3.19-1 all support the *Connect SoCal, 2024-2050 RTP/SCS* GHG reduction goals as each provides transit improvements in the region that contribute to a reduction in automobile VMT and associated reduction in GHG emissions. GHG emissions from the No Project Alternative presented in the *Sepulveda Transit Corridor Project Climate Change and Greenhouse Gas Emissions Technical Report* (Metro, 2025e) represent a future condition from existing conditions where the changes are solely due to growth in regional traffic and planned service changes such as bus rerouting. According to the *Sepulveda Transit Corridor Project Climate Change and Greenhouse Gas Emissions Technical Report* (Metro, 2025e), VMT would increase by 24 percent between the years 2021 and 2045; however, mobile source GHG emission factors are anticipated to improve over time due to expected improvements in vehicle engine technology, fuel efficiency, and turnover in older, more heavily polluting vehicles. As a result, a net decrease in GHG emissions is anticipated.

### Alternative 1

Implementation of Alternative 1 would result in a net reduction of annual GHG emissions compared to existing conditions, due to the displacement of VMT resulting from the improved transit service associated with Alternative 1. Alternative 1 would support state, regional and local efforts to reduce GHG emissions by providing an efficient transit system as an alternative mode of transportation for commuters traveling between the Valley and Westside. Overall, Alternative 1 would not result in an incremental increase in GHG emissions that would contribute to climate change, rather it would result in an environmental benefit by reducing GHG emissions; therefore, cumulative impacts of GHG emissions associated with Alternative 1 would be less than significant.

### Alternative 3

Implementation of Alternative 3 would result in a net reduction of annual GHG emissions compared to existing conditions, due to the displacement of VMT resulting from the improved transit service associated with Alternative 3. Like Alternative 1, Alternative 3 would support state, regional and local efforts to reduce GHG emissions and would not result in an incremental increase in GHG emissions that would contribute to climate change. Cumulative impacts of GHG emissions associated with Alternative 3 would be less than significant.

### Alternative 4

Implementation of Alternative 4 would result in a net reduction of annual GHG emissions compared to existing conditions, due to the displacement of VMT resulting from the improved transit service associated with Alternative 4. Alternative 4 would support state, regional and local efforts to reduce GHG emissions by providing an efficient transit system as an alternative mode of transportation for commuters traveling between the Valley and Westside. Overall, Alternative 4 would not result in an incremental increase in GHG emissions that would contribute to climate change, rather it would result in an environmental benefit by reducing GHG emissions; therefore, cumulative impacts of GHG emissions associated with Alternative 4 would be less than significant.

### Alternative 5

Implementation of Alternative 5 would result in a net reduction of annual GHG emissions compared to existing conditions, due to the displacement of VMT resulting from the improved transit service associated with Alternative 5. Like Alternative 4, Alternative 5 would support state, regional and local efforts to reduce GHG emissions and would not result in an incremental increase in GHG emissions that would contribute to climate change. Cumulative impacts of GHG emissions associated with Alternative 5 would be less than significant.

### Alternative 6

Implementation of Alternative 6 would result in a net reduction of annual GHG emissions compared to existing conditions, due to the displacement of VMT resulting from the improved transit service associated with Alternative 6. Alternative 6 would support state, regional and local efforts to reduce GHG emissions by providing an efficient transit system as an alternative mode of transportation for commuters traveling between the Valley and Westside. Overall, Alternative 6 would not result in an incremental increase in GHG emissions that would contribute to climate change, rather it would result in an environmental benefit by reducing GHG emissions; therefore, cumulative impacts of GHG emissions associated with Alternative 6 would be less than significant.

## 3.19.4.8 Hazardous Materials

### Cumulative Conditions

The Cumulative RSA for hazardous materials is the Project Study Area. Transportation projects that affect existing roadways, may disturb pavement contaminated with aerially deposited lead as well as lead-based paints. Operation-related projects would likely involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. Cleaning and maintenance products are required to be labeled with appropriate cautions and instructions for handling, storage, and disposal, and do not represent a significant threat to human-health and the environment. None of the related projects involve activities that would result in the use or discharge of unregulated hazardous materials. Storage and disposal of hazardous materials and waste would be conducted in accordance with all federal and state regulatory requirements that are intended to prevent or manage hazards, and if a spill does occur, it would be remediated accordingly. As such, a less than significant cumulative impact related to hazardous materials would occur.

### Alternative 1

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025f), it is not anticipated that substantial quantities of hazardous materials would be routinely transported, used, stored, or disposed of during operation of Alternative 1. Operation of stations and the guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. As with all development, use and storage of such materials is heavily regulated, and Alternative 1 would comply with all regulations and requirements related to transportation, use, and storage of hazardous materials. Any contaminated soils, building materials, or groundwater encountered during construction of Alternative 1 would be handled, disposed of and, if necessary, remediated consistent with regulatory requirements. Implementation of MM HAZ-1 through MM HAZ-5 to ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling, transporting, and disposing of hazardous materials, and would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as asbestos-containing material, lead-based paint, or polychlorinated biphenyls) during demolition activities; thus, impacts would be reduced to less than significant.

As described in Section 3.19.4.8 in the Cumulative Conditions section, related projects would have similar potential to release or expose hazardous materials as Alternative 1; however, like Alternative 1, all related projects would be required to handle hazardous materials consistent with regulatory requirements and best practices. Therefore, Alternative 1 in combination with past, present, and

reasonably foreseeable projects would not result in a significant cumulative impact related to hazardous materials.

### Alternative 3

Alternative 3 would use the same potential hazardous substances and has the same potential to release or expose hazardous materials as that described for Alternative 1. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling, transporting, and disposing of hazardous materials, and would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as asbestos-containing material, lead-based paint, or polychlorinated biphenyls) during demolition activities; thus, impacts would be reduced to less than significant.

Related projects would have similar potential to release or expose hazardous materials as Alternative 3; however, like Alternative 3, all related projects would be required to handle hazardous materials consistent with regulatory requirements and best practices. Therefore, Alternative 3 in combination with past, present, and reasonably foreseeable projects would not result in a significant cumulative impact related to hazardous materials.

### Alternative 4

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025f), it is not anticipated that substantial quantities of hazardous materials would be routinely transported, used, stored, or disposed of during operation of Alternative 4. Operation of stations and the guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. As with all development, use and storage of such materials is heavily regulated and Alternative 4 would comply with all regulations and requirements related to transportation, use, and storage of hazardous materials. Any contaminated soils, building materials, or groundwater encountered during construction of Alternative 4 would be handled, disposed of and, if necessary, remediated consistent with regulatory requirements. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling, transporting, and disposing of hazardous materials, and would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as asbestos-containing material, lead-based paint, or polychlorinated biphenyls) during demolition activities; thus, impacts would be reduced to less than significant.

As described in Section 3.19.4.8 in the Cumulative Conditions section, related projects would have similar potential to release or expose hazardous materials as Alternative 4; however, like Alternative 4, all related projects would be required to handle hazardous materials consistent with regulatory requirements and best practices. Therefore, Alternative 4 in combination with past, present, and reasonably foreseeable projects would not result in a significant cumulative impact related to hazardous materials.

### Alternative 5

Alternative 5 would use the same potential hazardous substances and has the same potential to release or expose hazardous materials as that described for Alternative 4. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that

may occur in the construction area as well as procedures and plans for safely handling, transporting, and disposing of hazardous materials, and would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as asbestos-containing material, lead-based paint, or polychlorinated biphenyls) during demolition activities; thus, impacts would be reduced to less than significant.

Related projects would have similar potential to release or expose hazardous materials as Alternative 5; however, like Alternative 5, all related projects would be required to handle hazardous materials consistent with regulatory requirements and best practices. Therefore, Alternative 5 in combination with past, present, and reasonably foreseeable projects would not result in a significant cumulative impact related to hazardous materials.

### Alternative 6

As discussed in the *Sepulveda Transit Corridor Project Hazards and Hazardous Materials Technical Report* (Metro, 2025f), it is not anticipated that substantial quantities of hazardous materials would be routinely transported, used, stored, or disposed of during operation of Alternative 6. Operation of stations and the guideway would involve the use of small amounts of hazardous substances such as oil, grease, solvents, paints, and common cleaning materials. As with all development, use and storage of such materials is heavily regulated and Alternative 6 would comply with all regulations and requirements related to transportation, use, and storage of hazardous materials. Any contaminated soils, building materials, or groundwater encountered during construction of Alternative 6 would be handled, disposed of and, if necessary, remediated consistent with regulatory requirements. Implementation of MM HAZ-1 through MM HAZ-5 would ensure that workers have a clear understanding of hazardous materials that may occur in the construction area as well as procedures and plans for safely handling, transporting, and disposing of hazardous materials, and would minimize potential exposure to construction workers and the public to hazardous conditions through the disturbance or improper handling and/or disposal of hazardous building materials such as asbestos-containing material, lead-based paint, or polychlorinated biphenyls) during demolition activities; thus, impacts would be reduced to less than significant.

As described in Section 3.19.4.8 in the Cumulative Conditions section, related projects would have similar potential to release or expose hazardous materials as Alternative 6; however, like Alternative 6, all related projects would be required to handle hazardous materials consistent with regulatory requirements and best practices. Therefore, Alternative 6 in combination with past, present, and reasonably foreseeable projects would not result in a significant cumulative impact related to hazardous materials.

## 3.19.4.9 Hydrology and Water Quality

### Cumulative Conditions

The Cumulative RSA for hydrology and water quality is the Project Study Area. Potential pollutants (e.g., petroleum products/lubricants, paints, solvents, and other project-related products) used during operations and maintenance of the related projects would contribute to water pollution if not properly dispensed, stored, or disposed. Uncontrolled discharge of runoff carrying these potential pollutants would result in significant impacts to water quality in important waters such as the Los Angeles River and Ballona Creek, which would violate water quality standards and waste discharge requirements if not appropriately managed. Each project affecting runoff would include several sustainability features in compliance with the *Low Impact Development Standards Manual* (LADPW, 2014), which would serve to

reduce impervious area and promote infiltration, thereby improving water quality. These projects would also comply with all applicable federal, state, regional, and local agency water quality protection laws and regulations, water quality control and/or sustainable groundwater management plans, including the *Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties* (Basin Plan) (LARWQCB, 2014) and *City of Los Angeles General Plan* (DCP, 2001), as well as commonly used industry standards.

The Cumulative RSA, which is within the Los Angeles River Watershed and the Ballona Creek Watershed, is covered by urban uses. The existing drainage system in the watersheds consists of engineered storm channels and various streams and tributaries originating in the Santa Monica Mountains. Potential cumulative increases in stormwater runoff are not expected to significantly alter drainage patterns because the projects would utilize existing municipal stormwater facilities. It is not expected that any of the reasonably foreseeable projects would result in a substantial change to the amount of impervious land cover in the Cumulative RSA as a majority of related projects would be sited in a heavily urbanized environment where there is limited pervious surface available. Since the amount of runoff generated in the Cumulative RSA would not be expected to significantly increase due to development of surrounding projects, substantial increases in erosion, siltation, flooding, or exceedance of the stormwater drainage system would not be expected and cumulative impacts would be less than significant.

With regard to surface water and ground water quality in the Cumulative RSA, each of the concurrent projects would be subject to applicable water quality regulations and thus would be required to prepare a construction Storm Water Pollution Prevention Plan (SWPPP) and incorporate best management practices to control pollutant discharges. In addition, operation of all the related projects would be required, by Chapter 13.29, Storm Water and Urban Runoff Pollution Prevention Control and Standard Urban Stormwater Management Plan (SUSMP) of the Los Angeles Municipal Code, to submit and implement a SUSMP. With adherence to existing regulations and proper implementation of applicable requirements related to water quality and hydrology, potential cumulative impacts to water resources would be less than significant.

