Exposition Metro Line Construction Authority

Exposition Corridor Transit Project Phase 2

Final Environmental Impact Report

Technical Background Report

FINAL

Land Use

December 2009

Prepared for:

Exposition Metro Line Construction Authority

By:

PBS&J

ERRATA

The Exposition Metro Line Construction Authority (Expo Authority) has determined that the bike path and Second Street Santa Monica Terminus are no longer under consideration as part of the Expo Phase 2 Light-Rail Transit project. This Technical Background Report was drafted prior to the final definition of the LRT Alternatives that was presented in the Draft Environmental Impact Report (DEIR). Accordingly, discussion of the bike path and Second Street Santa Monica Terminus still remain in this report but no longer apply and should be disregarded.

Contents

Figures

Tables

1. INTRODUCTION

1.1 Overview

The purpose of this land use section is to address how the various alignment and mode alternatives relate to and affect existing and future land uses as defined by the general and specific land use plans of the local jurisdictions. This section provides baseline data on the existing land use characteristics of the study area; assesses whether the proposed alignments would result in a physical division of an established community; assesses whether the proposed alignments are consistent with applicable land use policies; and identifies any potentially incompatible land uses resulting from the proposed alignments. This section also includes an evaluation of land uses that would support transit ridership to assess the compatibility of the proposed alignments with applicable land use policies, and an evaluation of sensitive land uses to assess whether the proposed alignments would result in a land use incompatibility. Other aspects of land use compatibility (such as traffic, air quality, noise, aesthetics, and public services) are addressed in other sections of the EIR/EIS. Specifically, for a further description of the potential impacts to traffic, air quality, noise, and visual quality that may be potentially impacted by the implementation of transit service, please refer to Technical Background Reports on Transportation/Traffic, Aesthetic, Air Quality, and Noise and Vibration prepared for the Expo Phase 2 DEIS/DEIR.

1.2 Project Summary

The proposed Exposition Corridor Transit Project Phase 2 (referred to as either the Expo Phase 2 project or proposed project) would involve the implementation of new or upgraded corridor transit solutions within a western portion of Los Angeles County in the cities of Los Angeles, Culver City, and Santa Monica. Six alternatives are analyzed. The alternatives include the No-Build Alternative, Transportation Systems Management (TSM) Alternative, and four Light-Rail Transit (LRT) Alternatives. A brief description of these alternatives is provided below.

1.2.1 No-Build Alternative

The No-Build Alternative includes only Metro service features that currently exist or have been explicitly committed for project buildout in the year 2030. As such, the No-Build Alternative includes existing fixed guideway Metro Rail and Metro Liner bus rapid transit (BRT) systems currently under operation, the full implementation of the Metro Rapid Bus program, represented as twenty-eight routes across Los Angeles County, and planned peak-only rapid bus lanes along Wilshire Boulevard between Western Avenue and Bundy Drive. The rest of the bus network is based on June 2007 service patterns for Metro, Los Angeles Department of Transportation (LADOT), Culver City, and Santa Monica Big Blue Bus, as well as committed enhancements to those services anticipated by 2030. Based on direction from Metro, their bus fleet will be assumed to include a mix of articulated and higher-capacity 45-foot buses in 2030.

1.2.2 Transportation Systems Management (TSM) Alternative

The TSM Alternative seeks to address the corridor transit needs without major capital investments and includes the improvements outlined in the No-Build Alternative plus three additional components. These three components include (1) addition of a rapid bus route connecting downtown Culver City with downtown Santa Monica; (2) associated service improvements on selected north/south routes to feed stations along the new rapid bus route; and (3) service improvements on selected routes, connecting Westside communities to the Phase 1 Terminus.

1.2.3 Light-Rail Transit (LRT) Alternatives

LRT is defined as a metropolitan electric railway system characterized by its ability to operate single cars or short trains along exclusive rights-of-way at ground level, on aerial structures, in subways, or, occasionally, in streets, and to board and discharge passengers at track or car-floor level. Light-rail vehicles are driven electrically with power drawn from an overhead electric line. LRT provides a cleaner, more energy-efficient form of transportation than automobiles and is quieter than conventional rail systems.

The LRT alignment would extend rail from the current Phase 1 terminus station at Venice/Robertson to a terminus station in Santa Monica at 4th Street and Colorado Avenue. The LRT Alternatives are as follows:

- LRT 1 (Expo ROW–Olympic Alternative) would utilize approximately 5 miles of the existing Expo ROW from the Expo Phase 1 terminus until reaching the intersection with Olympic Boulevard in Santa Monica. From that point, the alignment would follow Olympic Boulevard to the proposed terminus station.
- LRT 2 (Expo ROW–Colorado Alternative) would also utilize the existing Expo ROW from the Expo Phase 1 terminus until reaching the intersection with Olympic Boulevard in Santa Monica. From that point, the alignment would continue within the Expo ROW to west of 19th Street, then diverge from the Expo ROW and enter onto Colorado Avenue east of 17th Street and follow the center of Colorado Avenue to the proposed terminus.
- LRT 3 (Venice/Sepulveda–Olympic Alternative) would divert from the Expo ROW at the Expo Phase 1 terminus and follow Venice Boulevard and Sepulveda Boulevard until reaching the intersection with the Expo ROW. The alignment would then continue westward along the Expo ROW and Olympic Boulevard identical to the LRT 1 Expo ROW–Olympic Alternative.
- LRT 4 (Venice/Sepulveda–Colorado Alternative) would divert from the Expo ROW at the Expo Phase 1 terminus and follow Venice Boulevard and Sepulveda Boulevard until reaching the intersection with the Expo ROW. The alignment would then continue westward along the Expo ROW and Colorado Avenue identical to the LRT 2 Expo ROW–Colorado Alternative.

Geographic Segments

The proposed project traverses several jurisdictions, including the cities of Los Angeles, Culver City, and Santa Monica, and spans distinct communities within each jurisdiction. In order to account for these differences, the proposed project is described and examined at two different

scales, from broad to specific—Westside of Los Angeles County and geographic segments with special consideration of proposed station areas—to identify potential impacts.

For purposes of this discussion, the LRT Alternatives have been divided into geographic segments for ease of analysis (Figure 1-1 [Project Location]). For the area between the Phase 1 terminus and the Exposition/Sepulveda intersection, there are two alternative alignments: Segment 1 (Expo ROW) and Segment 1a (Venice/Sepulveda). Segment 2 (Sepulveda to Cloverfield) is common to all LRT Alternatives. For the area between the Cloverfield/Olympic intersection and a terminus in Santa Monica, there are also two alternative alignments: Segment 3 (Olympic) and Segment 3a (Colorado). Thus, the segments are as follows:

- Segment 1: Follows the Expo ROW from the Expo Phase 1 terminus station in Culver City to the Expo ROW/Sepulveda Boulevard intersection, approximately 2.8 miles in length
- Segment 1a: Follows westerly in the median of Venice Boulevard from the Expo Phase 1 terminus station in Culver City to the Venice Boulevard/Sepulveda Boulevard intersection, then follows northerly in the center of Sepulveda Boulevard to the Expo ROW/Sepulveda Boulevard intersection, approximately 3.7 miles in length
- Segment 2: Follows the Expo ROW from the Expo ROW/Sepulveda Boulevard intersection to the Expo ROW/Olympic Boulevard intersection, approximately 2.3 miles in length
- Segment 3: Follows the median of Olympic Boulevard from the Expo ROW/Olympic Boulevard intersection to the Phase 2 terminus option at 4th Street and Colorado Avenue in Santa Monica, approximately 1.5 miles in length
- Segment 3a: Follows the Expo ROW from the Expo ROW/Olympic Boulevard intersection to west of 19th Street in Santa Monica. The alignment then diverges onto Colorado Avenue east of 17th Street and continues along the center of Colorado Avenue terminating between 4th Street and 5th Street, approximately 1.5 miles in length.

In response to comments received on the DEIR and after further analysis and coordination with various stakeholders, five design options have been added in the FEIR for the LRT Alternatives:

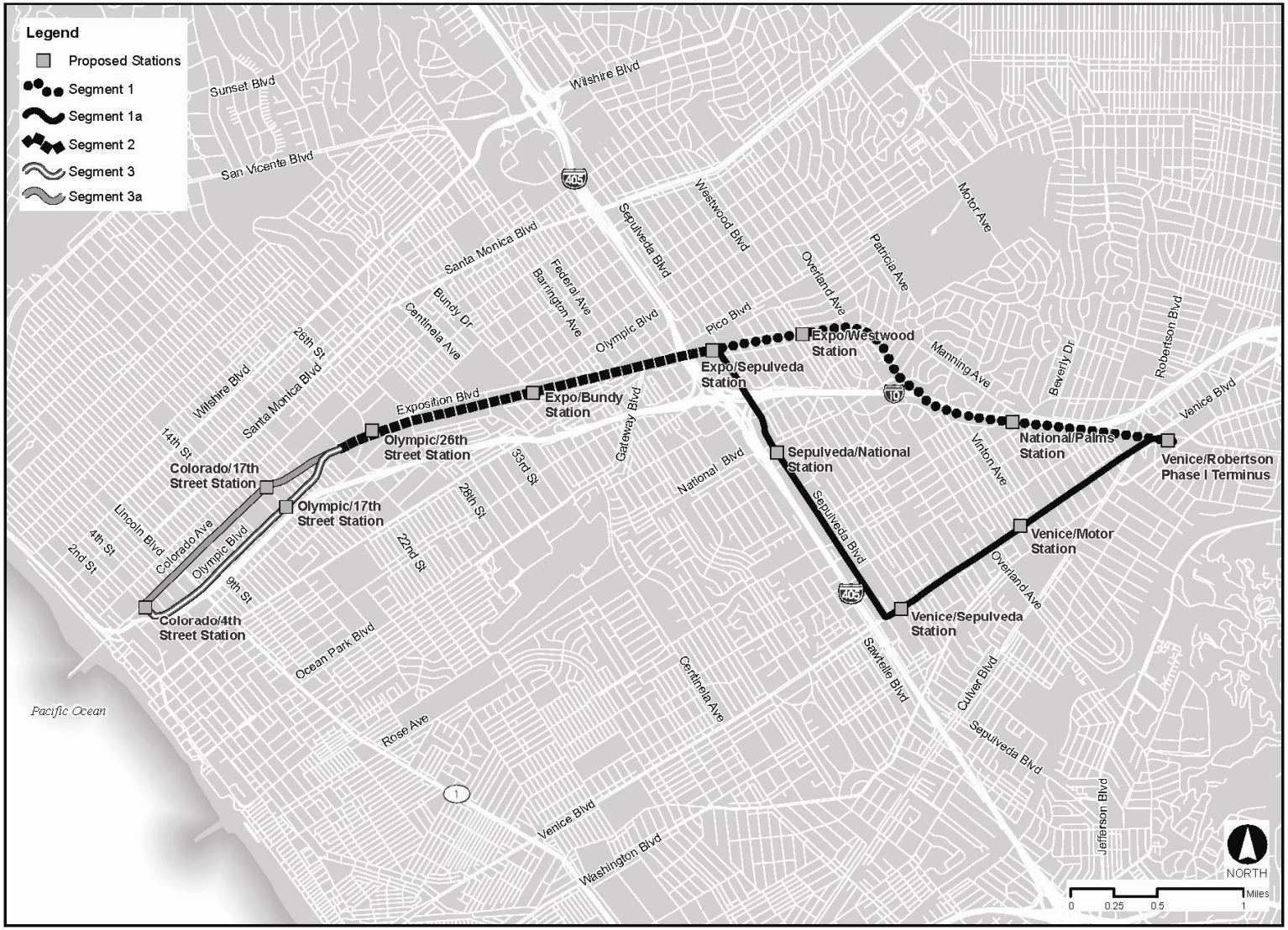
- Sepulveda Grade Separation Design Option
- Expo/Westwood Station No Parking Design Option
- Maintenance Facility Buffer Design Option
- Colorado Parking Retention Design Option
- Colorado/4th Parallel Platform and South Side Parking Design Option

Stations

Table 1-1 (Station Locations) provides a description of each station within the various segments, including the approximate location, the type of proposed station (i.e., at grade or aerial), and the amount of parking to be provided.