### Alternative 1

As described in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025g), Alternative 1 would result in increased impervious surface area associated with stations and roadway modifications such as road realignments, columns in the median of I-405, and I-405 shoulder modifications. This increase in impervious surface area may affect or obstruct groundwater recharge. However, most of these facilities would be located in an urban area with substantial existing impervious surface area, and Alternative 1 would adhere to existing regulations and proper implementation of stormwater compliance requirements. As such, Alternative 1 impacts related to groundwater recharge and drainage would be less than significant. The Alternative 1 MSF and TPSS facilities would use products and materials that contain potential pollutants during maintenance that could contribute to water pollution not properly dispensed, stored, or disposed. If not appropriately managed, uncontrolled discharge of runoff carrying these potential pollutants could result in significant impacts to water quality in groundwater and waterways, including the Pacoima Wash, Encino Creek, Ballona Creek, and the Los Angeles River. With adherence to existing regulations and proper implementation of stormwater compliance requirements, potential impacts related to the violation of any water quality standards or waste discharge requirements or substantial degradation of surface or groundwater quality during operation would be less than significant. As discussed in Section 3.19.4.9 in the Cumulative Conditions section, related projects would be required to adhere to the same regulations and implementation requirements as Alternative 1. These regulations and requirements are the Los Angeles Regional Water Quality Control Board and other water management regulatory agencies' primary tools for managing

the water quality and hydrology impacts of development in the region and throughout California. As such, Alternative 1 in combination with past, present, and reasonably foreseeable projects would not result in a significant cumulative impact related to hydrology and water quality.

### Alternative 3

Similar to Alternative 1, Alternative 3 would result in increased impervious surface area which may affect or obstruct groundwater recharge but impacts would be less than significant as Alternative 3 would adhere to existing regulations and stormwater compliance requirements. Like Alternative 1, the Alternative 3 MSF and TPSS facilities would use products and materials that contain potential pollutants during maintenance that could contribute to water pollution not properly dispensed, stored, or disposed. With adherence to existing regulations and proper implementation of stormwater compliance requirements, potential impacts related to the violation of any water quality standards or waste discharge requirements or substantial degradation of surface or groundwater quality during operation would be less than significant. As discussed in Section 3.19.4.9 in the Cumulative Conditions section, related projects would be required to adhere to the same regulations and implementation requirements as Alternative 3. These regulations and requirements are the Los Angeles Regional Water Quality Control Board and other water management regulatory agencies' primary tool for managing the water quality and hydrology impacts of development in the region and throughout California. As such, Alternative 3 in combination with past, present, and reasonably foreseeable projects would not result in a significant cumulative impact related to hydrology and water quality.

### Alternative 4

As described in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025g), Alternative 4 would result in increased impervious surface area associated with stations and roadway modifications such as road realignments and columns and straddle bents along Sepulveda Boulevard. This increase in impervious surface area may affect or obstruct groundwater recharge. However, most of these facilities would be located in an urban area with substantial existing impervious surface area and Alternative 4 would adhere to existing regulations and proper implementation of stormwater compliance requirements. As such, Alternative 4 impacts related to groundwater recharge and drainage would be less than significant. The Alternative 4 MSF and TPSS facilities would use products and materials that contain potential pollutants during maintenance that could contribute to water pollution not properly dispensed, stored, or disposed. If not appropriately managed, uncontrolled discharge of runoff carrying these potential pollutants could result in significant impacts to water quality in groundwater and waterways, including the Pacoima Wash, Encino Creek, Ballona Creek, and the Los Angeles River. With adherence to existing regulations and proper implementation of stormwater compliance requirements, potential impacts related to the violation of any water quality standards or waste discharge requirements or substantial degradation of surface or groundwater quality during operation would be less than significant. As discussed in Section 3.19.4.9 in the Cumulative Conditions section, related projects would be required to adhere to the same regulations and implementation requirements as Alternative 4. These regulations and requirements are the Los Angeles Regional Water Quality Control Board and other water management regulatory agencies' primary tool for managing the water quality and hydrology impacts of development in the region and throughout California. As such, Alternative 4 in combination with past, present, and reasonably foreseeable projects would not result in a significant cumulative impact related to hydrology and water quality.

### Alternative 5

Similar to Alternative 4, Alternative 5 would result in increased impervious surface area which may affect or obstruct groundwater recharge but impacts would be less than significant as Alternative 5 would adhere to existing regulations and stormwater compliance requirements. Like Alternative 4, the Alternative 5 MSF and TPSS facilities would use products and materials that contain potential pollutants during maintenance that could contribute to water pollution not properly dispensed, stored, or disposed. With adherence to existing regulations and proper implementation of stormwater compliance requirements, potential impacts related to the violation of any water quality standards or waste discharge requirements or substantial degradation of surface or groundwater quality during operation would be less than significant. As discussed in Section 3.19.4.9 in the Cumulative Conditions section, related projects would be required to adhere to the same regulations and implementation requirements as Alternative 5. These regulations and requirements are the Los Angeles Regional Water Quality Control Board and other water management regulatory agencies' primary tool for managing the water quality and hydrology impacts of development in the region and throughout California. As such Alternative 5 in combination with past, present, and reasonably foreseeable projects would not result in a significant cumulative impact related to hydrology and water quality.

### Alternative 6

As described in the *Sepulveda Transit Corridor Project Water Resources Technical Report* (Metro, 2025g), Alternative 6 would result in increased impervious surface area associated with stations. This increase in impervious surface area may affect or obstruct groundwater recharge. However, most of these facilities would be located in an urban area with substantial existing impervious surface area and Alternative 6 would adhere to existing regulations and proper implementation of stormwater compliance requirements. As such, Alternative 6 impacts related to groundwater recharge and drainage would be less than significant. The Alternative 6 MSF and TPSS facilities would use products and materials that contain potential pollutants during maintenance that could contribute to water pollution not properly dispensed, stored, or disposed. If not appropriately managed, uncontrolled discharge of runoff carrying these potential pollutants could result in significant impacts to water quality in groundwater and waterways, including the Pacoima Wash, Encino Creek, Ballona Creek, and the Los Angeles River. With adherence to existing regulations and proper implementation of stormwater compliance requirements, potential impacts related to the violation of any water quality standards or waste discharge requirements or substantial degradation of surface or groundwater quality during operation would be less than significant. As discussed in Section 3.19.4.9 in the Cumulative Conditions section, related projects would be required to adhere to the same regulations and implementation requirements as Alternative 6. These regulations and requirements are the Los Angeles Regional Water Quality Control Board and other water management regulatory agencies' primary tool for managing the water quality and hydrology impacts of development in the region and throughout California. As such, Alternative 6 in combination with past, present, and reasonably foreseeable projects would not result in a significant cumulative impact related to hydrology and water quality.

## 3.19.4.10 Land Use and Planning

### Cumulative Conditions

The Cumulative RSA for land use and planning is the Project Study Area. The Cumulative Impact RSA for land use and development is the Cumulative RSA. The related land development projects identified in Table 3.19-1 are site-specific projects in a highly urbanized area, generally consisting of development on existing parcels. Simultaneous construction of some related land development projects could occur,

potentially resulting in short-term and temporary construction disruptions to the existing physical environment and localized circulation through temporary street or sidewalk closures. However, the potential street closures and turning restrictions associated with the related projects would not divide existing communities as access to streets and surrounding properties would generally be required to be maintained through the rerouting of traffic within adjacent local streets as specified in traffic management plans. Therefore, the related projects would not result in a divided community. The related land development projects are subject to land use regulation by the cities of Los Angeles and Santa Monica, among other jurisdictions, that are updated as necessary to reflect current land use planning policies supported by state, regional, and local jurisdictions. Accordingly, it is not anticipated that a significant cumulative effect related to conflicts with land use plans or policies would occur. Major transportation projects in the Study Area such as the Metro ESFV LRT project (Map ID 2) may require land acquisition and potential conversion of land uses to transportation uses. However, all transportation projects identified in the Cumulative RSA for land use and planning follow existing transportation corridors and it is not anticipated that substantial property acquisitions or displacements would occur.

### Alternative 1

The related projects identified in Table 3.19-1 are subject to land use regulation by local jurisdictions, including the City of Los Angeles, UCLA, and the VA. Simultaneous construction of related projects and Alternative 1 could occur, potentially resulting in short-term and temporary construction disruptions to the existing built environment and circulation through temporary roadway or sidewalk closures or construction laydown areas. Projects proposed in close proximity to Alternative 1 have the potential to be disruptive to the adjacent land uses if construction occurred concurrently, but given it is not anticipated that any of the transportation projects listed in Table 3.19-1 would have overlapping construction periods cumulative construction-related disruptions would not occur. Additionally, the Alternative 1 roadway and/or I-405 lane closures and laydown areas in conjunction with related projects would not divide existing communities as access within and out of the affected communities would generally be required to be maintained through their respective construction traffic management plans. Alternative 1 would implement MM TRA-4, which requires a Transportation Management Plan to address construction-related traffic and access disruptions.

Operation of Alternative 1 would not divide the existing community in conjunction with the related projects as access within and out of the communities would be unchanged or changed very little by these the related projects. Further, the related projects would be required to be consistent with applicable general plans and zoning codes. Therefore, Alternative 1 combined with past, present, and reasonably foreseeable future projects would not result in a significant cumulative impact related to land use and planning during construction or operation.

### Alternative 3

The related projects identified in Table 3.19-1 are subject to land use regulation by local jurisdictions including the City of Los Angeles, UCLA, and the VA. Simultaneous construction of related projects and Alternative 3 could occur, potentially resulting in short-term and temporary construction disruptions to the existing built environment and circulation through temporary roadway or sidewalk closures or construction laydown areas. Projects proposed in close proximity to Alternative 3 have the potential to be disruptive to the adjacent land uses if construction occurred concurrently, but given it is not anticipated that any of the transportation projects listed in Table 3.19-1 would have overlapping construction periods such that substantial cumulative construction-related disruptions would occur. Additionally, the Alternative 3 roadway and/or I-405 lane closures and laydown areas in conjunction

with related projects would not divide existing communities as access within and out of the affected communities would generally be required to be maintained through their respective construction traffic management plans. Alternative 3 would implement MM TRA-4, which requires a Transportation Management Plan to address construction-related traffic and access disruptions.

Operation of Alternative 3 would not divide the existing community in conjunction with the related projects as access within and out of the communities would be unchanged or changed very little by these the related projects. Further, the related projects would be required to be consistent with applicable general plans and zoning codes. Therefore, Alternative 3, combined with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact to land use and planning during construction or operation.

### Alternative 4

The related projects identified in Table 3.19-1 are subject to land use regulation by local jurisdictions, including the City of Los Angeles and UCLA. Simultaneous construction of related projects and Alternative 4 could occur, potentially resulting in short-term and temporary construction disruptions to the existing built environment and circulation through temporary roadway or sidewalk closures or construction laydown areas. Projects proposed in close proximity to Alternative 4 have the potential to be disruptive to the adjacent land uses if construction occurred concurrently, but given it is not anticipated that any of the transportation projects listed in Table 3.19-1 would have overlapping construction periods, substantial cumulative construction-related disruptions would not occur. Additionally, the Alternative 4 roadway closures and laydown areas in conjunction with related projects would not divide existing communities as access within and out of the affected communities would generally be required to be maintained through their respective construction traffic management plans. Alternative 4 would implement MM TRA-4, which requires a Transportation Management Plan to address construction-related traffic and access disruptions.

Operation of Alternative 4 would not divide the existing community in conjunction with the related projects as access within and out of the communities would be unchanged or changed very little by these related projects. Alternative 4 would place an aerial HRT alignment along Sepulveda Boulevard within the City of Los Angeles communities of Van Nuys and Sherman Oaks. While access to and from all land uses along Sepulveda Boulevard would be maintained, the addition of such substantial infrastructure has the potential to contribute to a cumulative division of the community if other related projects also placed similar linear transportation infrastructure in these communities. However, no such projects are proposed in the vicinity of the Alternative 4 alignment along Sepulveda Boulevard. Therefore, Alternative 4, combined with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact to land use and planning during construction or operation.

### Alternative 5

The related projects identified in Table 3.19-1 are subject to land use regulation by local jurisdictions including the City of Los Angeles and UCLA. Simultaneous construction of related projects and Alternative 5 could occur, potentially resulting in short-term and temporary construction disruptions to the existing built environment and circulation through temporary roadway or sidewalk closures or construction laydown areas. Projects proposed in close proximity to Alternative 5 have the potential to be disruptive to the adjacent land uses if construction occurred concurrently, but given it is not anticipated that any of the transportation projects listed in Table 3.19-1 would have overlapping construction periods, substantial cumulative construction-related disruptions would not occur.

Additionally, the Alternative 5 roadway closures and laydown areas in conjunction with related projects would not divide existing communities as access within and out of the affected communities would generally be required to be maintained through their respective construction traffic management plans. Alternative 5 would implement MM TRA-4, which requires a Transportation Management Plan to address construction-related traffic and access disruptions.

Operation of Alternative 5 would not divide the existing community in conjunction with the related projects as access within and out of the communities would be unchanged or changed very little by these related projects. The Alternative 5 alignment would be located underground in a bored tunnel. Therefore, there is no potential for Alternative 5 to result in new physical barriers that could divide an established community, and there is no potential for Alternative 5, combined with past, present, and reasonably foreseeable future projects, to result in a significant cumulative impact to land use and planning.

### Alternative 6

The related projects identified in Table 3.19-1 are subject to land use regulation by local jurisdictions including the City of Los Angeles and UCLA. Simultaneous construction of related projects and Alternative 6 could occur, potentially resulting in short-term and temporary construction disruptions to the existing built environment and circulation through temporary roadway or sidewalk closures or construction laydown areas. Projects proposed in close proximity to Alternative 6 have the potential to be disruptive to the adjacent land uses if construction occurred concurrently, but given it is not anticipated that any of the transportation projects listed in Table 3.19-1 would have overlapping construction periods, substantial cumulative construction-related disruptions would not occur. Additionally, the Alternative 6 roadway closures and laydown areas in conjunction with related projects would not divide existing communities as access within and out of the affected communities would generally be required to be maintained through their respective construction traffic management plans. Alternative 5 would implement MM TRA-4, which requires a Transportation Management Plan to address construction-related traffic and access disruptions.

Operation of Alternative 6 would not divide the existing community in conjunction with the related projects as access within and out of the communities would be unchanged or changed very little by these related projects. The Alternative 6 alignment would be located underground in a bored tunnel. Therefore, there is no potential for Alternative 6 to result in new physical barriers that could divide an established community and there is no potential for Alternative 6, combined with past, present, and reasonably foreseeable future projects, to result in a significant cumulative impact to land use and planning.

## 3.19.4.11 Noise and Vibration

### Cumulative Conditions

The Cumulative RSA for noise and vibration consists of the Project Study Area; however, given the localized nature of noise and vibration impacts, the analysis primarily focuses on sensitive receptors within the immediate vicinity of the Project footprint for each alternative. The existing cumulative noise condition is characterized by existing traffic noise and existing freight noise, which was captured by existing ambient noise measurements conducted for the Project. Projects identified in Table 3.19-1 to be likely to result in additional noise generated in the RSA, both during construction and operation of the various projects. Construction activities associated with any of the related projects would generate temporary point source noise and vibration that would increase the ambient noise at receptor locations

in the vicinity of a given project's construction. Such impacts would be exacerbated by the concurrent construction or two or more projects taking place in close proximity to one another. Operation of related projects, both transportation and land use development would result in long-term increases in noise due either to the operation of transit vehicles or due to additional economic activity, including work commutes for new residents and workers at the development sites of the projects identified in Table 3.19-1. Cumulative growth and development in the City of Los Angeles could result in increases in roadway traffic volumes over time that would concurrently increase ambient noise levels in the RSA. However, future increases in roadway noise are expected to be minimal within the Cumulative RSA because of limited roadway capacity.

### Alternative 1

As noted in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025h), construction of Alternative 1 would require heavy earth-moving equipment, generators, cranes, pneumatic tools, and other similar machinery. The existing cumulative noise condition is characterized by existing traffic noise, which was captured by existing ambient noise measurements. Construction noise levels for Alternative 1 would exceed FTA noise standards and, where applicable, the standards established by the local noise ordinances due to the intensive nature of Alternative 1 construction activities and the proximity of sensitive land uses to the corridor. Implementation of MM NOI-1.2 (Noise Control Plan) would reduce construction noise levels, but there may still be temporary or periodic exceedances of the FTA construction noise criteria and local standards, resulting in temporary significant impacts related to construction noise.

Construction of related projects would likely include the use of heavy construction equipment that would generate elevated construction noise levels. Projected future projects would go through their own environmental clearance process and would include mitigation for construction noise to reduce impacts. Related projects within 500 feet of Alternative 1 construction could result in a cumulative construction noise impact at sensitive receptors. Currently, there have not been any related projects with construction schedules determined to overlap with Alternative 1. Although it is not possible to predict which related projects would result in a cumulative construction noise scenario, the construction noise levels associated with Alternative 1 could increase ambient noise levels. Therefore, Alternative 1, when combined with noise generated by past, present and reasonably foreseeable future projects, would result in a significant cumulative noise impact during construction, and the incremental contribution of Alternative 1 to that significant cumulative impact would be cumulatively considerable.

The noise environment in the vicinity of the Alternative 1 alignment is dominated by traffic noise, including freeways such as I-405, Interstate I-10 (I-10), U.S. Highway 101 (US-101), arterial roads such as Sepulveda Boulevard and Wilshire Boulevard, and other local roadways. Aircraft flyovers are also contributors to the existing noise environment in most of the Cumulative RSA. Cumulative growth and development in the Cumulative RSA could result in increases in roadway traffic volumes over time that would also increase ambient noise levels in the vicinity of Alternative 1. However, future increases in roadway noise are expected to be minimal along the alignment because of limited roadway capacity. Alternative 1 would result in significant operational noise impacts at sensitive receptors along the Alternative 1 alignment, primarily within the Sherman Oaks and Van Nuys communities. Implementation of MM NOI-1.1 would require installation of soundwalls and would reduce the significant impacts related to noise to a less than significant level. Therefore, Alternative 1 in combination with future traffic noise would not result in a significant cumulative impact. Alternative 1 would not have a cumulatively considerable contribution to a cumulative noise impact.

Regarding vibration, construction of Alternative 1 would result in significant and unavoidable vibration impacts, even with implementation of MM VIB-1.1 (Vibration Control Plan). However, it is not anticipated that vibration-generating equipment from past, present, and reasonably foreseeable future projects would operate at the same time and in the same location as the construction equipment for Alternative 1. Operation of Alternative 1 would not generate excessive vibration, and it is not anticipated that any related projects in the vicinity of Alternative 1 would generate substantial vibration that could combine with Alternative 1 operational vibration such that a significant cumulative vibration impact would occur. Therefore, Alternative 1, combined with past, present, and reasonably foreseeable projects would not result in significant cumulative vibration impacts.

### Alternative 3

Like Alternative 1, construction noise levels for Alternative 3 would exceed FTA noise standards and, where applicable, the standards established by the local noise. Implementation of MM NOI-3.2 (Noise Control Plan) would reduce construction noise levels, but there may still be temporary or periodic exceedances of the FTA construction noise criteria and local standards resulting in temporary significant impacts related to construction noise. Currently, there have not been any related projects with construction schedules determined to overlap with Alternative 3. Although it is not possible to predict which related projects would result in a cumulative construction noise scenario, the construction noise levels associated with Alternative 3 could increase ambient noise levels. Therefore, Alternative 3, when combined with noise generated by past, present and reasonably foreseeable future projects, would result in a significant cumulative noise impact during construction, and the incremental contribution of Alternative 3 to that significant cumulative impact would be cumulatively considerable.

As described for Alternative 1, future increases in roadway noise are expected to be minimal along the alignment because of limited roadway capacity. Alternative 3 would result in significant operational noise impacts at sensitive receptors along the Alternative 3 alignment, primarily within the Sherman Oaks and Van Nuys communities. Implementation of MM NOI-3.1 would require installation of soundwalls and would reduce the significant impacts related to noise to a less than significant level. Therefore, Alternative 3 in combination with future traffic noise would not result in a significant cumulative impact. Alternative 3 would not have a cumulatively considerable contribution to a cumulative noise impact.

Like Alternative 1, construction of Alternative 3 would result in significant and unavoidable vibration impacts, even with implementation of MM VIB-3.1 (Vibration Control Plan). However, it is not anticipated that vibration-generating equipment from past, present, and reasonably foreseeable future projects would operate at the same time and in the same location as the construction equipment for Alternative 3. Operation of Alternative 3 would not generate excessive vibration and it is not anticipated that any related projects in the vicinity of Alternative 3 would generate substantial vibration that could combine with Alternative 3 operational vibration such that a significant cumulative vibration impact would occur. Therefore, Alternative 3, combined with past, present, and reasonably foreseeable projects, would not result in significant cumulative vibration impacts.

### Alternative 4

As noted in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025h), construction of Alternative 4 would require heavy earth-moving equipment, generators, cranes, pneumatic tools, and other similar machinery. The existing cumulative noise condition is characterized by existing traffic noise which was captured by existing ambient noise measurements. Construction noise levels for Alternative 4 would exceed FTA noise standards and, where applicable, the standards

established by the local noise ordinances due to the intensive nature of Alternative 4 construction activities and the proximity of sensitive land uses to the corridor. Implementation of MM NOI-4.2 (Noise Control Plan) would reduce construction noise levels, but there may still be temporary or periodic exceedances of the FTA construction noise criteria and local standards resulting in temporary significant impacts related to construction noise.

Construction of related projects would likely include the use of heavy construction equipment that would generate elevated construction noise levels. Projected future projects would go through their own environmental clearance process and would include mitigation for construction noise to reduce impacts. Related projects within 500 feet of Alternative 4 construction could result in a cumulative construction noise impact at sensitive receptors. Currently, there have not been any related projects with construction schedules determined to overlap with Alternative 4. Although it is not possible to predict which related projects would result in a cumulative construction noise scenario, the construction noise levels associated with Alternative 4 could increase ambient noise levels. Therefore, Alternative 4, when combined with noise generated by past, present and reasonably foreseeable future projects, would result in a significant cumulative noise impact during construction, and the incremental contribution of Alternative 4 to that significant cumulative impact would be cumulatively considerable.

The noise environment in the vicinity of the Alternative 4 alignment is dominated by traffic noise, including freeways such as I-405, I-10, US-101, arterial roads such as Sepulveda Boulevard and Wilshire Boulevard, and other local roadways. Aircraft flyovers are also contributors to the existing noise environment in most of the Cumulative RSA. Cumulative growth and development in the Cumulative RSA could result in increases in roadway traffic volumes over time that would also increase ambient noise levels in the vicinity of Alternative 4. However, future increases in roadway noise are expected to be minimal along the alignment because of limited roadway capacity. Alternative 4 would result in significant operational noise impacts at sensitive receptors along the Alternative 4 alignment, primarily within the Sherman Oaks and Van Nuys communities. Implementation of MM NOI-4.1would require installation of soundwalls. This mitigation measure would reduce the significant impacts of Alternative 4 related to operational noise to a less than significant level. Therefore, Alternative 4 in combination with future traffic noise would not result in a significant cumulative impact. Alternative 4 would not have a cumulatively considerable contribution to a cumulative noise impact.