Maintenance Facilities

A Maintenance Facility is proposed to be constructed as a part of the Expo Phase 2 project. The Maintenance Facility site would be located on a parcel or parcels within the City of Santa



Source: PBS&J, ESRI 2009

Figure 1-1 Project Location

Table 1-1 Station Locations

Name	Location	LRT: EXPO ROW Alignment	LRT: Venice/ Sepulveda Alignment	Parking
Segment 1: Expo ROW				
National/Palms	Expo ROW just west of the aerial structure over National Boulevard/Palms Boulevard	On Embankment	N/A	0
Expo/Westwood	Within Expo ROW, ~~E~~east of Westwood Boulevard ~~on Exposition Boulevard~~	At grade	N/A	170
Segment 1a: Venice/Sepulveda				
Venice/Motor	Venice Boulevard, east of Motor Avenue	N/A	At grade	0
Venice/Sepulveda	On Venice Boulevard, east of Sepulveda Boulevard	N/A	Aerial	0
Sepulveda/National	South of National Boulevard above the center of Sepulveda Boulevard	N/A	Aerial	250
Segment 2: Sepulveda to Cloverfield				
Expo/Sepulveda	West of Sepulveda Boulevard and Exposition Boulevard	At grade (aerial design option	At grade (aerial design option	~~270~~260
Expo/Bundy	Bundy Drive and Exposition Boulevard	Aerial	Aerial	250
Olympic/26th Street	East of 26th Street on Olympic	At grade	At grade	0
Segment 3: Olympic				
Olympic/17th Street	East and west side of 17th Street within the median of Olympic Boulevard	At grade	At grade	0
Colorado/4th	~~4th Street, east of Colorado Avenue~~On the existing commercial block bounded by 4th Street, 5th Street, and Colorado Avenue	Aerial	Aerial	~~250~~0
Segment 3a: Colorado				
Colorado/17th Street	Center of Colorado Avenue west of 17th Street	At grade	At grade	70
Colorado/4th	~~Center of Colorado Avenue between 2nd Street and 4th Street or o~~On the existing commercial block bounded by 4th Street, 5th Street, and Colorado Avenue	At grade	At grade	~~225~~0

SOURCE: DMJM Harris, 2008, updated 2009.

Monica immediately south of the Expo ROW, north of Exposition Boulevard, and east of Stewart Street. The site is currently occupied by a surface parking lot and light-industrial facility. The maintenance facility is to be designed and built to meet the maintenance needs of the LRT vehicles required to operate Phase 2 through the year 2030. It could operate 24 hours a day in three shifts. The maintenance facility would consist of outdoor storage for ~~20 to 36~~approximately 43 to 45 LRT vehicles and associated storage track; trackway to connect to the main line and allow the movement of LRT vehicles from the main line track to and within the maintenance facility area; main yard shop building with office and vehicle repair areas; vehicle wash facility; traction power substation; and parking for 65 ~~to 70~~ employees. The main yard shop structure would be approximately ~~300~~ 350 feet long and ~~166~~ 189 feet wide, two stories in height, and with a total area of approximately 125,000 square feet. The structure would be built of concrete block or corrugated metal or a combination thereof.

Since the release of the DEIR and in response to comments, the Expo Authority has worked with the City of Santa Monica, Metro, and the community to identify alternative layouts for the Maintenance Facility. As a result of these collaborative efforts, a Maintenance Facility Buffer Design Option has been developed for evaluation in the FEIR. This design option would occupy only a portion of the Verizon site, with an extension of the facility into the existing Santa Monica College parking lot to the west. Utilization of the adjacent parking lot on the west side of the Verizon site would create an approximate 100- to 110-foot buffer between the Maintenance Facility and the residential area on the south side of Exposition Boulevard. The Maintenance Facility Buffer Design Option would include much of the same facilities as the original Maintenance Facility concept.

2. AFFECTED ENVIRONMENT

2.1 Existing Land Use in the Project Corridor

This section (1) summarizes the existing broad land use patterns within the study area, (2) identifies sensitive land uses potentially affected by the proposed project, and (3) identifies current land use designations that would support transit-supportive land uses in the vicinity of the proposed stations. The study area for this analysis encompasses approximately 0.5 mile on each side of the proposed alignments and 0.5 mile around each proposed station as these distances are the typical distances where land uses could be affected by walking to and from stations, by traffic or by other environmental effects resulting from transit that in turn could potentially foster land use changes.

2.1.1 Generalized Land Use

Overall, the pattern of land use served by the proposed alignments is typical of an urban environment; properties are highly developed and very little vacant land remains. Historic transportation methods, particularly passenger and freight rail service in the area, have heavily influenced land use in the area. Generally, high-intensity commercial land uses are around the Culver City and Santa Monica downtown areas, and low-intensity residential and commercial land uses are between the downtowns. There are high concentrations of commercial land uses, particularly west of Lincoln Boulevard. There are also areas of high-intensity development, exemplified by the Water Gardens Office Towers at the intersection of Olympic and Cloverfield Boulevards and the Westside Pavilion Shopping Center at the intersection of Pico Boulevard

and Westwood Avenue. Land uses are generally one- to three-story structures, with the exception of the sporadic high-intensity developments located along the major arterials, where buildings are in excess of ten stories in height.

Segment 1 contains more industrial land uses than Segment 1a, which is primarily commercial and residential. Industrial and commercial development has been heavily influenced by historical transportation service in the area. Industrial land uses are primarily clustered around the Exposition ROW in Segment 1, where the Southern Pacific Railroad-(SPRR) provided freight service until 1987. Commercial and retail land uses that would be served by the proposed alignments are primarily located along major arterials. This pattern of development was established during the period when the Pacific Electric Railroad Red Car Line provided passenger service along Venice Boulevard and has persisted over the past half century, when the automobile has become the most popular means of passenger transport. Clusters of commercial land uses are along major arterials, including Venice Boulevard, Overland Avenue, Colorado Boulevard, and in downtown Culver City, at the Westside Pavilion shopping center, around downtown Santa Monica.

Residential uses tend to be within distinct neighborhoods. While many neighborhoods have sought to retain their suburban feel and single-family residential homes, steady development since the post-war period has resulted in an abundance of multi-family residential units. This is particularly evident in the area immediately north and south of Venice Boulevard and in Santa Monica north of Pico Boulevard. Open space and public land uses are dispersed throughout the study area and are limited to public beaches, public parks, golf courses, and cemeteries, with a grouping of parks in Santa Monica near the Pacific Ocean.

Overall, land uses within 0.5 mile of the proposed alignments are generally consistent with the land use designations established by the cities of Los Angeles, Culver City, and Santa Monica. These designated land uses are detailed below in Section 2.2 (General Plan Land Use Designations).

2.1.2 Land Uses

The focus of this discussion is on land uses that could be sensitive to changes from the proposed project (i.e., via intensification of uses or via increased access to uses) including residences, parks, and schools, as increased access and utilization of these uses could lead to a degradation in the quality and character of these land uses.

Table 2-1 (Selected Land Uses within Project Study Area) depicts land uses within the study area. A general description of each of the City-designated neighborhoods within the 0.5 mile study area is included below.

Segment 1: Expo ROW

Land uses within 0.5 mile of Segment 1 primarily consist of residential properties. A description of the neighborhoods is presented below. Figure 2-1 (Neighborhoods within 0.5 Mile of Proposed Alignments) depicts neighborhoods within 0.5 mile of Segment 1. Figure 2-2 (Parks and Schools within 0.5 Mile of Proposed Alignments) depicts parks and schools within 0.5-mile of Segment 1.

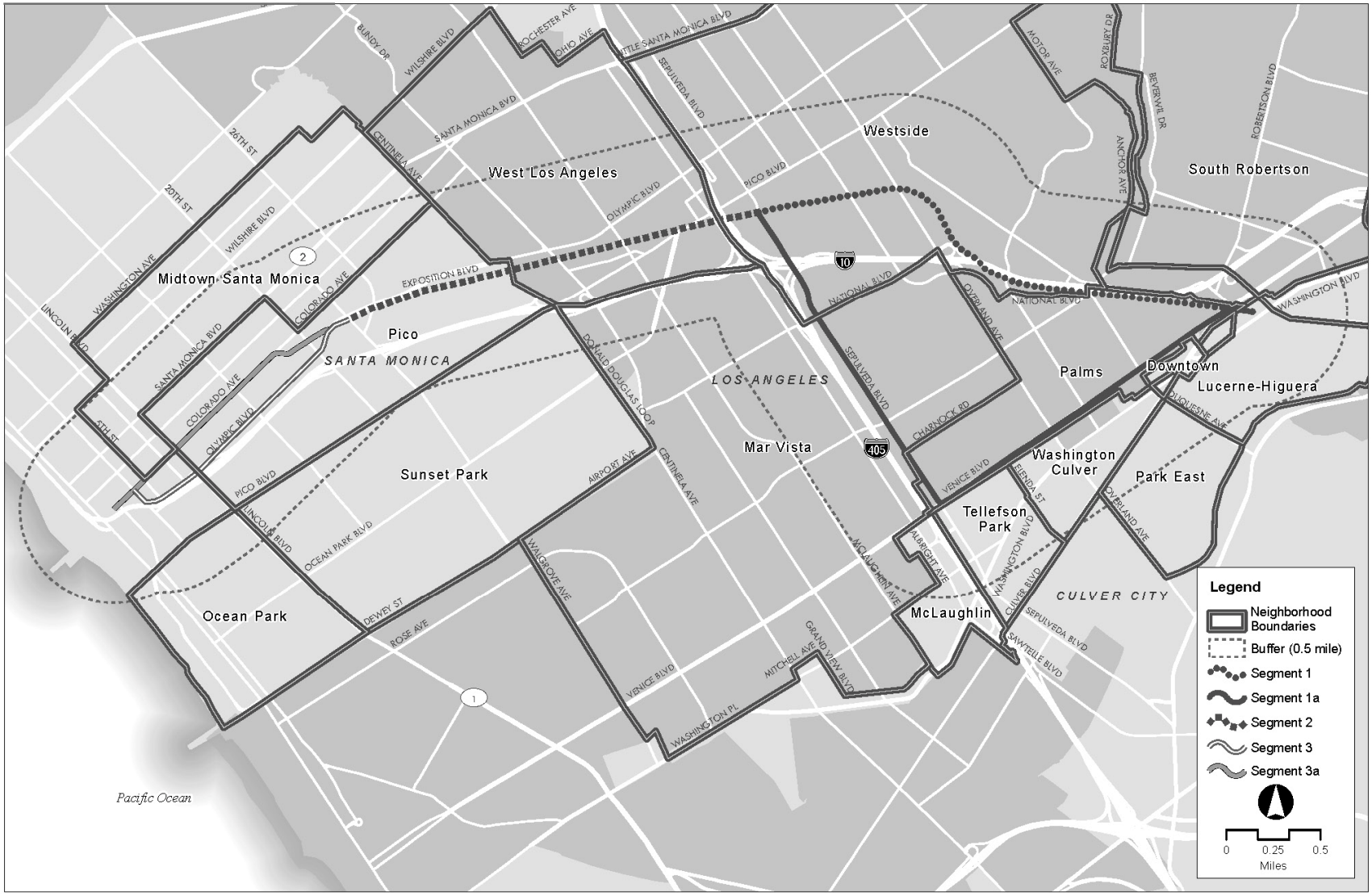
Table 2-1 Selected Land Uses within Project Study Area