Regarding vibration, construction of Alternative 4 would result in significant and unavoidable vibration impacts, even with implementation of MM VIB-4.2 (Vibration Control Plan). However, it is not anticipated that vibration-generating equipment from past, present, and reasonably foreseeable future projects would operate at the same time and in the same location as the construction equipment for Alternative 4. Operation of Alternative 4 would generate ground-borne vibration at various locations along the Alternative 4 alignment. Implementation of MM VIB-4.1 would reduce vibration levels associated with Alternative 4 to a less than significant level. It is not anticipated that any related projects in the vicinity of Alternative 4 would generate substantial vibration that could combine with Alternative 4 operational vibration such that a significant cumulative vibration impact would occur. Therefore, Alternative 4, combined with past, present, and reasonably foreseeable projects, would not result in significant cumulative vibration impacts.

### Alternative 5

Like Alternative 4, construction noise levels for Alternative 5 would exceed FTA noise standards and, where applicable, the standards established by the local noise. Implementation of MM NOI-5.2 (Noise Control Plan) would reduce construction noise levels, but there may still be temporary or periodic

exceedances of the FTA construction noise criteria and local standards resulting in temporary significant impacts related to construction noise.

As described for Alternative 4, future increases in roadway noise are expected to be minimal along the alignment because of limited roadway capacity. Although it is not possible to predict which related projects would result in a cumulative construction noise scenario, the construction noise levels associated with Alternative 5 could increase ambient noise levels. Therefore, when combined with noise generated by past, present and reasonably foreseeable future projects, Alternative 5 would result in a significant cumulative noise impacts during construction, and Alternative 5 would have a considerable contribution to a cumulative construction noise impact.

As described for Alternative 4, future increases in roadway noise are expected to be minimal in the vicinity of the proposed MSF due to limited roadway capacity. Noise impacts associated with Alternative 5 operations would be less than significant. Therefore, Alternative 5 in combination with future traffic noise would not result in a significant cumulative impact.

Like Alternative 4, Alternative 5 would result in significant and unavoidable vibration impacts, even with implementation of MM VIB-5.2 (Vibration Control Plan). However, it is not anticipated that vibration-generating equipment from past, present, and reasonably foreseeable future projects would operate at the same time and in the same location as the construction equipment for Alternative 5. Operation of Alternative 5 would generate ground-borne vibration at various locations along the Alternative 5 alignment. Implementation of MM VIB-5.1 would reduce vibration levels associated with Alternative 5 to a less than significant level. It is not anticipated that any related projects in the vicinity of Alternative 5 would generate substantial vibration that could combine with Alternative 5 operational vibration such that a significant cumulative vibration impact would occur. Therefore, the Alternative 5, combined with past, present, and reasonably foreseeable projects would not result in significant cumulative vibration impacts.

### Alternative 6

As noted in the *Sepulveda Transit Corridor Project Noise and Vibration Technical Report* (Metro, 2025h), construction of Alternative 6 would require heavy earth-moving equipment, generators, cranes, pneumatic tools, and other similar machinery. The existing cumulative noise condition is characterized by existing traffic noise which was captured by existing ambient noise measurements. Construction noise levels for Alternative 6 would exceed FTA noise standards and, where applicable, the standards established by the local noise ordinances due to the intensive nature of Alternative 6 construction activities and the proximity of sensitive land uses to the corridor. Implementation of MM NOI-6.2 (Noise Control Plan) would reduce construction noise levels, but there may still be temporary or periodic exceedances of the FTA construction noise criteria and local standards resulting in temporary significant impacts related to construction noise.

Construction of related projects would likely include the use of heavy construction equipment that would generate elevated construction noise levels. Projected future projects would go through their own environmental clearance process and would include mitigation for construction noise to reduce impacts. Related projects within 500 feet of Alternative 6 construction could result in a cumulative construction noise impact at sensitive receptors. Currently, there have not been any related projects with construction schedules determined to overlap with Alternative 6. Although it is not possible to predict which related projects would result in a cumulative construction noise scenario, the construction noise levels associated with Alternative 6 could increase ambient noise levels. Therefore, when combined with noise generated by past, present and reasonably foreseeable future projects, Alternative

6 would result in a significant cumulative noise impacts during construction, and Alternative 6 would have a cumulatively considerable contribution to a cumulative construction noise impact.

Alternative 6 would be an underground rail alignment which would not produce noise during operations. The only above-ground facility that would generate noise would be the proposed MSF. The noise environment in the vicinity of the Alternative 6 alignment is dominated by traffic noise, including freeways such as I-405, I-10, US-101, arterial roads such as Van Nuys Boulevard and Wilshire Boulevard, and other local roadways. Aircraft flyovers are also contributors to the existing noise environment in most of the Cumulative RSA. Cumulative growth and development in the Cumulative RSA could result in increases in roadway traffic volumes over time that would also increase ambient noise levels in the vicinity of Alternative 6 including the proposed MSF. However, future increases in roadway noise are expected to be minimal in the vicinity of the proposed MSF due to limited roadway capacity. Alternative 6 would result in significant operational noise impacts at sensitive receptors near the proposed TPSS facilities in the Sherman Oaks and Van Nuys communities. Implementation of MM NOI-6.1 would require installation of noise reduction measures at these TPSS locations. This mitigation measure would reduce the significant impacts of Alternative 6 related to operational noise generated at TPSS locations to a less than significant level. Therefore, Alternative 6 in combination with future traffic noise would not result in a significant cumulative impact. Alternative 6 would not have a cumulatively considerable contribution to a cumulative noise impact.

Regarding vibration, construction of Alternative 6 would result in significant and unavoidable vibration impacts, even with implementation of MM VIB-6.1. However, it is not anticipated that vibration-generating equipment from past, present, and reasonably foreseeable future projects would operate at the same time and in the same location as the construction equipment for Alternative 6. Operation of Alternative 6 would generate ground-borne vibration at various locations along the Alternative 6 alignment; however, the impacts have been determined to be less than significant. It is not anticipated that any related projects in the vicinity of Alternative 6 would generate substantial vibration that could combine with Alternative 6 operational vibration such that a significant cumulative vibration impact would occur. Therefore, the Alternative 6, combined with past, present, and reasonably foreseeable projects would not result in significant cumulative vibration impacts.

### 3.19.4.12 Population and Housing

#### Cumulative Conditions

The Cumulative RSA for population and housing is the Project Study Area. An increase in transit service in the region may allow for increased development around station areas; however, such development is anticipated in the local jurisdictions' general plans and would be contingent upon local city zoning regulations and approvals. Therefore, development around the station areas of related transit projects would not occur in an uncontrolled manner.

Several of the related land development projects identified in Table 3.19-1 provide new housing or commercial opportunities which would result in increases in local population and employment. These projects would not result in displacement that would require construction of replacement housing elsewhere.

Several of the regional transportation projects identified in Table 3.19-1 include construction of new infrastructure that may require the acquisition and displacement of housing or commercial properties. However, each of the related transportation projects identified generally follow existing transportation corridors and are not anticipated to displace substantial numbers of people or housing such that

construction of replacement housing elsewhere would be required. Accordingly, the cumulative effect of related projects in the Cumulative RSA would be less than significant.

### Alternative 1

A project may have cumulatively considerable impacts associated with displacement, even when mitigated, if it would contribute cumulatively to displacement of the same land uses or important resources. Alternative 1 would result in the displacement of 1 housing unit and it is anticipated that loss of housing due to displacement associated with Alternative 1 would be retained with relocation in the Cumulative RSA or region. In addition, the ExpressLanes project has the potential to incrementally affect the footprint of Alternative 1, requiring various additional roadway modifications at several constrained points along I-405. Such modifications to the Alternative 1 footprint would similarly have the potential to result in additional property acquisitions. It is anticipated that if additional residential or commercial displacements would be required due to this incremental change in the Alternative 1 footprint, displaced residents or businesses would be relocated in accordance with Metro's acquisition and relocation policies, and there would not be a need to construct replacement housing elsewhere. Thus, cumulative impacts due to the displacement of housing or people would not be significant, and Alternative 1 would not have a cumulatively considerable contribution to a significant cumulative impact.

### Alternative 3

A project may have cumulatively considerable impacts associated with displacement, even when mitigated, if it would contribute cumulatively to displacement of the same land uses or important resources. Alternative 3 would result in the displacement of 1 housing unit, and it is anticipated that loss of housing due to displacement associated with Alternative 3 would be retained with relocation in the Cumulative RSA or region. In addition, the ExpressLanes project has the potential to incrementally affect the footprint of Alternative 3 requiring various additional roadway modifications at several constrained points along I-405. Such modifications to the Alternative 3 footprint would similarly have the potential to result in additional property acquisitions. It is anticipated that if additional residential or commercial displacements would be required due to this incremental change in the Alternative 3 footprint, displaced residents or businesses would be relocated in accordance with Metro's acquisition and relocation policies, and there would not be a need to construct replacement housing elsewhere. Thus, cumulative impacts due to the displacement of housing or people would not be significant, and Alternative 3 would not have a cumulatively considerable contribution to a significant cumulative impact.

### Alternative 4

A project may have cumulatively considerable impacts associated with displacement, even when mitigated, if it would contribute cumulatively to displacement of the same land uses or important resources. Alternative 4 would result in the displacement of 212 housing units, and it is anticipated that loss of housing due to displacement associated with Alternative 4 would be retained with relocation in the Cumulative RSA or region. Due to the magnitude of anticipated residential relocations associated with Alternative 4, it is anticipated that the relocation process would occur over multiple years in a phased manner to avoid disruption to the local housing market and allow adequate time for Metro's real estate specialists to fairly relocate all displaced residents. Numerous projects listed in Table 3.19-1 include development of new housing and related transportation projects are not anticipated to result in substantial residential displacements though some may be required. Thus, cumulative impacts due to

the displacement of housing or people would not be significant, and the Alternative 4 would not have a cumulatively considerable contribution to a significant cumulative impact.

### Alternative 5

A project may have cumulatively considerable impacts associated with displacement, even when mitigated, if it would contribute cumulatively to displacement of the same land uses or important resources. Alternative 5 would result in the displacement of 34 housing units, and it is anticipated that loss of housing due to displacement associated with Alternative 5 would be retained with relocation in the Cumulative RSA or region. Thus, cumulative impacts due to the displacement of housing or people would not be significant, and the Alternative 5 would not have a cumulatively considerable contribution to a significant cumulative impact.

### Alternative 6

A project may have cumulatively considerable impacts associated with displacement, even when mitigated, if it would contribute cumulatively to displacement of the same land uses or important resources. Alternative 6 would result in the displacement of 127 housing units, and it is anticipated that loss of housing due to displacement associated with Alternative 6 would be retained with relocation in the Cumulative RSA or region. Thus, cumulative impacts due to the displacement of housing or people would not be significant, and the Alternative 6 would not have a cumulatively considerable contribution to a significant cumulative impact.

## 3.19.4.13 Public Services

### Cumulative Conditions

The Cumulative RSA for public services is the Project Study Area. As discussed in Section 3.19.4.12, several of the related land development projects would introduce new housing and commercial uses. However, these projects are subject to local city zoning regulations and approvals and must meet state Regional Housing Needs Allocation; therefore, the introduction of new housing or commercial opportunities would not constitute uncontrolled growth. Considered cumulatively, the increases in population and employment could require construction or expansion of new public facilities. Construction or expansion of these facilities could result in a cumulatively significant impact on public services.

### Alternative 1

Alternative 1 does not include any housing component that would directly increase population, although some indirect concentration of growth may occur around some of the station areas due to the new transit access. As described in Section 3.13, Public Services, funds are allocated to fire protection services during the annual monitoring and budgeting process to ensure that fire protection services are responsive to changes in the City of Los Angeles. Similarly, the Los Angeles Fire Department (LAFD) or Los Angeles County Flood Control District evaluate staffing levels during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate fire protection and emergency response services are maintained. The LAFD would also evaluate Alternative 1 to ensure that adequate fire protection could be accommodated with project implementation. With regard to police protection, the Metro system is currently policed by the Los Angeles Police Department (LAPD) and Los Angeles County Sheriff Department (LASD). Metro has contracted the LASD and the LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. In addition, Alternative 1 would be monitored by Metro, which has implemented a multi-policing model inclusive of Metro's Transit Security Officers and contract security personnel. The LAPD would be the first responders for

Alternative 1 in the event of an emergency requiring police protection. Alternative 1 would not affect either fire or police protection response times or otherwise affect emergency services. Therefore, the incremental contribution of Alternative 1 to significant cumulative impacts regarding fire and police protection response times and emergency services would not be cumulatively considerable.

Related projects could have the potential to impact fire and police protection services within the Cumulative RSA by requiring temporary lane closures or drawing on emergency responders to respond to emergency incidents. None of the projects identified in Table 3.19-1 are anticipated to have overlapping construction periods such that cumulative construction activities could affect emergency response. If concurrent construction were to occur, it is reasonable to assume that the related projects would implement their own measures to reduce impacts to emergency services by implementing detours and appropriate notification of agencies, which Alternative 1 would implement to ensure construction-period impacts on emergency response would remain less than significant. Therefore, construction and operation of Alternative 1 combined with past, present, and reasonably foreseeable future projects would not result in a significant cumulative impact related to the provision of new or altered fire or police service.

Regarding public schools and other public facilities, Alternative 1 would not induce unplanned population growth that would impact the demand for schools or other public facilities and no Alternative 1 components would affect schools or other public facilities that would require new or physically altered public facilities. Projects identified in Table 3.19-1 do not involve alterations to any school facilities other than student housing proposed on and near the UCLA campus. Therefore, construction and operation of Alternative 1 combined with past, present, and reasonably foreseeable future projects would not result in a significant cumulative impact related to the provision of new or altered schools or other public facilities.

### Alternative 3

Alternative 3 would have the same potential to affect public services as that described for Alternative 1. The LAFD would evaluate Alternative 3 to ensure that adequate fire protection could be accommodated with project implementation. Like Alternative 1, the LAPD would be the first responders for Alternative 3 in the event of an emergency requiring police protection. Alternative 3 would not affect either fire or police protection response times or otherwise affect emergency services.

Related projects could have the potential to impact fire and police protection services within the Cumulative RSA by requiring temporary lane closures or drawing on emergency responders to respond to emergency incidents. None of the projects identified in Table 3.19-1 are anticipated to have overlapping construction periods such that cumulative construction activities could affect emergency response. If concurrent construction were to occur, it is reasonable to assume that the related projects would implement their own measures to reduce impacts to emergency services by implementing detours and appropriate notification of agencies, which Alternative 3 would implement to ensure construction-period impacts on emergency response would remain less than significant. Therefore, construction and operation of Alternative 3 in combination with past, present, and reasonably foreseeable future projects would not result in a significant cumulative impact related to the provision of new or altered fire or police service.

Regarding public schools and other public facilities, Alternative 3 would not induce unplanned population growth that would impact the demand for schools or other public facilities and no Alternative 3 components would affect schools or other public facilities that would require new or physically altered public facilities. Projects identified in Table 3.19-1 do not involve alterations to any

school facilities other than student housing proposed on and near the UCLA campus. Therefore, construction and operation of Alternative 3 combined with past, present, and reasonably foreseeable future projects would not result in a significant cumulative impact related to the provision of new or altered schools or other public facilities.

### Alternative 4

Alternative 4 does not include any housing component that would directly increase population, although some indirect concentration of growth may occur around some of the station areas due to the new transit access. As described in Section 3.13, Public Services, funds are allocated to fire protection services during the annual monitoring and budgeting process to ensure that fire protection services are responsive to changes in the City of Los Angeles. Similarly, the LAFD or Los Angeles County Flood Control District evaluate staffing levels during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate fire protection and emergency response services are maintained. The LAFD would also evaluate Alternative 4 to ensure that adequate fire protection could be accommodated with project implementation. With regard to police protection, the Metro system is currently policed by the LAPD and LASD. Metro has contracted the LASD and the LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. In addition, Alternative 4 would be monitored by Metro, which has implemented a multi-policing model inclusive of Metro's Transit Security Officers and contract security personnel. The LAPD would be the first responders for Alternative 4 in the event of an emergency requiring police protection. Alternative 4 would not affect either fire or police protection response times or otherwise affect emergency services.

Related projects could have the potential to impact fire and police protection services within the Cumulative RSA by requiring temporary lane closures or drawing on emergency responders to respond to emergency incidents. None of the projects identified in Table 3.19-1 are anticipated to have overlapping construction periods such that cumulative construction activities could affect emergency response. If concurrent construction were to occur, it is reasonable to assume that the related projects would implement their own measures to reduce impacts to emergency services by implementing detours and appropriate notification of agencies, which Alternative 4 would implement to ensure construction-period impacts on emergency response would remain less than significant. Therefore, construction and operation of Alternative 4 in combination with past, present, and reasonably foreseeable future projects would not result in a significant cumulative impact related to the provision of new or altered fire or police service.

Regarding public schools and other public facilities, Alternative 4 would not induce unplanned population growth that would impact the demand for schools or other public facilities and no Alternative 4 components would affect schools or other public facilities that would require new or physically altered public facilities. Projects identified in Table 3.19-1 do not involve alterations to any school facilities other than student housing proposed on and near the UCLA campus. Therefore, construction and operation of Alternative 4 combined with past, present, and reasonably foreseeable future projects would not result in a significant cumulative impact related to the provision of new or altered schools or other public facilities.

### Alternative 5

Alternative 5 would have the same potential to affect public services as that described for Alternative 4. The LAFD would evaluate Alternative 5 to ensure that adequate fire protection could be accommodated with project implementation. Like Alternative 4, the LAPD would be the first responders for the

Alternative 5 in the event of an emergency requiring police protection. Alternative 5 would not affect either fire or police protection response times or otherwise affect emergency services.

Related projects could have the potential to impact fire and police protection services within the Cumulative RSA by requiring temporary lane closures or drawing on emergency responders to respond to emergency incidents. None of the projects identified in Table 3.19-1 are anticipated to have overlapping construction periods such that cumulative construction activities could affect emergency response. If concurrent construction were to occur, it is reasonable to assume that the related projects would implement their own measures to reduce impacts to emergency services by implementing detours and appropriate notification of agencies, which Alternative 5 would implement to ensure construction-period impacts on emergency response would remain less than significant. Therefore, construction and operation of Alternative 5 in combination with past, present, and reasonably foreseeable future projects would not result in a significant cumulative impact related to the provision of new or altered fire or police service.

Regarding public schools and other public facilities, Alternative 5 would not induce unplanned population growth that would impact the demand for schools or other public facilities and no Alternative 5 components would affect schools or other public facilities that would require new or physically altered public facilities. Projects identified in Table 3.19-1 do not involve alterations to any school facilities other than student housing proposed on and near the UCLA campus. Therefore, construction and operation of Alternative 5 combined with past, present, and reasonably foreseeable future projects would not result in a significant cumulative impact related to the provision of new or altered schools or other public facilities.

### Alternative 6

Alternative 6 does not include any housing component that would directly increase population, although some indirect concentration of growth may occur around some of the station areas due to the new transit access. As described in Section 3.13, Public Services, funds are allocated to fire protection services during the annual monitoring and budgeting process to ensure that fire protection services are responsive to changes in the City of Los Angeles. Similarly, the LAFD or Los Angeles County Flood Control District evaluate staffing levels during the annual budgetary process, and personnel are hired, as needed, to ensure that adequate fire protection and emergency response services are maintained. The LAFD would also evaluate Alternative 6 to ensure that adequate fire protection could be accommodated with project implementation. With regard to police protection, the Metro system is currently policed by the LAPD and LASD. Metro has contracted the LASD and the LAPD Transit Services Division to provide policing services on the Metro system within the City of Los Angeles. In addition, Alternative 6 would be monitored by Metro, which has implemented a multi-policing model inclusive of Metro's Transit Security Officers and contract security personnel. The LAPD would be the first responders for Alternative 6 in the event of an emergency requiring police protection. Alternative 6 would not affect either fire or police protection response times or otherwise affect emergency services.

Related projects could have the potential to impact fire and police protection services within the Cumulative RSA by requiring temporary lane closures or drawing on emergency responders to respond to emergency incidents. None of the projects identified in Table 3.19-1 are anticipated to have overlapping construction periods such that cumulative construction activities could affect emergency response. If concurrent construction were to occur, it is reasonable to assume that the related projects would implement their own measures to reduce impacts to emergency services by implementing detours and appropriate notification of agencies, which Alternative 6 would implement to ensure

construction-period impacts on emergency response would remain less than significant. Therefore, construction and operation of Alternative 6 in combination with past, present, and reasonably foreseeable future projects would not result in a significant cumulative impact related to the provision of new or altered fire or police service.

Regarding public schools and other public facilities, Alternative 6 would not induce unplanned population growth that would impact the demand for schools or other public facilities and no Alternative 6 components would affect schools or other public facilities that would require new or physically altered public facilities. Projects identified in Table 3.19-1 do not involve alterations to any school facilities other than student housing proposed on and near the UCLA campus. Therefore, construction and operation of Alternative 6 combined with past, present, and reasonably foreseeable future projects would not result in a significant cumulative impact related to the provision of new or altered schools or other public facilities.

### 3.19.4.14 Recreation

#### Cumulative Conditions

The Cumulative RSA for recreation is the Project Study Area. Cumulative projects listed in Table 3.19-1 could cumulatively increase use of parks in the RSA due to increases in the number of residents. Transportation projects identified in Table 3.19-1 may also result in cumulative effects on parks in the RSA due to indirect population growth as a result of additional transit-oriented development around transit stations that would be constructed as part of these transit improvement projects. While it is not anticipated that any of the related projects would result in any direct land impacts on parks in the RSA, there is potential for some of the related projects to affect park property requiring construction or expansion of new or replacement parkland. In particular, the ExpressLanes project would be constructed along I-405 in the Sepulveda Pass. Throughout the Sepulveda pass, portions of the SMMNRA and associated open space are present and abut the I-405 ROW; however, it is not anticipated that any related projects would require acquisition of open space land associated with the SMMNRA or open space conservation land managed by the Santa Monica Mountains Conservancy.

#### Alternative 1

Alternative 1 would not directly result in an increase in the number of residents; thus, there would be no direct increase in demand for parks or recreational facilities.

Alternative 1 would not result in significant impacts to parks or recreational facilities related to construction or operational activities. However, Alternative 1 could indirectly affect population, housing, and employment growth as a result of and in combination with reasonably foreseeable future projects in the region. Changes in demographics associated with new development opportunities are anticipated to be consistent with SCAG-adopted growth projections, since these growth projections are based on the *City of Los Angeles General Plan* land use designations of local jurisdictions. These projections, which include the Project and cumulative projects, are accounted for in population increases that affect planning for park facilities. Therefore, Alternative 1 would not result in significant cumulative impacts to parks and recreational facilities.

#### Alternative 3

Alternative 3 would not directly result in an increase in the number of residents; thus, there would be no direct increase in demand for parks or recreational facilities.