Jurisdiction	Neighborhoods	Schools	Parks and Recreation Facilities
Segment 1: Expo ROW			
City of Los Angeles	Westside Neighborhood Council, West of Westwood, Mar Vista, Palms, Westwood South of Santa Monica, Sawtelle, Cheviot Hills	Hamilton High School, Notre Dame Academy High School, Le Lycée Françias of Los Angeles Elementary and High School, Linwood Howe Elementary School, Palms Elementary School, St. Augustine Catholic School, Overland Avenue Elementary School, Redeemer Baptist Elementary School, Webster Middle School	Palms Park, Rancho Park Golf Course, Woodbine Park
City of Culver City	Lucerne-Higuera		Media Park
Segment 1a: Venice/Sepulveda			
City of Los Angeles	Westside Neighborhood Council, West of Westwood, , Mar Vista, Palms, Westwood South of Santa Monica, Sawtelle	Hamilton High School, Palms Elementary School, Charnock Road Elementary School, Clover Avenue Elementary School, Palms Middle School, Windward School, Webster Middle School	Mar Vista Recreation Center
City of Culver City	Lucerne-Higuera, Washington Culver, Clarkdale, McLaughlin, Park East	Linwood Howe Elementary School, St. Augustine Elementary, La Ballona Elementary	Media Park, Tellefson Park, Veterans Memorial Park

Table 2-1 Selected Land Uses within Project Study Area

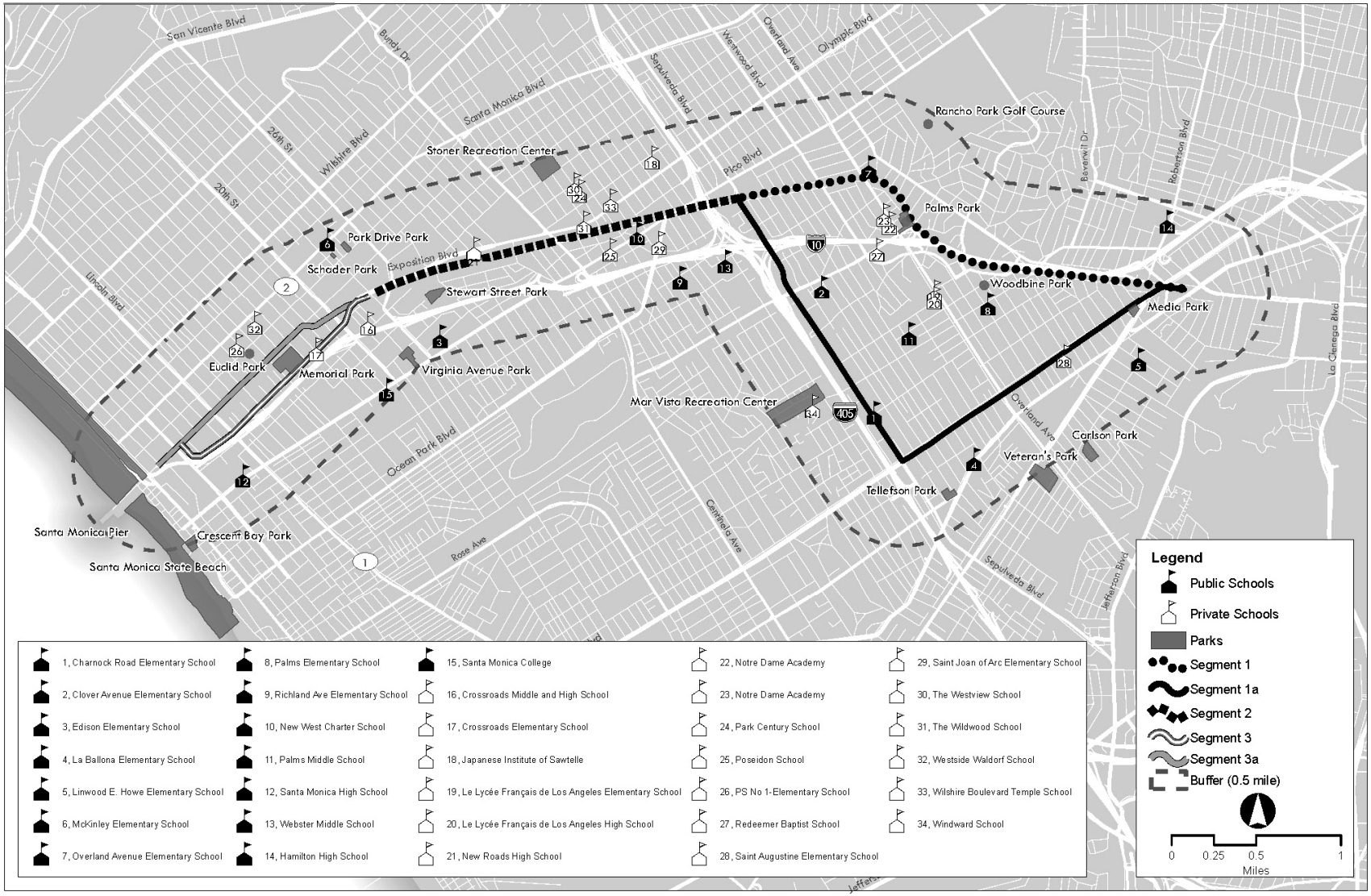
Jurisdiction	Neighborhoods	Schools	Parks and Recreation Facilities
Segment 2 Sepulveda/Cloverfield			
City of Los Angeles	West of Westwood, Mar Vista, Westwood South of Santa Monica, Sawtelle	Webster Middle School, Richland Elementary School, Saint Joan of Arc Elementary School, Park Century School, The Westview School, New West Charter Middle School, Poseidon School, Wildwood School, Japanese Institute of Sawtelle, Wilshire Boulevard Temple School	Stoner Recreation Center
City of Santa Monica	Pico, Sunset Park, Midtown Santa Monica	Edison Elementary School, New Roads High School, McKinley Elementary School, Crossroads School	Stewart Street Park, Virginia Avenue Park, Schader Park, Park Drive Park
Segment 3: Olympic			
City of Santa Monica	Pico, Sunset Park, Midtown Santa Monica, Ocean Park	McKinley Elementary School, Crossroads School, Santa Monica College, PS#1 Elementary School, Santa Monica High School, Westside Waldorf School	Stewart Street Park, Euclid Park, Virginia Avenue Park, Park Drive Park, Schader Park, Memorial Park, Crescent Bay Park
Segment 3a: Colorado			
City of Santa Monica	Pico, Sunset Park, Midtown Santa Monica, Ocean Park	McKinley Elementary School, Crossroads School, PS#1 Elementary School, Santa Monica High School, Westside Waldorf School	Virginia Avenue Park, Park Drive Park, Schader Park, Memorial Park

Some identified resources occur within adjoining segments, because the 0.5 mile buffer for each segment overlaps the adjoining segment(s).



Source: PBS&J, ESRI

Figure 2-1 Neighborhoods within 0.5 Mile of Proposed Alignments



Source: PBS&J, ESRI

Figure 2-2 Parks and Schools within 0.5 Mile of Proposed Alignments

The area labeled Westside Neighborhood Council (WNC) in the City of Los Angeles is the designation given in this document for the neighborhoods included in the WNC, but that have not yet established homeowners associations. These neighborhoods are mostly composed of single-family residential properties constructed between the 1920s and 1940s, although apartment buildings and condominiums constructed after World War II are present in the vicinity of National Boulevard.

The west of Westwood Neighborhood in the City of Los Angeles is composed mostly of single-family residential homes constructed between the 1930s and the 1960s. Multi-family homes are located along Sepulveda Boulevard north of National Boulevard. The neighborhood is home to the Westside Pavilion shopping center.

The Lucerne-Higuera Neighborhood in Culver City is immediately south of downtown Culver City. Steady development in the area around downtown Culver City has replaced the original single-family homes in the neighborhood. The majority of residences in the neighborhood are low-density, multi-family dwelling units.

Mar Vista in Los Angeles consists of neighborhoods of apartment buildings and small post–World War II ranchettes and bungalows. Mar Vista is considerably less densely populated than neighboring Palms; however, multi-family residential housing is located along Mar Vista's major arterials, including Venice Boulevard and Barrington Avenue.

Palms is one of the oldest neighborhoods in Los Angeles, established in the 1880s. Palms originally consisted of single-family homes; however, steady development since the 1960s has resulted in the Palms area being almost completely composed of apartment buildings.

The Westwood south of Santa Monica Neighborhood in Los Angeles was developed in the 1920s and still retains many of its single-family residential homes. Many of the older, single-family homes have been renovated and expanded. Relatively few new homes have replaced older homes.

The Los Angeles Neighborhood of Cheviot Hills is a fusion of several residential tracts developed beginning in the early1920s; the Country Club Highlands (1923), Cheviot Hills (1924), and Monte-Mar Vista (1926). The Cheviot Hills Neighborhood is composed almost entirely of single-family residential properties. Although several newer homes have been constructed, the majority of the homes retain their original design.

Sawtelle is a relatively small west Los Angeles neighborhood. Continuously redeveloped throughout the twentieth century, Sawtelle is composed mainly of multi-family residential units, although the original single-family residential properties built between the 1920s and 1960s can still be found in the neighborhood.

Segment 1a: Venice/Sepulveda

Land uses within 0.5 mile of Segment 1a primarily consist of residential properties. A description of the neighborhoods is presented below. Figure 2-1 (Neighborhoods within 0.5 Mile of Proposed Alignments) depicts neighborhoods within 0.5 mile of the Segment 1a alignment. Figure 2-2 (Parks and Schools within 0.5 Mile of Proposed Alignments) depicts parks and schools within 0.5 mile of Segment 1a.

A description of the Westside Neighborhood Council, west of Westwood, Lucerne-Higuera, Mar Vista, Palms, Westwood South of Santa Monica, and Sawtelle Neighborhoods is included above in the discussion of Segment 1.

According to the *Culver City General Plan Land Use Element*, the Clarkdale Neighborhood has the largest area in Culver City designated for medium-density, multiple-family residences, with pockets of low-density, two-family and low-density single-family areas. The low-density, single-family areas are occupied with the original homes constructed in the neighborhood between the 1940s and 1970s.

The majority of the Washington Culver Neighborhood in Culver City is occupied with Sony Studios and commercial land uses. West of Overland Avenue, many of the single-family residential properties remain. These residences were constructed between the 1940s and the 1970s.

The majority of the McLaughlin Neighborhood in Culver City is occupied with commercial and transportation land uses. According to the *Culver City General Plan Land Use Element*, residences in the neighborhood are an even mixture between the original single-family homes in the neighborhood and newer multi-family residential units.

The Park East Neighborhood in Culver City is south of Culver Boulevard immediately west of the Lucerne-Higuera Neighborhood. According to the *Culver City General Plan Land Use Element*, this neighborhood retains many of the original single-family residential properties in the neighborhood; however, low-density, multi-family residential properties are located in the eastern portion of the neighborhood.

Segment 2: Sepulveda to Cloverfield

Land uses within 0.5 mile of Segment 2 primarily consist of residential properties. A description of the neighborhoods is presented below. Figure 2-1 (Neighborhoods within 0.5 Mile of Proposed Alignments) depicts neighborhoods within 0.5 mile of the Segment 2. Figure 2-2 (Parks and Schools within 0.5 Mile of Proposed Alignments) depicts parks and schools within 0.5 mile of Segment 2.