Alternative 3 would not result in significant impacts to parks or recreational facilities related to construction or operational activities. However, Alternative 3 could indirectly affect population, housing, and employment growth as a result of and in combination with reasonably foreseeable future projects in the region. Changes in demographics associated with new development opportunities are anticipated to be consistent with the SCAG-adopted growth projections since these growth projections are based on the General Plan land use designations of local jurisdictions. These projections, which include the Project and cumulative projects, are accounted for in population increases that affect planning for park facilities. Therefore, Alternative 3 would not result in significant cumulative impacts to parks and recreational facilities.

### Alternative 4

Alternative 4 would not directly result in an increase in the number of residents; thus, there would be no direct increase in demand for parks or recreational facilities.

Alternative 4 would not result in significant impacts to parks or recreational facilities related to construction or operational activities. However, Alternative 4 could indirectly affect population, housing, and employment growth as a result of and in combination with reasonably foreseeable future projects in the region. Changes in demographics associated with new development opportunities are anticipated to be consistent with the SCAG-adopted growth projections since these growth projections are based on the General Plan land use designations of local jurisdictions. These projections, which include the Project and cumulative projects, are accounted for in population increases that affect planning for park facilities. Therefore, Alternative 4 would not result in significant cumulative impacts to parks and recreational facilities.

### Alternative 5

Alternative 5 would not directly result in an increase in the number of residents; thus, there would be no direct increase in demand for parks or recreational facilities.

Alternative 5 would not result in significant impacts to parks or recreational facilities related to construction or operational activities. However, Alternative 5 could indirectly affect population, housing, and employment growth as a result of and in combination with reasonably foreseeable future projects in the region. Changes in demographics associated with new development opportunities are anticipated to be consistent with the SCAG-adopted growth projections since these growth projections are based on the General Plan land use designations of local jurisdictions. These projections, which include the Project and cumulative projects, are accounted for in population increases that affect planning for park facilities. Therefore, Alternative 5 would not result in significant cumulative impacts to parks and recreational facilities.

### Alternative 6

Alternative 6 would not directly result in an increase in the number of residents; thus, there would be no direct increase in demand for parks or recreational facilities.

Alternative 6 would not result in significant impacts to parks or recreational facilities related to construction or operational activities. However, Alternative 6 could indirectly affect population, housing, and employment growth as a result of and in combination with reasonably foreseeable future projects in the region. Changes in demographics associated with new development opportunities are anticipated to be consistent with the SCAG-adopted growth projections since these growth projections are based on the General Plan land use designations of local jurisdictions. These projections, which include the Project and cumulative projects, are accounted for in population increases that affect planning for park

facilities. Therefore, Alternative 6 would not result in significant cumulative impacts to parks and recreational facilities.

### 3.19.4.15 Transportation

#### Cumulative Conditions

The Cumulative Impact RSA for transportation impacts is the Project Study Area. Under cumulative conditions, incremental improvements to roadway networks in the Cumulative RSA would occur, primarily consisting of intersection-level additions of turning lanes and traffic-signal upgrades to improve safety (by providing separated turning phases) or traffic flow by adding turn-lane capacity. Congestion along I-405 and throughout the Cumulative RSA is anticipated to worsen as a result of natural population and employment growth. The only major roadway project identified in Table 3.19-1 is the ExpressLanes project. While construction of the ExpressLanes project is anticipated to result in short-term impacts to traffic congestion along I-405 resulting from construction-related ramp closures, the project is anticipated to result in long-term improvements to traffic flow along the highway.

As reported in the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025i), transit mode share is anticipated to be 2.2 percent of all trips in 2045 and with approximately 436,000 daily boardings on urban rail and bus rapid transit lines in the Cumulative RSA. As a result, existing transit lines may reach peak-load capacities in the 2045 condition; however, it is expected that Metro would accommodate the additional demand by implementing operational improvements and by updating its short- and long-range transit plans. Several projects identified in Table 3.19-1 would improve transit service and capacity in the region, including the Metro North San Fernando Valley Bus Rapid Transit project, *Metro NextGen Bus Plan* (Metro, n.d.[c].), Metro ESFV LRT project, and the Metro G Line Conversion to Light Rail project.

According to the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025i), ambient population and employment growth would result in increased VMT in the Cumulative RSA from 456,869,300 VMT in the existing condition to 568,557,200 by 2045.

#### Alternative 1

Alternative 1 would expand regional transportation choices and is aimed at improving overall regional mobility and would result in decreases in VMT and travel time due to the increased use of transit. Alternative 1 would therefore result in a beneficial cumulative effect on area-wide traffic conditions. In addition, Alternative 1 would not affect local transit operations and circulation as there would be minimal impacts to individual bus lines or stops and transit service would be improved overall by implementation of Alternative 1. Other than the ExpressLanes project, none of the transportation projects listed in Table 3.19-1 intersect the Alternative 1 alignment other than at proposed station locations. Under Alternative 1, the queues resulting from the peak-hour passenger flow into the ESFV LRT Van Nuys Metrolink Station are forecast to exceed the available queueing space at the fare gates and would create a hazard to passengers. Passenger queues at other station transfers would have adequate space and would not create a hazard to passengers. Implementation of MM TRA-1 would require an evaluation of passenger flow at the ESFV LRT Van Nuys Metrolink Station to determine appropriate design solutions such as removal of fare gates or installation of stand-alone validators to prevent queue lengths from exceeding the available queueing space. Therefore, implementation of MM TRA-1 would reduce impacts to less than significant and Alternative 1, in combination with past, present, and reasonably foreseeable future projects, would not have a significant cumulative impact related to transportation hazards.

Modifications to the roadway network to accommodate Alternative 1 would potentially be influenced by the ExpressLanes project. While Alternative 1 proposes modifications to the I-405 facility as well as parallel roadways and associated ramps, the ExpressLanes project similarly proposes modifications to the I-405 corridor in the same locations as Alternative 1. All highway modifications associated with either project would require detailed review by California Department of Transportation (Caltrans) to ensure there are no geometric safety concerns. Implementation of the ExpressLanes project has been assumed to result in modification to the Alternative 1 footprint at several constrained locations along the Alternative 1 alignment.

The ExpressLanes project is anticipated to change the lane configuration along I-405 and as a result there may not be adequate space to construct the MRT alignment and maintain the number of lanes assumed in the cumulative condition. To maintain the number lanes assumed in the cumulative condition, Alternative 1 would likely need to expand the I-405 facility westward several feet at several constrained locations along the I-405 corridor including portions of the corridor within the Brentwood and Sherman Oaks communities. As a result of the highway expansion, various modifications to adjacent roadways may be required including curb realignment, restriping, and ramp realignment. Despite these roadway changes, all highway and land use access would be maintained throughout the Cumulative RSA for transportation. Therefore, Alternative 1 would not result in a significant cumulative impact.

Construction impacts would be temporary and intermittent during the overall construction period for Alternative 1. As continued development is planned throughout the Cumulative RSA for transportation, individual development projects may occur simultaneously adjacent to the project alignment. Alternative 1 includes transportation-related mitigation measures such as MM TRA-4 to minimize the anticipated traffic disruptions during construction. In addition, the ExpressLanes project would affect many of the same areas as Alternative 1, and is currently planned to be complete by 2030. If the ExpressLanes project is completed prior to Alternative 1, construction activities associated with Alternative 1 have the potential to affect operation of the I-405 ExpressLanes and the I-405 general-purpose lanes through temporary lane closures required to construct the MRT alignment along the I-405 median. As such, Alternative 1 construction activities have the potential to result in a significant cumulative impact on transportation due to conflicts with the operation of the ExpressLanes project. Construction-related disruptions associated with Alternative 1 would have a cumulatively considerable incremental contribution to this significant cumulative impact.

### Alternative 3

Alternative 3 would expand regional transportation choices and result in decreases in VMT and travel time due to the increased use of transit. Alternative 3 would therefore result in a beneficial cumulative effect on area-wide traffic conditions. In addition, Alternative 3 would not affect local transit operations and circulation as there would be minimal impacts to individual bus lines or stops and transit service would be improved overall by implementation of Alternative 3. Other than the ExpressLanes project, none of the transportation projects listed in Table 3.19-1 intersect the Alternative 3 alignment other than at station locations proposed by Alternative 3. The queues resulting from the peak-hour passenger flow into the ESFV LRT Van Nuys Metrolink Station are forecast to exceed the available queueing space at the fare gates and would create a hazard to passengers. Passenger queues at other station transfers would have adequate space and would not create a hazard to passengers. Implementation of MM TRA-1 would require an evaluation of passenger flow at the ESFV LRT Van Nuys Metrolink Station to determine appropriate design solutions such as removal of fare gates or installation of stand-alone validators to prevent queue lengths from exceeding the available queueing space. Therefore, implementation of MM

TRA-1 would reduce impacts to less than significant, and Alternative 3 would not have a cumulatively considerable contribution to a significant cumulative transportation hazard impact.

Modifications to the roadway network to accommodate Alternative 3 would potentially be influenced by the ExpressLanes project. All highway modifications associated with either project would require detailed review by Caltrans to ensure there are no geometric safety concerns. Implementation of the I-405 ExpressLanes has been assumed to result in modification to the Alternative 3 footprint at several constrained locations along the Alternative 3 alignment. Under the cumulative condition, Alternative 3 would likely need to expand the I-405 facility westward several feet at several constrained locations along the I-405 corridor including portions of the corridor within the Sherman Oaks community. As a result of the highway expansion, various modifications to adjacent roadways may be required including curb realignment, restriping, and ramp realignment. Despite these roadway changes, all highway and land use access would be maintained throughout the Cumulative RSA for transportation. Therefore, Alternative 3 would not have a cumulatively considerable contribution to a significant cumulative impact.

Construction impacts would be temporary and intermittent during the overall construction period for Alternative 3. As continued development is planned throughout the Cumulative RSA for transportation, individual development projects may occur simultaneously adjacent to the project alignment. Alternative 3 includes transportation-related mitigation measures such as MM TRA-4 to minimize the anticipated traffic disruptions during construction. The ExpressLanes project would affect many of the same areas as Alternative 3 and is planned to be complete by 2030. If the ExpressLanes project is completed prior to Alternative 3, construction activities associated with Alternative 3 have the potential to affect operation of the I-405 ExpressLanes and the I-405 general-purpose lanes through temporary lane closures required to construct the MRT alignment along the I-405 median. As such, Alternative 3 construction activities have the potential to result in a significant cumulative impact on transportation due to conflicts with the operation of the ExpressLanes project. Construction-related disruptions associated with Alternative 3 would have a cumulatively considerable incremental contribution to this significant cumulative impact.

### Alternative 4

Alternative 4 would expand regional transportation choices and is aimed at improving overall regional mobility and would result in decreases in VMT and travel time due to the increased use of transit. Alternative 4 would therefore result in a beneficial cumulative effect on area-wide traffic conditions. In addition, Alternative 4 would not affect local transit operations and circulation as there would be minimal impacts to individual bus lines or stops and transit service would be improved overall by implementation of Alternative 4. The Alternative 4 aerial viaduct would be in physical conflict with an existing pedestrian bridge over the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor and would require the bridge's removal. The existing pedestrian bridge (the "Willis Avenue Pedestrian Overhead," FRA crossing ID 921721T) directly connects Willis Avenue and Raymer Street, and removal of the facility would conflict with *Mobility Plan 2035*. MM TRA-7 would require the replacement of the crossing to maintain pedestrian circulation between Willis Avenue and Raymer Street.