A description of the west of Westwood, Mar Vista, Westwood south of Santa Monica, and Sawtelle Neighborhoods is included above in Segment 1.

In the City of Santa Monica the Pico Neighborhood is primarily composed of low-density, multi-family residential dwelling units. For a further description of the low-income and minority residents, please refer to the *Socioeconomic Technical Background Report*.

Sunset Park in Santa Monica is composed primarily of smaller, single-family residential houses that were constructed throughout the 1940s for workers of the Douglas Aircraft Factory. Many new single-family residential homes have been constructed in the neighborhood, and are largely upscale homes. Relatively few multi-family dwelling units are located in the Sunset Park Neighborhood.

The area labeled Midtown Santa Monica is the designation used in this document for the residential areas of Santa Monica that have not yet established homeowners associations. While a few of the 1940s craftsman-style and Victorian homes constructed in the area remain,

most of the housing in the area is apartment buildings and condominiums constructed from the 1960s forward.

Segment 3: Olympic

Segment 3 is entirely within the City of Santa Monica and land uses within 0.5 mile of Segment 3 primarily consist of commercial and light-industrial properties. A description of the neighborhoods is presented below. Figure 2-1 (Neighborhoods within 0.5 Mile of Proposed Alignments) depicts neighborhoods within 0.5 mile of Segment 3. Figure 2-2 (Parks and Schools within 0.5 Mile of Proposed Alignments) depicts parks and schools within 0.5 mile of Segment 3.

A description of the Midtown Santa Monica, Pico, and Sunset Park Neighborhoods is included in the discussion of Segment 2.

The Ocean Park Neighborhood contains several multi-family housing towers near the beach; however, the majority of homes in the area are single-family residential homes constructed in the 1940s and 1950s. Many new single-family residential homes have been constructed in the neighborhood, and are largely upscale homes.

Segment 3a: Colorado

Segment 3a is entirely within the City of Santa Monica and land uses within 0.5 mile of Segment 3a primarily consist of commercial and light-industrial properties. Figure 2-1 (Neighborhoods within 0.5 Mile of Proposed Alignments) depicts neighborhoods within 0.5 mile of Segment 3a. Figure 2-2 (Parks and Schools within 0.5 Mile of Proposed Alignments) depicts parks and schools within 0.5 mile of Segment 3a.

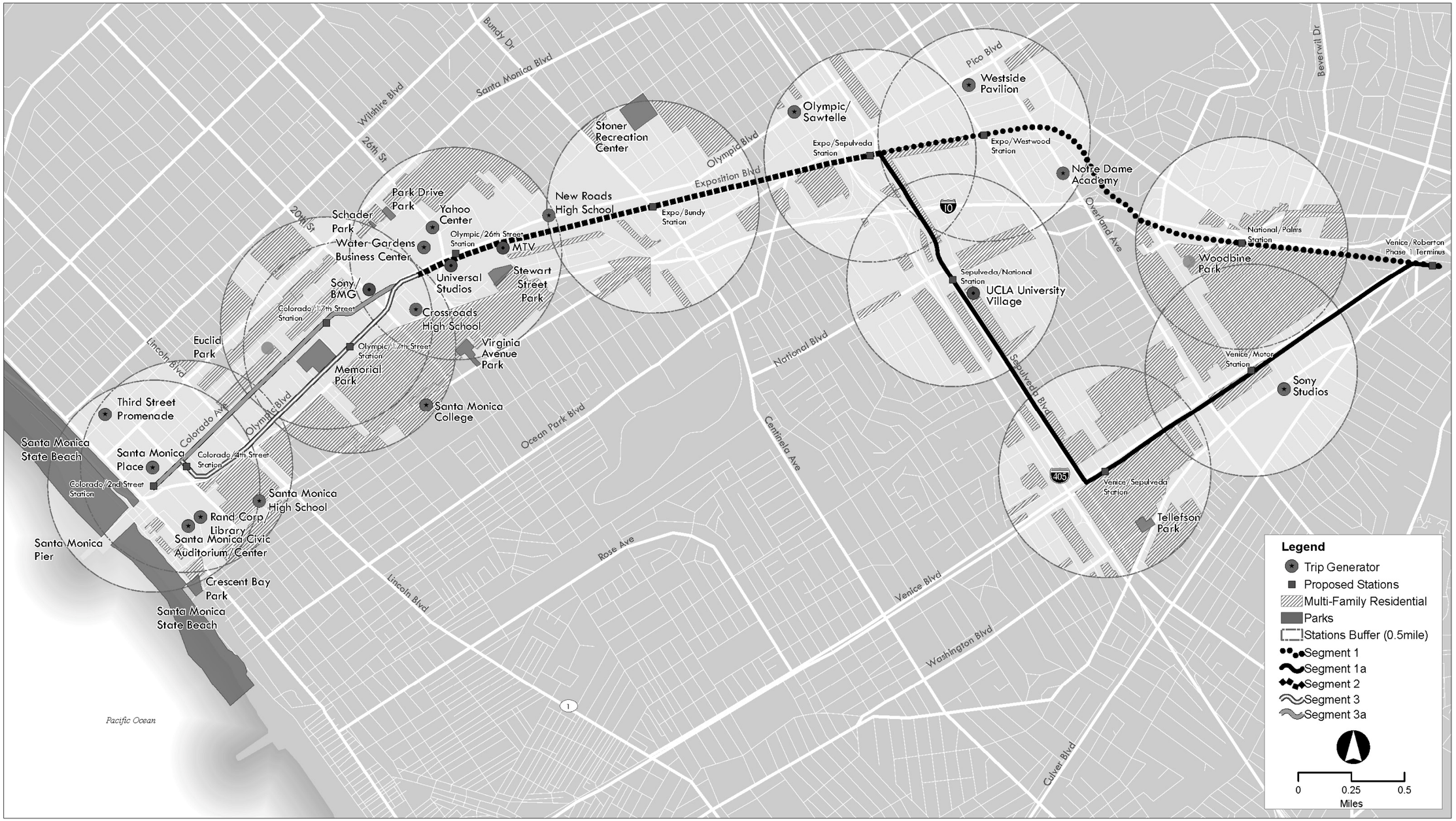
A description of the Midtown Santa Monica, Pico, Sunset Park, and Ocean Park Neighborhoods is included in the discussion of Segment 2 and Segment 3 above.

2.1.3 Transit-Oriented Land Uses

The land uses identified in this section are evaluated based on their potential to be served by the LRT Alternatives. These existing transit-oriented land uses are identified to determine the effectiveness of each of the proposed stations to support sustainable ridership levels, to be within walking distance (0.5 mile) and to have sufficient development intensity to support ridership. For the purposes of this study, transit-oriented land uses are considered to be employment centers, educational facilities, shopping centers, parks and recreation centers, and multi-family housing. Transit-oriented land uses within walking distance of the proposed stations were identified through the use of aerial photography and site visits. The location of these transit-oriented uses is identified in Figure 2-3 (Transit-Oriented Land Uses within 0.5 Mile of Proposed Stations). Transit-oriented land uses accessible by the proposed stations are also listed in Table 2-2 (Transit-Oriented Land Uses Served by Proposed Stations).

2.2 General Plan Land Use Designations

The proposed alignments are located within the jurisdictional boundaries of three cities: Los Angeles, Santa Monica, and Culver City.



Source: PBS&J, ESRI

Figure 2-3 Transit-Oriented Land Uses within 0.5 Mile of Proposed Stations

Table 2-2 Transit-Oriented Land Uses Served by Proposed Stations

Station	Employment Centers	Educational Facilities[a]	Shopping Centers	Parks and Recreation	Multi-family Housing
Segment 1: Expo ROW					
National/Palms	• Downtown Culver City	• None	• Downtown Culver City	• Woodbine Park	• Multi-family residential comprises a majority of land uses within 0.5 mile south of the proposed station
Expo/Westwood	• Westside Pavilion Shopping Center	• None	• Westside Pavilion Shopping Center	• None	• Multi-family residential is located northeast and west of the proposed station
Segment 1a: Venice/Sepulveda					
Venice/Motor	• Culver City Shopping Center • Sony Studios • Downtown Culver City	• None	• Culver City Shopping Center • Downtown Culver City	• Veterans Memorial Park	• Multi-family residential abundant within 0.5 mile of the proposed station, particularly north of Venice Boulevard, where it is the dominant land use.
Venice/Sepulveda	• Post Office	• None	• None	• Tellefson Park	• Multi-family residential comprises the majority of land use within 0.5 mile of the proposed station, but is located in higher concentrations south of Venice Boulevard
Sepulveda/National	• None	• None	• None	• None	• Multi-family residential comprises about one-quarter of land uses within 0.5 mile of the proposed station

Table 2-2 Transit-Oriented Land Uses Served by Proposed Stations

Station	Employment Centers	Educational Facilities[a]	Shopping Centers	Parks and Recreation	Multi-family Housing
Segment 2: Sepulveda to Cloverfield					
Expo/Sepulveda	• Olympic/Sawtelle commercial corridor • Office buildings along Sepulveda Boulevard near its intersection with Pico Boulevard	• Japanese Institute of Sawtelle	• None	• None	• Multi-family residential is located north, south, east, and west of the proposed station
Bundy	• Office buildings along Olympic Boulevard	• New Roads High School	• None	• Stoner Recreation Center	• Multi-family residential located northeast and southwest of the proposed station
Olympic/26th Street	• Water Garden Business Center • The Colorado Center • Yahoo Center • Universal Studios offices • DMV • Office buildings located north of Michigan Avenue south of the Exposition ROW • SCE • SONY BMG offices • MTV offices	• Crossroads High School	• None	• Stewart Street Park, Virginia Avenue Park, Schader Park, Park Drive Park	• Multi-family residential comprises the majority of the land use south of the I-10 Freeway • Multi-family residential comprises the majority of the land use north of Colorado Avenue.

Table 2-2 Transit-Oriented Land Uses Served by Proposed Stations

Station	Employment Centers	Educational Facilities[a]	Shopping Centers	Parks and Recreation	Multi-family Housing
Segment 3: Olympic					
Olympic/17th Street	• Santa Monica College • SONY BMG offices	• Crossroads High School • Santa Monica College	• None	• Memorial Park • Euclid Park	• Multi-family residential comprises the majority of the land use within 0.5 mile of the proposed station, particularly south of the I-10 Freeway
Colorado/4th Street Santa Monica (Terminus)	• Third Street Promenade • Santa Monica Place • Santa Monica Downtown (including City Hall) • RAND Corp/Library	• Santa Monica High School	• Third Street Promenade • Santa Monica Place	• Santa Monica State Beach • Palisades Park • Santa Monica Pier	• Multi-family residential is located south and east of proposed station
Segment 3a: Colorado					
Colorado/17th Street	• SONY BMG offices	• None	• None	• Memorial Park • Euclid Park	• Multi-family residential comprises the majority of the land use within 0.5 mile of the proposed station, particularly south of the I-10 Freeway
Colorado/4th Street or Colorado/2nd Street Santa Monica (Terminus)	• Third Street Promenade • Santa Monica Place • Santa Monica Downtown (including City Hall) • RAND Corp/Library	• Santa Monica High School	• Third Street Promenade • Santa Monica Place	• Santa Monica State Beach • Crescent Bay Park • Palisades Park • Santa Monica Pier	• Multi-family residential is located east of proposed station

Some identified resources occur within adjoining segments since the 0.5 mile buffer for each segment overlaps the adjoining segment(s).

a. Not including elementary and middle schools, as those students are less likely to take transit.

Land use designations are established by a city as part of the general plan land use element to support the land use and development objectives of the city. Generally, land use designations serve to promote orderly development and ensure that incompatible land uses are not located in the vicinity of each other. They also serve to limit development to densities that can be supported by the city's infrastructure and are desirable to the city's residents. While the general plan land use designations do not always represent actual land use, they are generally based on existing land-use patterns. General plan land-use designations are often further refined into more distinctive groups when they are codified into a city's municipal code.

2.2.1 Segment 1: Expo ROW

The alignment in Segment 1 is located entirely within the City of Los Angeles; however, the northern portion of the City of Culver City is located within 0.5 mile of Segment 1. Figure 2-4 (Designated Land Use [City of Los Angeles]) and Figure 2-5 (Designated Land Use [City of Culver City]) depict land-use designations within 0.5 mile of Segment 1.

Overall, residential uses are designated more than other land uses along this segment. Los Angeles has higher-density residential uses designated south of the I-10 Freeway and east of Overland Avenue. Commercial uses are designated around the intersection of Pico and Westwood Boulevards, and along Overland and Motor Avenues south of the I-10 Freeway. Open space and public facility uses are designated throughout the area.

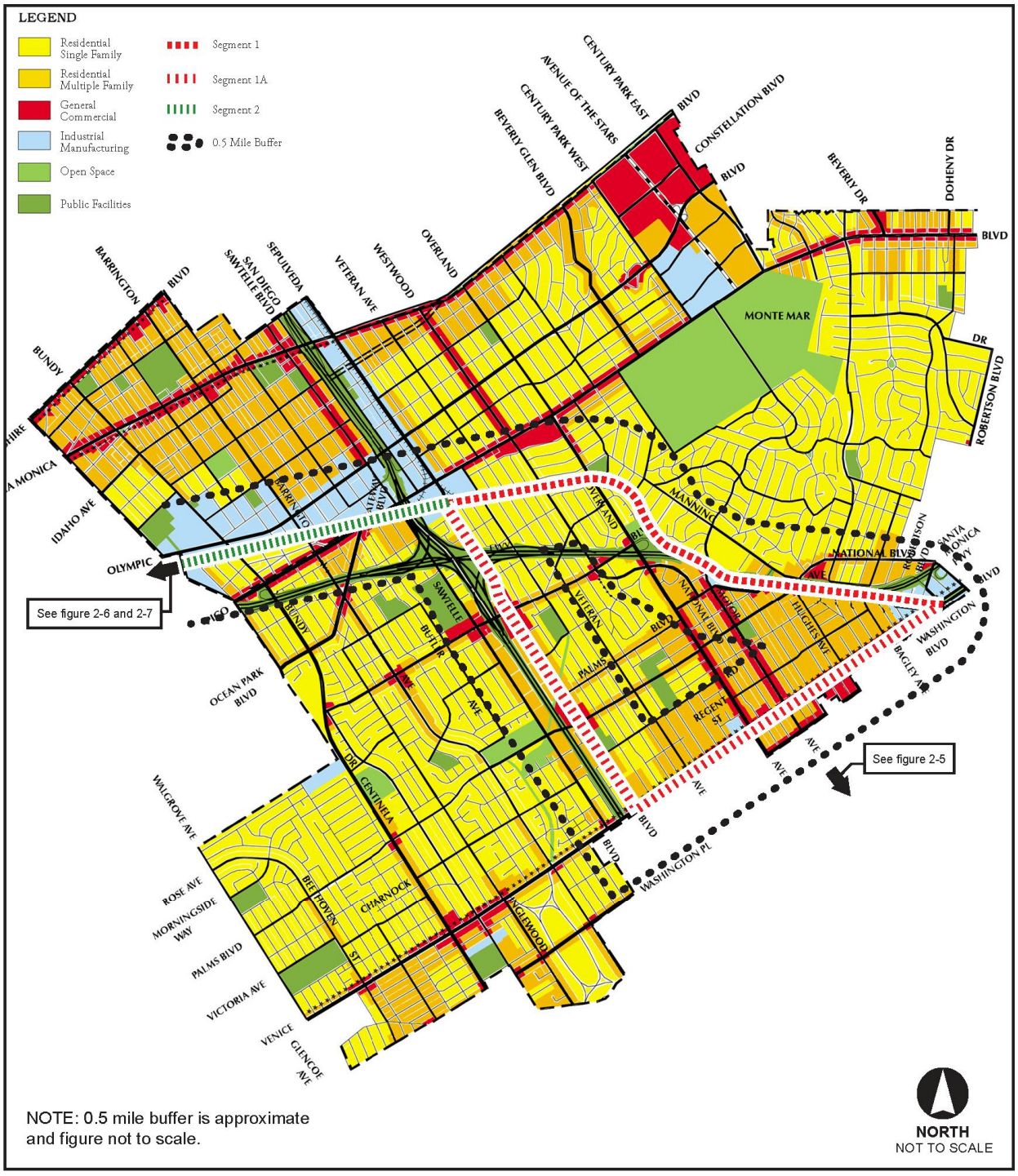
2.2.2 Segment 1a: Venice/Sepulveda

Although the majority of Segment 1a is located within the City of Los Angeles, Venice Boulevard between Bledsoe and Overland Avenues is the shared border between Los Angeles and Culver City. The alignment would be located within the medians of Venice Boulevard and Sepulveda Boulevard. Additionally, the northern portion of Culver City is within 0.5 mile of Segment 1a between Robertson Boulevard and Overland Avenue. Figure 2-4 (Designated Land Use [City of Los Angeles]) and Figure 2-5 (Designated Land Use [City of Culver City]) depict the land use designations within 0.5 mile of Segment 1a.

Of the segments, Segment 1a has the highest concentration of designated residential land uses, comprising the majority of the land use within 0.5 mile of the segment, with multi-family residential concentrated north and south of Venice Boulevard and on Sepulveda Boulevard, and single-family residential designated in the area west of Sepulveda Boulevard. Commercial land uses are designated on Venice Boulevard, Motor Avenue, and Overland Avenue, as well as at the National and Palms intersections with Sepulveda Boulevard. Industrial land uses are designated around the intersection of Venice and Robertson Boulevards. Open space and public facilities are designated intermittently throughout the area.

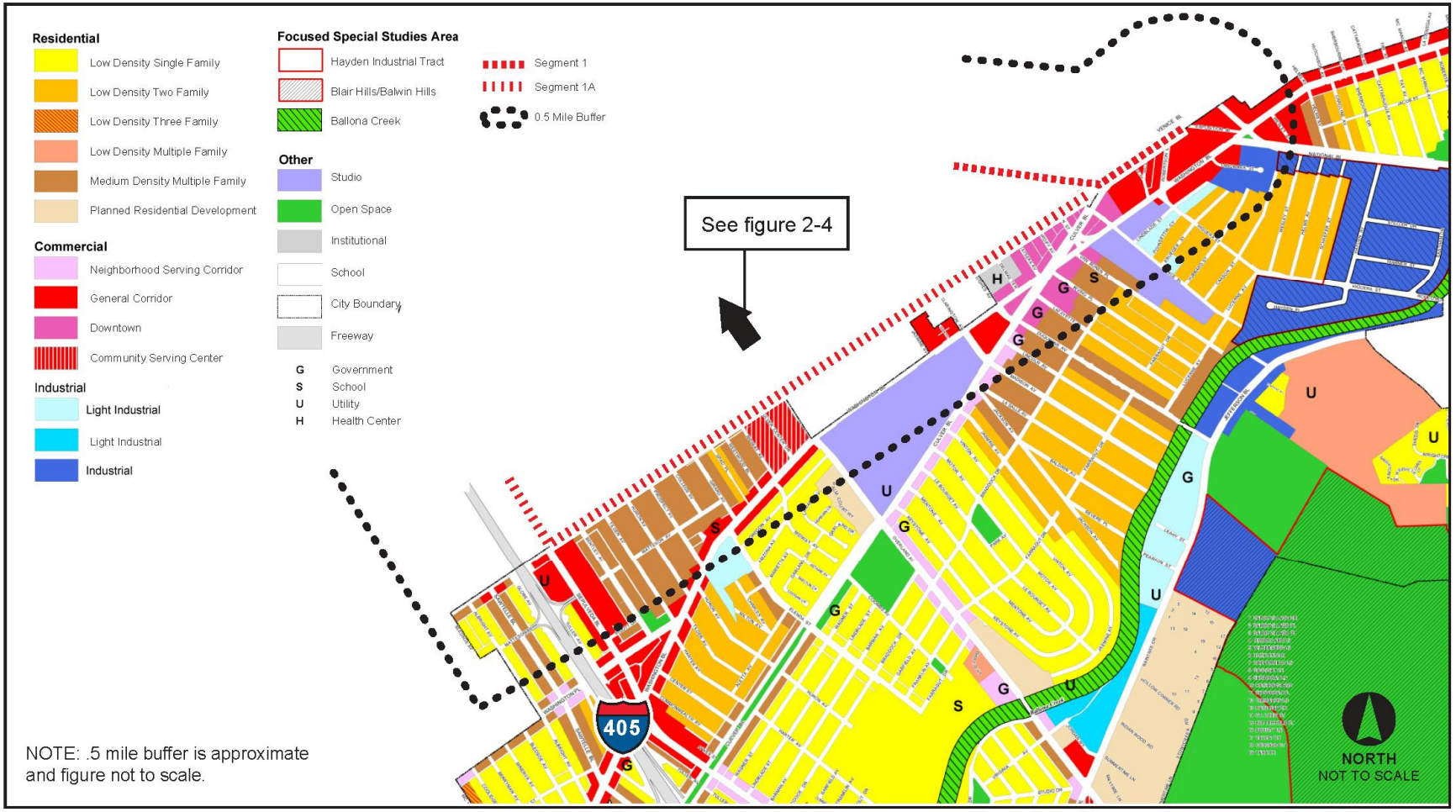
2.2.3 Segment 2: Sepulveda to Cloverfield

Segment 2 is located within the City of Los Angeles and the City of Santa Monica. Figure 2-4 (Designated Land Use [City of Los Angeles]) and Figure 2-6 (Designated Land Use [City of Santa Monica]) depict land-use designations within 0.5 mile of Segment 2.