None of the transportation projects listed in Table 3.19-1 intersect the Alternative 4 alignment other than at proposed station locations. As such, Alternative 4 would not result in cumulative geometric hazards, obstructed visibility, or reduce emergency access. However, the queues resulting from the peak-hour passenger flow into the ESFV LRT Van Nuys Metrolink Station are forecast to exceed the available queueing space at the fare gates and would create a hazard to passengers. Passenger queues

at other station transfers would have adequate space and would not create a hazard to passengers. Implementation of MM TRA-1 would require an evaluation of passenger flow at the ESFV LRT Van Nuys Metrolink Station to determine appropriate design solutions such as removal of fare gates or installation of stand-alone validators to prevent queue lengths from exceeding the available queueing space. Therefore, implementation of MM TRA-1 would reduce impacts to less than significant, and Alternative 4 would not result in a significant cumulative transportation hazard impact.

Construction impacts would be temporary and intermittent during the overall construction period for Alternative 4. As continued development is planned throughout the Cumulative RSA for transportation, individual development projects may occur simultaneously adjacent to the project alignment. Alternative 4 includes MM TRA-4 and MM TRA-5 to minimize the anticipated traffic and transit disruptions during construction by implementing a Transportation Management Plan and maintaining transit service during construction. Alternative 4 construction in combination with past, present, and foreseeable future projects would not result in a significant cumulative impact.

### Alternative 5

Alternative 5 would expand regional transportation choices and is aimed at improving overall regional mobility and would result in decreases in VMT and travel time due to the increased use of transit. Alternative 5 would therefore result in a beneficial cumulative effect on area-wide traffic conditions. In addition, Alternative 5 would not affect local transit operations and circulation as there would be minimal impacts to individual bus lines or stops and transit service would be improved overall by implementation of Alternative 5. The Alternative 5 aerial viaduct would be in physical conflict with an existing pedestrian bridge over the LOSSAN rail corridor and would require the bridge's removal. The existing pedestrian bridge (the "Willis Avenue Pedestrian Overhead," FRA crossing ID 921721T) directly connects Willis Avenue and Raymer Street, and removal of the facility would conflict with *Mobility Plan 2035*. MM TRA-7 would require the replacement of the crossing to maintain pedestrian circulation between Willis Avenue and Raymer Street.

None of the transportation projects listed in Table 3.19-1 intersect the Alternative 5 alignment other than at proposed station locations. As such, Alternative 5 would not result in cumulative geometric hazards, obstructed visibility, or reduce emergency access. However, the queues resulting from the peak-hour passenger flow into the ESFV LRT Van Nuys Metrolink Station are forecast to exceed the available queueing space at the fare gates and would create a hazard to passengers. Passenger queues at other station transfers would have adequate space and would not create a hazard to passengers. Implementation of MM TRA-1 would require an evaluation of passenger flow at the ESFV LRT Van Nuys Metrolink Station to determine appropriate design solutions such as removal of fare gates or installation of stand-alone validators to prevent queue lengths from exceeding the available queueing space. Therefore, implementation of MM TRA-1 would reduce impacts to less than significant, and Alternative 5 would not have a cumulatively considerable contribution to a significant cumulative transportation hazard impact.

Construction impacts would be temporary and intermittent during the overall construction period for Alternative 5. As continued development is planned throughout the Cumulative RSA for transportation, individual development projects may occur simultaneously adjacent to the project alignment. Alternative 5 includes MM TRA-4 and MM TRA-5 to minimize the anticipated traffic and transit disruptions during construction by implementing a Transportation Management Plan and maintaining transit service during construction. Alternative 5 construction in combination with past, present, and foreseeable future projects would not result in a significant cumulative impact.

### Alternative 6

Alternative 6 would expand regional transportation choices and is aimed at improving overall regional mobility and would result in decreases in VMT and travel time due to the increased use of transit. Alternative 6 would therefore result in a beneficial cumulative effect on area-wide traffic conditions. In addition, Alternative 6 would not affect local transit operations and circulation as there would be minimal impacts to individual bus lines or stops and transit service would be improved overall by implementation of Alternative 6. None of the transportation projects listed in Table 3.19-1 intersect the Alternative 6 alignment other than at proposed station locations. As such, Alternative 6 would not result in a significant cumulative impact related to geometric hazards, obstructed visibility, or reduce emergency access.

As part of the *Sepulveda Transit Corridor Project Transportation Technical Report* (Metro, 2025i), an analysis of passenger queues at fare gates was conducted to evaluate compliance with Metro service standards for maximum queueing times. Alternative 6 would result in peak-hour station queueing that is forecast to exceed the available queueing space at the fare gates at the ESFV LRT Van Nuys Metrolink Station. Implementation of MM TRA-1 would require an evaluation of passenger flow at the ESFV LRT Van Nuys Metrolink Station to determine appropriate design solutions such as removal of fare gates or installation of stand-alone validators to prevent queue lengths from exceeding the available queueing space. In addition, the Alternative 6 Metro E Line Expo/Bundy Station peak-hour passenger flows to the existing Metro E Line Expo/Bundy Station are forecast to exceed the available queueing space at the fare gates. Implementation of MM TRA-10 would redesign the west entrance of the Metro E Line Expo/Bundy Station to allow for transfers to a station within a single-fare-paid zone. With implementation of MM TRA-1 and MM TRA-10, Alterative 6 would have a less than significant impact regarding transportation safety. Therefore, Alternative 6 in combination with past, present, and probably future projects would not result in a significant cumulative impact.

## 3.19.4.16 Wildfire

### Cumulative Conditions

The Cumulative RSA for wildfire is the Project Study Area. With regard to wildfire risks, the Santa Monica Mountains have been designated as a Very High Fire Hazard Severity Zone by the California Department of Forestry and Fire Protection and I-405 and Sepulveda Boulevard are designated by Los Angeles County as Primary and Secondary disaster routes, respectively. Of the projects listed in Table 3.19-1, only the ExpressLanes project, I-405 Dynamic Corridor Ramp Metering System, and one multi-family housing development have been identified within the Sepulveda Pass and subject to potential wildfire hazards. None of these projects would conflict with adopted emergency response plans as the primary and secondary disaster routes (i.e., I-405 and Sepulveda Boulevard) would be maintained and improved. None of the related projects would exacerbate wildfire risks as these projects would undergo separate environmental analysis, which could include wildfire mitigation measures as well as operating plans that are in compliance with all state laws, plans, policies, and regulations of the California Health and Safety Code (Sections 13000 et seq.) and the local jurisdiction municipal codes that pertain to wildfires. Similarly, all development would be required to provide adequate access for emergency vehicles during construction per existing state, county, and city Fire Code regulations. The state, county, and city Fire Code regulations would be incorporated into legally required health and safety plans for all construction workers and visitors.

### Alternative 1

Project Measure (PM) SAF-1 requires compliance with the California Health and Safety Code to ensure fire-life safety at all facilities proposed by Alternative 1. Alternative 1 would be located within a designated Very High Fire Hazard Severity Zone within the Santa Monica Mountains. However, Alternative 1 would result in less than significant impacts related to wildfire issues, including exacerbated wildfire risks, interference with emergency response plans, and flooding in areas affected by wildfires, as the Alternative 1 alignment and associated facilities would be situated along the I-405 ROW where such risks would be low. None of the related projects identified in Table 3.19-1 are anticipated to exacerbate wildfire risks. The state, county, and city Fire Code regulations would be incorporated into legally required health and safety plans for all construction workers and visitors associated with related projects. As such, Alternative 1, in combination with past, present, and reasonably foreseeable future projects would not result in a significant cumulative impact related to wildfire risks.

### Alternative 3

PM SAF-1 requires compliance with the California Health and Safety Code to ensure fire-life safety at all facilities proposed by Alternative 3. Alternative 3 would be located within a designated Very High Fire Hazard Severity Zone within the Santa Monica Mountains. However, Alternative 3 would result in less than significant impacts related to wildfire issues including exacerbated wildfire risks, interference with emergency response plans, and flooding in areas affected by wildfires as the Alternative 3 alignment and associated facilities would be situated along the I-405 ROW where such risks would be low. None of the related projects identified in Table 3.19-1 are anticipated to exacerbate wildfire risks. The state, county, and city Fire Code regulations would be incorporated into legally required health and safety plans for all construction workers and visitors associated with related projects. As such, Alternative 3, in combination with past, present, and reasonably foreseeable future projects would not result in a significant cumulative impact related to wildfire risks.

### Alternative 4

PM SAF-1 requires compliance with the California Health and Safety Code to ensure fire-life safety at all facilities proposed by Alternative 4. Alternative 4 would be located within a designated Very High Fire Hazard Severity Zone within the Santa Monica Mountains. However, Alternative 4 would result in less than significant impacts related to wildfire issues including exacerbated wildfire risks, interference with emergency response plans, and flooding in areas affected by wildfires as the Alternative 4 alignment and associated facilities would be situated along the I-405 ROW where such risks would be low. None of the related projects identified in Table 3.19-1 are anticipated to exacerbate wildfire risks. The state, county, and city Fire Code regulations would be incorporated into legally required health and safety plans for all construction workers and visitors associated with related projects. As such, Alternative 4, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact related to wildfire risks.

### Alternative 5

PM SAF-1 requires compliance with California Health and Safety Code to ensure fire-life safety at all facilities proposed by Alternative 5. Alternative 5 would be underground through the Santa Monica Mountains and would not be located within a wildfire hazard zone. Therefore, Alternative 5 has no potential to result in cumulative wildfire impacts.

### Alternative 6

PM SAF-1 requires compliance with California Health and Safety Code to ensure fire-life safety at all facilities proposed by Alternative 6. The Alternative 6 alignment would be underground through the Santa Monica Mountains and would generally have no potential for wildfire risks. However, the proposed ventilation shaft and access road would be located on LADWP property east of Stone Canyon Reservoir in the Santa Monica Mountains within a designated Very High Fire Hazard Severity Zone. The ventilation shaft structure does not include combustible elements and is a fire line safety requirement, which includes fire suppression and pollutant capturing elements. Alternative 6 would result in less than significant impacts related to wildfire including exacerbated wildfire risks, interference with emergency response plans, and flooding in areas affected by wildfires. None of the related projects identified in Table 3.19-1 are anticipated to exacerbate wildfire risks. The state, county, and city Fire Code regulations would be incorporated into legally required health and safety plans for all construction workers and visitors associated with related projects. As such, Alternative 6, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative wildfire impact.

## 3.19.4.17 Utilities and Service Systems

### Cumulative Conditions

The Cumulative RSA for utilities is the Project Study Area. According to the *Sepulveda Transit Corridor Project Communities and Neighborhoods Technical Report* (Metro, 2025j), both the LADWP and Metropolitan Water District of Southern California predict that water supply will meet future demand should current passive conservation methods remain employed. The LADWP plans to increase water conservation through turf replacement programs, increased water recycling and stormwater capture. Under the post-conservation water demand scenario in 2045, water supplies would be in a surplus compared to demand. Development in the Cumulative RSA would increase water use, but anticipated water conservation measures consistent with Urban Water Management Plans would ensure that water supplies are maintained. Regarding solid waste, of the landfills that serve the Cumulative RSA, all but the Calabasas and School Canyon landfills are anticipated to operate until at least 2037 with adequate capacity to serve the region. Related projects would produce additional solid waste, but existing solid waste capacity would not be exceeded in the cumulative scenario. Regarding wastewater, related projects could result in additional wastewater generation, but are not anticipated to exceed the treatment capacity within the city of approximately 580 million gallons per day.

### Alternative 1

Construction of Alternative 1 would not require substantial consumption of potable water or generate substantial wastewater. During construction, water use would occur primarily related to water trucks required for dust control. This short-term use would require minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Alternative 1 would not include a significant long-term, permanent source of water use or wastewater generation. Alternative 1 would include a monorail vehicle MSF as well as a bus MSF, which would use water for cleaning transit vehicles and to support offices at the facilities. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020b) goal to reduce water consumption, it has implemented pilot program, low-flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. These features are anticipated to be installed for the MSF to meet Metro's sustainability goals. As such, this minimal water consumption would not interfere with the existing and planned capacity of the water supply or wastewater treatment capacity. However, the MSF Base Design

would conflict with LADWP's Mid-Valley Water Facility project which would potentially necessitate construction of a new water facility in a different location, a significant and unavoidable impact. Since the MSF Base Design would result in a significant and unavoidable impact to a water facility that is intended to support LADWP water service in the future, there is potential for a significant cumulative impact on water service in the Cumulative RSA. Since the MSF Base Design would conflict with the LADWP facility and the conflict is unresolved, Alternative 1 would have a cumulatively considerable contribution to a significant cumulative impact on utility service.