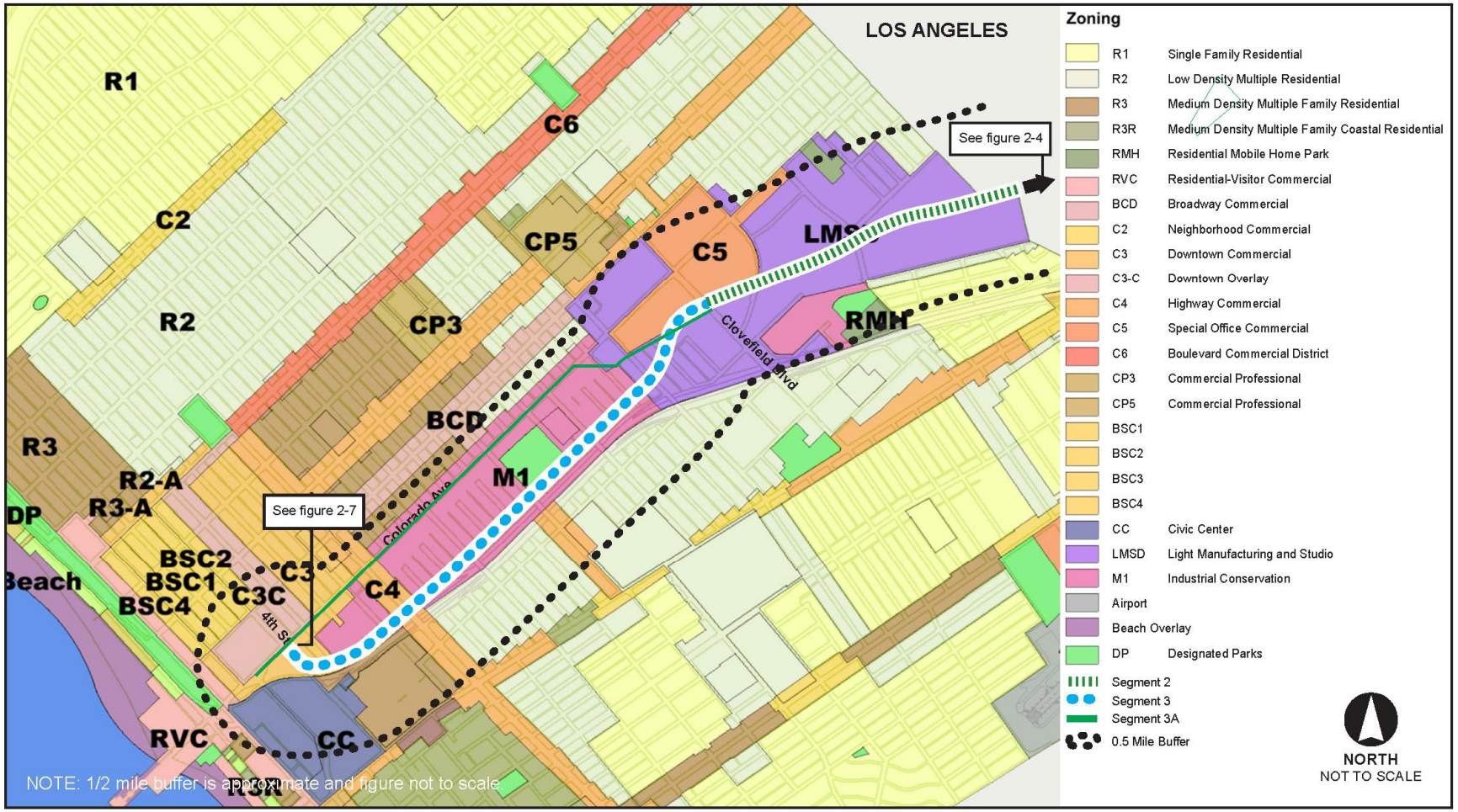
Source: City of Los Angeles, West Los Angeles and Palms Community Plans.

Figure 2-4 Designated Land Use (City of Los Angeles)



Source: City of Culver City General Plan.

Figure 2-5 Designated Land Use (City of Culver City)



Source: City of Culver City General Plan.

Figure 2-6 Designated Land Use (City of Santa Monica)

The area within 0.5 mile of Segment 2 contains a relatively even mixture of residential, commercial, and industrial lands. Industrial and light-commercial/studio land uses are designated near the Exposition ROW. Residential land uses are designated for the majority of the remaining area, with high-density residential land uses designated north of Olympic Boulevard and single-family residential land uses designated south of Olympic Boulevard. Open space and public facility land uses are sparsely and sporadically designated in the area.

2.2.4 Segment 3: Olympic

Segment 3 is located entirely within the City of Santa Monica. In addition, the terminus of Segment 3 is located within the jurisdiction of the California Coastal Commission, which extends from the beach east to 4th Street. Although Segment 3 primarily trends east/west, the terminus of Segment 3 trends north/south. Figure 2-6 (Designated Land Use [City of Santa Monica]) and Figure 2-7 (Designated Land Use [Santa Monica Civic Center Specific Plan]) show land-use designations within 0.5 mile of Segment 3.

Of the segments, the area within 0.5 mile of Segment 3 contains the highest concentration of public facility and commercial use land use designations primarily associated with Santa Monica Civic Center and downtown Santa Monica. From east to west, light-manufacturing and studio land use designations give way to industrial conservation designated areas north of the alignment. Low and medium density multiple-family designated areas are south of the alignment.

2.2.5 Segment 3a: Colorado

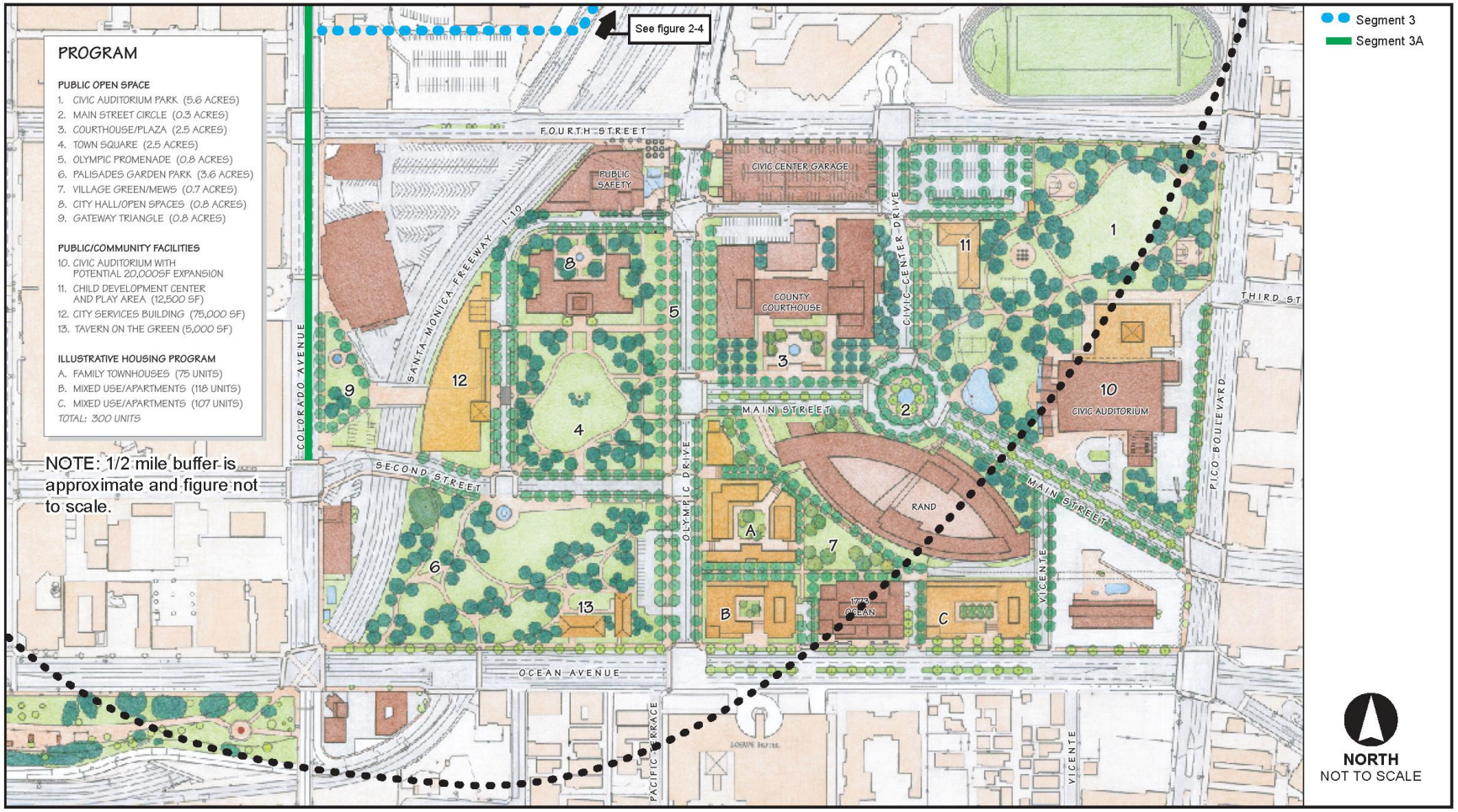
The alignment in Segment 3a is located entirely within the City of Santa Monica. In addition, the terminus of Segment 3a (Colorado/4th Street Station) is located within the jurisdiction of the California Coastal Commission, which extends from the beach east to 4th Street. Figure 2-6 (Designated Land Use [City of Santa Monica]) and Figure 2-7 (Designated Land Use [Santa Monica Civic Center Specific Plan]) depict land-use designations within 0.5 mile of Segment 3a.

Segment 3a has the highest concentration of designated commercial and light-industrial land uses. The alignment and the area south of the alignment are designated industrial conservation; north of the alignment is the Broadway Commercial District. Similar to Segment 3, residential-visitor commercial, beach and beach parking lands are designated around the Santa Monica terminus (Colorado/4th Street Station). Very little residential lands are designated around Segment 3a; except for a small area designated multi-family residential between Colorado Avenue and Broadway.

3. REGULATORY FRAMEWORK

3.1 Federal

No federal regulations apply to the analysis of land use for the proposed project.



Source: City of Santa Monica Civic Center Specific Plan.

Figure 2-7 Designated Land Use (Santa Monica Civic Center Specific Plan)

3.2 State

California State Law (Government Code 65300) requires that a city prepare and adopt a comprehensive, long-term General Plan for its development. It must contain the seven mandatory elements, including land use. California State law requires that the land use element correlate with the circulation (transportation) element. The land use element has the broadest scope of the State-required elements, since it regulates how land is to be utilized.

Government Code Section 65302(a) requires a land-use element to designate the proposed general distribution and general location and extent of the following land uses: housing, business, industry, open space, agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid waste disposal facilities, and other categories of public and private land uses.

~~3.2.1 California Coastal Commission~~

~~The California Coastal Act of 1976 created the California Coastal Commission (CCC) and established planning and management policies for the protection of coastal resources. The act requires local governments lying in the coastal zone to prepare local coastal programs (LCPs) that provide for maximum public access to the coast and public recreation areas. Through the LCPs sensitive coastal resources are identified, as are areas that are appropriate for development, including public facilities. New development would maintain and enhance public access to the coast by having passages to roadways and transit opportunities. Generally, the proposed project would not be located within the coastal zone; however, if the Santa Monica Station between Main Street and 4th Street for the Segment 3a is chosen, then a portion of that station would be located within the coastal zone. Therefore, for the purposes of this project, the City of Santa Monica LCP would be applicable; however, the City does not currently have a certified LCP, and as such, the Coastal Commission would have jurisdiction over any elements of the proposed project within the coastal zone. Please refer to Section 3.4.1 (Local General Plans) under the City of Santa Monica Local Coastal Program for more information regarding the status of the City's LCP.~~

3.3 Regional

3.3.1 Southern California Association of Governments (SCAG), Regional Comprehensive Plan and Guide (RCPG)

SCAG, which is the designated Metropolitan Planning Organization (MPO) for six Southern California counties including Los Angeles, is federally mandated to develop plans for transportation, growth management, hazardous waste management, and air quality. SCAG released a Draft 2008 Regional Comprehensive Plan (RCP) in June 2008. On October 2, 2008, SCAG's Community, Economic and Human Development (CEHD) Committee and the Regional Council took action to accept the 2008 Regional Comprehensive Plan (RCP) which shall serve as an advisory document for local governments in the SCAG region. The RCP is intended as an action plan, with discussion covering the following planning or environmental resource areas:

- Air Quality

- Economy
- Energy
- Finance
- Land Use and Housing
- Open Space and Habitat
- Security and Emergency Preparedness
- Solid Waste
- Transportation, and
- Water

The RCP is intended to serve as a framework to guide decision-making with respect to the growth and changes that can be anticipated in the region through the year 2035. The Plan consists of five core chapters that contain goals, policies, implementation strategies, and technical data that support three overarching objectives for the region, including (1) improving the standard of living for all, (2) improving the quality of life for all, and (3) enhancing equity and access to government. Local governments are required to use the RCPG as the basis for their own plans and are required to discuss the consistency of projects of regional significance with the RCP.