Regarding energy (i.e. electricity and natural gas) utility providers, the amount of electric power anticipated to be consumed by Alternative 1 combined in combination with past, present, and reasonably foreseeable future projects would be substantially less than the capacity in the LADWP service area. In addition, there would be no demand for natural gas from Alternative 1. Therefore, Alternative 1, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact related to electricity and natural gas utilities.

Alternative 1 would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative 1 would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. The construction contractor for Alternative 1 would comply with Assembly Bill (AB) 939, which requires a solid waste diversion program and diversion of at least 50 percent of the solid waste generated during construction activities from landfills to recycling facilities. Regional facilities have capacity for construction-related solid waste. Alternative 1, in combination with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impact related to solid waste.

### Alternative 3

Construction of Alternative 3 would not require substantial consumption of potable water or generate substantial wastewater. During construction water use would occur primarily related to water trucks required for dust control. This short-term use would require minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Alternative 3 would not include a significant long-term, permanent source of water use or wastewater generation. Alternative 3 would include an MSF, which would use water for cleaning transit vehicles and to support offices at the facility. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020b) goal to reduce water consumption, it has implemented pilot program low-flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. These features are anticipated to be installed for the MSF to meet Metro's sustainability goals. As such, this minimal water consumption would not interfere with the existing and planned capacity of the water supply or wastewater treatment capacity. However, the MSF Base Design would conflict with LADWP's Mid-Valley Water Facility project which would potentially necessitate construction of a new water facility in a different location, a significant and unavoidable impact. Since the MSF Base Design would result in a significant and unavoidable impact to a water facility that is intended to support LADWP water service in the future, there is potential for a significant cumulative impact on water service in the Cumulative RSA. Since the MSF Base Design would conflict with the LADWP facility and the conflict is unresolved, Alternative 3 would have a cumulatively considerable contribution to a significant cumulative impact on utility service.

Regarding energy (i.e. electricity and natural gas) utility providers, the amount of electric power anticipated to be consumed by Alternative 3 combined in combination with past, present, and

reasonably foreseeable future projects would be substantially less than the capacity in the LADWP service area. In addition, there would be no demand for natural gas from Alternative 3. Therefore, Alternative 3, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact related to electricity and natural gas utilities.

Alternative 3 would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative 3 would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. The construction contractor for Alternative 3 would comply with AB 939, which requires a solid waste diversion program and diversion of at least 50 percent of the solid waste generated during construction activities from landfills to recycling facilities. Regional facilities have capacity for construction-related solid waste. Alternative 3, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact related to solid waste.

### Alternative 4

Construction of Alternative 4 would not require substantial consumption of potable water or generate substantial wastewater. During construction water use would occur primarily related to water trucks required for dust control. This short-term use would require minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Alternative 4 would not include a significant long-term, permanent source of water use or wastewater generation. Alternative 4 would include an MSF, which would use water for cleaning transit vehicles and to support offices at the facility. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020b) goal to reduce water consumption, it has implemented pilot program low-flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. These features are anticipated to be installed for the MSF to meet Metro's sustainability goals. As such, this minimal water consumption would not interfere with the existing and planned capacity of the water supply or wastewater treatment capacity. However, the MSF would conflict with LADWP's Mid-Valley Water Facility project which would potentially necessitate construction of a new water facility in a different location, a significant and unavoidable impact. Since the MSF would result in a significant and unavoidable impact to a water facility that is intended to support LADWP water service in the future, there is potential for a significant cumulative impact on water service in the Cumulative RSA. Since the MSF would conflict with the LADWP facility and the conflict is unresolved, Alternative 4 would have a cumulatively considerable contribution to a significant cumulative impact on utility service.

Regarding energy (i.e. electricity and natural gas) utility providers, the amount of electric power anticipated to be consumed by Alternative 4 combined in combination with past, present, and reasonably foreseeable future projects would be substantially less than the capacity in the LADWP service area. In addition, there would be no demand for natural gas from Alternative 4. Therefore, Alternative 4, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact related to electricity and natural gas utilities.

Alternative 4 would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative 4 would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. The construction contractor for Alternative 4 would comply with AB 939, which requires a solid waste diversion program and diversion of at least 50 percent of the solid waste generated during construction activities from landfills to recycling facilities. Regional facilities

have capacity for construction-related solid waste. Alternative 4, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact related to solid waste.

### Alternative 5

Construction of Alternative 5 would not require substantial consumption of potable water or generate substantial wastewater. During construction water use would occur primarily related to water trucks required for dust control. This short-term use would require minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Alternative 5 does not include a significant long-term, permanent source of water use or wastewater generation. Alternative 5 would include an MSF, which would use water for cleaning transit vehicles and to support offices at the facility. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020b) goal to reduce water consumption, it has implemented pilot program low-flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. These features are anticipated to be installed for the MSF to meet Metro's sustainability goals. As such, this minimal water consumption would not interfere with the existing and planned capacity of the water supply or wastewater treatment capacity. However, the MSF would conflict with LADWP's Mid-Valley Water Facility project which would potentially necessitate construction of a new water facility in a different location, a significant and unavoidable impact. Since the MSF would result in a significant and unavoidable impact to a water facility that is intended to support LADWP water service in the future, there is potential for a significant cumulative impact on water service in the Cumulative RSA. Since the MSF would conflict with the LADWP facility and the conflict is unresolved, Alternative 5 would have a cumulatively considerable contribution to a significant cumulative impact on utility service.

Regarding energy (i.e. electricity and natural gas) utility providers, the amount of electric power anticipated to be consumed by Alternative 5 combined in combination with past, present, and reasonably foreseeable future projects would be substantially less than the capacity in the LADWP service area. In addition, there would be no demand for natural gas from Alternative 5. Therefore, Alternative 5, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact related to electricity and natural gas utilities.

Alternative 5 would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative 5 would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. The construction contractor for Alternative 5 would comply with AB 939, which requires a solid waste diversion program and diversion of at least 50 percent of the solid waste generated during construction activities from landfills to recycling facilities. Regional facilities have capacity for construction-related solid waste. Alternative 5, in combination with past, present, and reasonably foreseeable future projects, would not result insignificant cumulative impacts related to solid waste.

### Alternative 6

Construction of Alternative 6 would not require substantial consumption of potable water or generate substantial wastewater. During construction water use would occur primarily related to water trucks required for dust control. This short-term use would require minimal water supplies when compared to regional supplies. Water supplies would not be impacted by limited water use during construction activities. Alternative 6 does not include a significant long-term, permanent source of water use or wastewater generation. Alternative 6 would include an MSF, which would use water for cleaning transit

vehicles and to support offices at the facility. As part of Metro's *Moving Beyond Sustainability Plan* (Metro, 2020b) goal to reduce water consumption, it has implemented pilot program low-flow nozzles in some existing MSFs, resulting in a 40 percent reduction in water use per wash cycle. These features are anticipated to be installed for the MSF to meet Metro's sustainability goals. As such, this minimal water consumption would not interfere with the existing and planned capacity of the water supply or wastewater treatment capacity. However, the MSF would conflict with LADWP's Mid-Valley Water Facility project which would potentially necessitate construction of a new water facility in a different location, a significant and unavoidable impact. Since the MSF would result in a significant and unavoidable impact to a water facility that is intended to support LADWP water service in the future, there is potential for a significant cumulative impact on water service in the Cumulative RSA. Since the MSF would conflict with the LADWP facility and the conflict is unresolved, Alternative 6 would have a cumulatively considerable contribution to a significant cumulative impact on utility service.

Regarding energy (i.e. electricity and natural gas) utility providers, the amount of electric power anticipated to be consumed by Alternative 6 combined in combination with past, present, and reasonably foreseeable future projects would be substantially less than the capacity in the LADWP service area. In addition, there would be no demand for natural gas from Alternative 6. Therefore, Alternative 6, in combination with past, present, and reasonably foreseeable future projects, would not result in a significant cumulative impact related to electricity and natural gas utilities.

Alternative 6 would not generate a substantial amount of solid waste during construction that would result in the exceedance of remaining regional capacity. Additionally, construction of Alternative 6 would be required to comply with all applicable federal, state, and local statutes and regulations pertaining to solid waste disposal. The construction contractor for Alternative 6 would comply with AB 939, which requires a solid waste diversion program and diversion of at least 50 percent of the solid waste generated during construction activities from landfills to recycling facilities. Regional facilities have capacity for construction-related solid waste. Alternative 6, in combination with past, present, and reasonably foreseeable future projects, would not result in significant cumulative impacts related to solid waste.

### 3.19.5 Mitigation Measures

The mitigation measures identified for each environmental discipline address both the project-specific impacts and cumulative impacts of each alternative.

**Table 3.19-2. Summary of Cumulative Impacts for the Project Alternatives**

| CEQA Impact Topic | Alternative 1 | Alternative 3 | Alternative 4 | Alternative 5 | Alternative 6 |
|---|---|---|---|---|---|
| Aesthetics | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Significant – Change to Visual Character **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant |
| Air Quality | **Cumulative Impact**: Significant – Regional and localized pollutant emissions **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – Regional and localized pollutant emissions **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – Regional and localized pollutant emissions **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – Regional and localized pollutant emissions **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – Regional and localized pollutant emissions **Contribution**: Cumulatively Considerable |
| Biological Resources | **Cumulative Impact**: Significant – Wildlife movement **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – Wildlife movement **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant |
| Cultural Resources | **Cumulative Impact**: Significant – Unavoidable impact to historic resource **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – Unavoidable impact to historic resource **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – Unavoidable impact to historic resource **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Significant – Unavoidable impact to historic resource **Contribution**: Cumulatively Considerable |
| Energy | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant |

| CEQA Impact Topic | Alternative 1 | Alternative 3 | Alternative 4 | Alternative 5 | Alternative 6 |
|---|---|---|---|---|---|
| Geology and Soils | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Significant – Paleontological resources **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – Paleontological resources **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – Paleontological resources **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – Paleontological resources **Contribution**: Cumulatively Considerable |
| Greenhouse Gas Emissions | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant |
| Hazardous Materials | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant |
| Hydrology and Water Quality | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant |
| Land Use and Planning | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant |
| Noise and Vibration | **Cumulative Impact**: Significant – Construction noise **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – Construction noise **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – Construction noise **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – Construction noise **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – Construction noise **Contribution**: Cumulatively Considerable |
| Population and Housing | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant |
| Public Services | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant |
| Recreation | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant |
| Transportation | **Cumulative Impact**: Significant – Construction disruption **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – Construction disruption **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant |
| Wildfire | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant | **Cumulative Impact**: Not Significant |

| CEQA Impact Topic | Alternative 1 | Alternative 3 | Alternative 4 | Alternative 5 | Alternative 6 |
|---|---|---|---|---|---|
| Utilities and Service Systems | **Cumulative Impact**: Significant – MSF Base Design Conflict with proposed water facility **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – MSF Base Design Conflict with proposed water facility **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – MSF Conflict with proposed water facility **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – MSF Conflict with proposed water facility **Contribution**: Cumulatively Considerable | **Cumulative Impact**: Significant – MSF Conflict with proposed water facility **Contribution**: Cumulatively Considerable |

Source: HTA, 2024