The following goals from the 2008 RCP Land Use and Housing Chapter have been identified as being potentially relevant to the proposed project:

- Focusing growth in existing and emerging centers and along major transportation corridors.
- Targeting growth in housing, employment, and commercial development within walking distance of existing and planned transit stations.
- Injecting new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.

The following goals from the 2008 RCP Air Quality Chapter have been identified as being potentially relevant to the proposed project:

- Reduce emissions of criteria pollutants to attain federal air quality standards by prescribed dates and state ambient air quality standards as soon as practicable.
- Reverse current trends in greenhouse gas emissions to support sustainability goals for energy, water supply, agriculture, and other resource areas.
- Minimize land uses that increase risk of adverse air pollution-related health impacts from exposure to toxic air contaminants, particulates (PM_{10}, $PM_{2.5}$, ultrafine), and carbon monoxide.

The following goals from the 2008 RCP Transportation Chapter have been identified as being potentially relevant to the proposed project:

- A more efficient transportation system that reduces and better manages vehicle activity.

- A cleaner transportation system that minimizes air quality impacts and is energy efficient.

3.3.2 SCAG Regional Transportation Plan

As the regional MPO, SCAG is federally mandated to develop and update the Regional Transportation Plan (RTP) on a 3-year cycle to provide a basic policy and program framework for the long-term investment in the regional transportation system in a coordinated, cooperative, and continuous manner. The 2008 RTP was adopted in May 2008, and is a long-range plan that identifies multi-modal regional transportation needs and investments out to the plan horizon year of 2035. The Expo Phase 2 project is included in the 2008 RTP, adopted in May 2008. The 2008 RTP outlines the goals and guiding policies to manage the land use growth and the transportation infrastructure in the regional planning area to ensure that transportation needs in the future do not significantly outpace the ability to pay for them. The goals of the 2008 RTP have expanded from 2004 to encompass transportation security. The following goals were adopted by SCAG to guide the development of land use and the transportation infrastructure of the region:

1. Maximize mobility and accessibility for all people and goods in the region
2. Ensure travel safety and reliability for all people and goods in the region
3. Preserve and ensure a sustainable regional transportation system
4. Maximize the productivity of our transportation system
5. Protect the environment, improve air quality, and promote energy efficiency
6. Encourage land-use and growth patterns that complement our transportation investments
7. Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies

The RTP recognizes that many existing transportation corridors lack the residential and commercial density to adequately support non-auto transit uses. The RTP identifies the need to intensify these corridors with people-scaled, mixed-use developments and incorporates for the first time land-use policies as a means to influence transportation performance and the economy in the region. The SCAG Regional Council (RC) adopted five policies to guide the development of the RTP. These RTP policies are unchanged since 2004 and emphasize the importance of tracking the Plan's performance through specific indicators and are as follows:

1. Transportation investments shall be based on SCAG's adopted Regional Performance Indicators
2. Ensuring safety, adequate maintenance, and efficiency of operations on the existing multimodal transportation system will be RTP priorities and will be balanced against the need for system expansion investments
3. RTP land-use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and subregions
4. HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.

5. Progress monitoring on all aspects of the Plan, including timely implementation of projects, programs, and strategies, will be an important and integral component of the Plan.

3.4 Local

3.4.1 Local General Plans

Los Angeles General Plan

The *1995 Los Angeles General Plan*, prepared and maintained by the Department of City Planning, is a comprehensive, long-range declaration of purposes, policies and programs for the development of the City of Los Angeles. The General Plan is implemented by the decisions of the City's Planning Commission and City Council, by the zoning and subdivision ordinances, and by community and specific plans. The General Plan consists of the seven separate state-mandated sections: air quality, conservation, housing, noise, safety, circulation (transportation), and land use.

Due the extensive size of the City of Los Angeles, the General Plan Land Use Element is broken up into 35 local area plans known as Community Plans. Community Plans are prepared to promote "an arrangement of land uses, streets, and services which will encourage and contribute to the economic, social, and physical health, safety, welfare, and convenience of the people who live and work in the community."

The study area is located within the planning boundaries of two separate community plans, the *West Los Angeles Community Plan (Segment 2 [Sepulveda to Cloverfield])* and the *Palms–Mar Vista–Del Ray Community Plan (Segment 1, and Segment 1a [Venice/Sepulveda])* planning area. Currently the City is in the process of updating 12 of the community plans, including the West Los Angeles Community Plan. Under this program, the community plans will aim to encourage sustainable growth patterns while balancing the unique characteristics of individual communities. As of the publication of this Technical Background Report, The West Los Angeles Community Plan update is in the process of establishing prevailing neighborhood and community issues. Recommended changes to community plans and their policies and programs will be based on public input and collaboration with other City departments and the governmental agencies that provide public services and facilities.

Each individual community plan provides a basis for determining whether a project is consistent with the City's development policies; each community plan outlines guiding policies for the particular planning area. More specifically, the applicable community plans address policies for communities along the transit corridors. These goals support public transit and use of the transit corridors to improve levels of service between Downtown Los Angeles and Santa Monica. The transit-supporting goals of these Community Plans are summarized below:

- Develop a public transit system that improves mobility with convenient alternative to auto travel:
  - Coordinate with MTA and LADOT to improve express and local bus services to and within the community
  - Develop an intermodal mass transportation plan to implement linkages to future mass transit service

- Encourage alternative modes of transportation over the use of single-occupant vehicles to reduce vehicular trips
- Provide a system of efficient and attractive bicycle and pedestrian routes:
  - Encourage the safe utilization of easement and or right-of-way along flood control channels, public utilities, railroad rights-of-way, and streets wherever feasible for the use of bicycles and or pedestrians.

Transit corridors and stations are planned for high density and mixed-use development that function as destinations for transit users (e.g., jobs, entertainment, and culture) and contain a high number of residents that can conveniently use transit. The following are summary themes of the General Plan Framework:

- High-density uses abutting transit are planned to be developed to enhance pedestrian activity along the street frontages through architectural design, streetscape amenities, and restriction on non-pedestrian friendly uses.
- The development of transit stations can be used to enhance the pedestrian vitality and character of their environs through architecture, the creation of public places, streetscape, and activity.
- The development of transit stations can create distinct places that distinguish the location from the homogeneous pattern of surrounding land uses.
- Concentrations of high-density, multi-family housing along transportation corridors are likely to contain a higher percentage of individuals who do not own automobiles, due to income or lifestyle choices.
- Traffic congestion can be reduced in the vicinity of high activity destinations by the provision of transit.

The intensification and mix of uses in the City of Los Angeles are intended to enhance walkability of neighborhoods and districts and enhance access to public transportation. The *City of Los Angeles General Plan Framework and Community Plans* correlate growth and transportation from two perspectives:

- Promoting the intensification of density and enhanced mix of uses in proximity to existing and planned transportation corridors and stations; and
- Establishing new transportation corridors in response to existing and planned high density, activity centers. Within this context, the Framework defines future growth areas as “Community Centers,” “Regional Centers,” “Downtown Center,” and “Mixed Use Boulevards.” In each, higher density commercial, office, and residential uses are permitted and standards specified to attain a high level of pedestrian activity. The Framework further advances the correlation of density with transportation through the designation of “Pedestrian Priority” and “Transit Priority” Highways.

Los Angeles Draft Housing Element

The Draft Housing Element, revised May, 2008 is intended to guide housing development to the areas in the greatest need and where such development would be most beneficial. The City of Los Angeles has been pursuing a sustainable approach to accommodating long-range growth

that would encourage sustainable growth in higher-intensity commercial and mixed-use districts, centers and boulevards, and in proximity to transit (City of Los Angeles, 2008a).

To target growth strategically, the City of Los Angeles is developing Transit Oriented District plans and implementing financial and land use incentives to increase the feasibility of infill development in the proximity of transit. This includes new zoning categories for residential and mixed-use development near transit stations and incentives to increase housing opportunities in Downtown Los Angeles to accommodate the residential opportunities provided by the rail and other infrastructure investment that has been made there. Chapter 4 of the Draft Housing Element discusses ways in which the City plans to use land use patterns and development in more sustainable ways to reduce the use of resources.

The following goals and policies, identified in Chapter 6 of the Draft Housing Element would apply to the proposed project:

Overall Goal: It is the overall housing goal of the City of Los Angeles to create for all residents a city of livable and sustainable neighborhoods with a range of housing types, sizes, and costs in proximity to jobs amenities and services.

- **Goal 1.** A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy, sanitary and affordable to people of all income levels, races, ages, and suitable for their various needs.
  - OBJECTIVE 1.1 Plan the capacity and develop incentives for the production of an adequate supply of rental and ownership housing for households of all income levels and needs.
    - POLICY 1.1.4 Expand location options for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards.
  - OBJECTIVE 1.4 Promote an equitable distribution of affordable housing opportunities throughout the City.
    - POLICY 1.4.1 Provide incentives to include affordable housing in residential development, particularly in mixed use development, Transit Oriented Districts and designated Centers.
- **Goal 2.** A City in which housing helps to create safe, livable, and sustainable neighborhoods.
  - OBJECTIVE 2.2 Promote sustainable neighborhoods that have mixed-income housing, jobs, amenities, services and transit.
    - POLICY 2.2.1 Provide incentives to encourage the integration of housing with other compatible land uses.
    - POLICY 2.2.3 Provide incentives and flexibility to generate new housing and to preserve existing housing near transit.
    - POLICY 2.2.6 To accommodate projected growth to 2014 in a sustainable way, encourage housing in centers and near transit, in accordance with the General Plan Framework Element, as reflected in Map ES.1.

Culver City General Plan

The 1996 *Culver City General Plan Update* was prepared in accordance with state laws to articulate the city's growth vision, while recognizing that future decisions will require constant balancing of the stated goals, objectives, and policies. The General Plan is implemented by the decisions of the City's Planning Commission and City Council, by the zoning and subdivision ordinances, and by community and specific plans. The General Plan consists of the seven separate state-mandated sections: air quality, conservation, housing, noise, safety, circulation (transportation), and land use.

The *Culver City General Plan Land Use Element* (last amended in 2000) is intended to provide for the physical, social, and economic needs of the City and its people. The purpose for the Land Use Element is to guide land use and development to achieve that intent. To accomplish this, the land use element designates the general distribution, intensity, and development policies regarding residential, commercial, industrial, open space, and institutional uses in Culver City. The study area (primarily Segment 1a) is located in the North-Central, Downtown, and Eastern sub-areas of the *Culver City General Plan Land Use Element*. The *Culver City General Plan* update includes specific discussion about the Exposition ROW being developed as a fixed-guideway transit corridor within the limits of Culver City.

The *Culver City Circulation Element* is intended to ensure that local and regional transportation systems are effectively linked to both serve and protect Culver City's residents and businesses, as well as protect the character and integrity of residential neighborhoods by limiting transit development in such areas. The Circulation Element directs that the City support expanded public transit service and ridership, but that support for the fixed-guideway is balanced against protection of existing established neighborhoods. Applicable goals, objectives, and measures outlined in the Circulation Element of the General Plan include the following:

- **Goal:** Integrate local and regional transportation systems that serve residential and business needs.
  - Objective:
    - (1a)Improve traffic flow and reduce traffic congestion throughout the City
    - (2) Expand public transit service ridership
    - (3) Provide a bikeway system that is safe and has enjoyable support facilities
    - (4) Provide convenient and pleasant pedestrian access
    - (6) Optimize parking availability
    - (7) Increase traffic safety and minimize traffic hazards and accidents
- **Goal:** Protect residential neighborhoods that offer residents the qualities of a peaceful small-town environment.
  - Objective:
    - (8) Provide for the safe and efficient movement of people and goods while preserving, enhancing, or reclaiming the neighborhoods quality of life
- **Measure 3.** Continue Transportation Demand Management (TDM) that promotes the demand for alternative transportation by creating incentives to reduce overall auto trips.

- **Measure 4.** Adopt new Transit System Developments and Standards that reflect City policy and establish criteria for the development of transit facilities within the city.
- **Measure 5.** Adopt a Citywide Bikeway Plan that develops and identifies potential bikeways and sets standards for construction and support facilities.

As part of implementing these adopted transit policies, the City of Culver City operates the Culver City Bus, a bus system of six routes serving an area from the Los Angeles World Airport to the south and UCLA and Century City to the north.

In anticipation of the development of the Exposition ROW, the City adopted policies in its General Plan Circulation Element prohibiting at-grade crossings and elevated guideway alignments near residential neighborhoods. In order to facilitate and support transit, the City strives to encourage high trip-generating uses near transportation corridors, specifically encouraging and providing incentives for increased residential and commercial density for areas accessible to transportation facilities, and allows reduced parking requirements for land uses that share parking facilities.

Santa Monica General Plan

The *Santa Monica General Plan Land Use and Circulation Element* (LUCE) was adopted by the City of Santa Monica in 1984 (last amended October 2002) to re-establish a measure of long-term predictability about land-use policies and procedures.

The Santa Monica General Plan LUCE contains a variety of policies that encourage a concentration of land uses and activities that create activity during daytime and evening hours in the Downtown Santa Monica Area. These policies would be achieved by making the Downtown a primary location for commercial uses as a tourist destination, through the development of major entertainment or cultural uses, and by the creation of residential uses above ground level.

The LUCE outlines major citizen participation proposals, including “seek[ing] citizen advice on improving the bicycle transportation system and public transportation improvements.” The LUCE also identifies principles to help guide the city’s growth. Principle 3 identifies the need for minimizing automobile trips:

> **Plan Principle 3.** The LUCE should minimize the number and length of automobile trips by locating growth along major alternate transit routes, promoting alternate transit routes, and locating housing near employment districts.
>
> - The eastern half of the Olympic Corridor is well-suited to accommodate office growth due to the relative ease of locating a light- or heavy-rail line through the Southern Pacific right-of-way and the direct access to the freeway.
> - The Circulation Element should facilitate pedestrian, bicycle, and transit usage.
>
> **Plan Principle 4.** The LUCE should propose those key public investment policies that are cost effective, that prevent artificial controls on growth, and that can be accomplished without direct support from the local tax base. Some examples of these improvements include:
>
> - Supporting construction of a rail transit line to the downtown area.

As an implementation program of its adopted transit policies, the City of Santa Monica operates the Big Blue Bus, a bus system serving an area from the Los Angeles World Airport to the south and the Getty Center, UCLA and Century City to the north.

Commercial corridors, such as Wilshire, Olympic and Pico Boulevards (adjacent to and near the Exposition ROW), are designated to have intense garden office development (Olympic Boulevard east of 20th Street) in a Special Office District and development on Pico Boulevard to include high-density residential and service commercial. As an implementation measure, the Olympic Boulevard Corridor is designated to support future light rail through the joint development of commercial land uses at station locations. The area immediately adjacent to the Exposition Alignment is designated for preservation as linear public open space.

The LUCE encourages an improved public transit system capable of accommodating ten percent or more of the total trips generated by the City by 2000. This includes continued coordination with regional agencies, endorsement of rail transit, endorsement of Wilshire Boulevard as a major bus transit corridor, the development of distinctive shuttles, bus shelters and the improvement of inter-modal coordination.

The Conservation Element of the General Plan was adopted by the City of Santa Monica in 1975 to set forth guidelines for the proper management and conservation of the City's natural resources. Specifically, the element contains goals and objectives developed by a Citizens' Advisory Committee, an evaluation of resources directly affecting and influencing various aspects of life in Santa Monica, and policy statements that take into consideration the goals and evaluation of existing resources. The Conservation Element also includes programs to implement each of the policies. Policy Statement 23 is of particular importance as Segment 3 would result in the loss of mature Coral trees in the median of Olympic Boulevard.

> **Policy 23**. The City shall maintain its policy of replacing trees whenever it becomes necessary and of not permitting the removal of any city trees still living and in a healthy condition.

Santa Monica Zoning Ordinance

The City of Santa Monica amended the City's Zoning Ordinance in April 2006 to designate the Exposition ROW within the City as a Transportation Preservation (TP) District. The ROW ranges in width from 50 to 100 feet through the City of Santa Monica, and extends east from 17th Street, south of Colorado Avenue, to Centinela Avenue, south of Olympic Boulevard. The new district facilitates approval of limited-term land uses that are consistent with the City's General Plan and the City's goal to re-establish the ROW for public transportation use in the foreseeable future. The TP District zoning also facilitates legalization of some of the existing unpermitted uses; however, some of the existing unpermitted uses continue to be unallowable and could be subject to removal. A transit system along the Exposition ROW would ultimately connect to the proposed downtown Civic Center area.

Santa Monica LUCE Update

In fall 2004, the City of Santa Monica initiated an update to the LUCE. In April 2005, the City released the Emerging Themes Report to evaluate the attainment of goals in the previous LUCE. Subsequently, in July 2005, the City released the Opportunities and Challenges to address policy questions that would address the City's long-term land use and transportation growth. In November 2006, the City issued the Draft Goals Report. In fall 2007, the city held a

series of public meetings to present data and gather public input. The draft Shape of the Future 2025 document was published in June 2008.

Santa Monica Industrial Areas

In November 2007, the City Planning Commission issued a report recommending to the City Council planning principles and conceptual land use designations for the industrial areas and consideration of transportation strategies. This memorandum recognizes that the light-industrial lands clustered around the Exposition ROW are "well suited to capitalize on the opportunities presented by future transit stations" and outlines principles to shape the development of these light-industrial lands. Relevant principles outlined include the following:

- **Industrial Lands Principles**
  - Capitalize on opportunities adjacent to transit stations with a focus of change on opportunity sites; Memorial Park and Bergamot
- **Urban Design Principles**
  - Create a pedestrian environment along Colorado Avenue and the LRT alignment
- **Transportation Principles**
  - Focus "change areas" at strategic locations along transit routes and nodes

The memorandum also proposes three primary land use districts and two opportunity sites based on two workshops held for city residents in October 2007. The three primary land use districts include the Traditional Industrial District, Boulevard District, and Mixed-Use Creative Arts Infill District. The Traditional Industrial District is characterized as being similar to the M-1 Zone, and would continue to support light-industrial uses in the district. A housing option was recommended as an area within the Traditional Industrial District that could, with more study, accommodate infill housing. The Boulevard District was identified for the north side of Colorado Avenue and both sides of Broadway to create active pedestrian streets and include ground-level retail or active pedestrian uses with two stories of residential or commercial use above. The Mixed-Use Creative Arts Infill District was recommended to support "loft" type uses relating to the entertainment industry. Within this district, a Main Street overlay is identified with the concept of developing a neighborhood-serving commercial district along Nebraska.

Furthermore, the memorandum proposes two opportunity sites for renewed transit supportive land uses with implementation of the LRT Alternative, between the I-10 Freeway and Colorado Avenue. Opportunity Site 1, Memorial Park, is located roughly between 14th and 17th Streets and largely is occupied by Memorial Park. This site capitalizes on the potential for a Mid-town light-rail station, the potential to significantly expand Memorial Park, and the opportunity to joint-venture development with the Santa Monica-Malibu Unified School District (SM-MUSD). The memorandum outlines the following relevant principles for Opportunity Site 1:

- Capitalize upon the potential for a potential Exposition LRT Midtown Station location (Olympic or Colorado)
- Create enhanced pedestrian environment connecting medical campuses and Santa Monica College
- Expand/enhance the park and open space
- Consider expansion south and over the I-10

- Capitalize on joint-use potential with SM-MUSD
- Create a mixed-use, vital, urban neighborhood surrounding [potential LRT] station
- Create a parking district to ensure "shared" commercial parking

Opportunity Site 2, Bergamot Station, is located on the south side of Olympic Boulevard between 26th Street and Stewart Street. The memorandum recognizes that this site provides the opportunity for new development around the proposed Bergamot LRT station. The intent of this opportunity site is to support the existing Bergamot Station area as the focus of the arts community and to capitalize on the redevelopment of the former Paper Mate property. The memorandum outlines the following relevant principles for Opportunity Site 2:

- Maintain and Enhance the Bergamot Station art and cultural core
- Capitalize on the Exposition LRT station
- Require mixed-use development
- Enhance the pedestrian environment and connections to the surrounding areas
- Require Transit Demand Management on a district level to spread the peak hour demand

~~**The Santa Monica Local Coastal Program**~~

~~The Santa Monica Local Coastal Program guides future development within the City's coastal zone and makes recommendations for the preservation of resources in the zone. The coastal zone encompasses the area west of Lincoln Boulevard between the City's southern boundary and Pico Boulevard and west of 4th Street between Pico Boulevard and the centerline of San Vicente Boulevard. From the centerline of San Vicente Boulevard, the coastal zone extends east to a point approximately three parcels east of 7th Street and then continues north to the City boundary. In order for the City to gain Coastal permit authority, the Coastal Commission must certify a Land Use Plan (LUP) and an Implementation Plan (IP).~~

~~The LUP was certified in July, 1987, but this certification lapsed in January 1988. Major issues include increasing visitor-serving uses while preserving existing housing, scenic corridors, restoration of the Santa Monica Pier and Main Street redevelopment enhancement. The City prepared a total LCP (LUP and zoning) that was rejected by the City Council in mid-1991. In August 1992, the Coastal Commission certified the LUP portion with the exception of the Beach and Civic Center portions of the LUP; while the IP has not been certified. As the City of Santa Monica's Local Coastal Program has not been certified, a separate Coastal Commission approval would be required for implementation of the proposed project if the Colorado/2nd Street Station proposed in Segment 3a is adopted.~~

3.4.2 Local Specific Plans

Santa Monica Civic Center Specific Plan

The City of Santa Monica prepared the Civic Center Specific Plan to provide orderly development in the 67-acre area of the City bounded by Pico Boulevard on the south, 4th Street on the east, Ocean Avenue on the west, and Colorado Avenue on the north. The plan area encompasses several major activity centers, including downtown, the Beach, Palisades Park,

Santa Monica High School, Ocean Park, and the Main Street Commercial Area. The plan acknowledges that Santa Monica has a high level of transit service at the regional, citywide, and local levels. Policy C9 of the Civic Center Specific Plan calls for the terminus station to be incorporated as an integral part of, or adjacent to, any future mixed-use redevelopment of the Sears site. The Colorado/4th Street Station of Segment 3 and Segment 3a would utilize this site, while the Colorado/2nd Street Station (an on-street alternative) for Segment 3a would be located just west of the Sears Automotive site.

4. ENVIRONMENTAL CONSEQUENCES

4.1 Analytic Method

The study area for this technical background report covers the proposed alignments from the Expo Phase 1 terminus to the Expo Phase 2 terminus in Santa Monica. To analyze how the proposed alignments may impact the existing and proposed land uses along the corridors, the study area encompasses an area 0.5 mile on each side of the proposed alignments and 0.5 mile around each proposed station. The 0.5-mile study area is generally expected to be the area to experience the most land use change as a result of the proposed alignments and associated transit facility. The 0.5-mile study area around each proposed station is also consistent with the Federal Transit Administration (FTA) guidelines concerning transit supportive development.

How compatible a new facility or land use is with existing development (land use) can be determined by evaluating whether the new facility or use alters the characteristics of a specific location or a more general area (community or neighborhood). Factors that could change compatibility include substantive changes in traffic patterns, air quality, noise levels, and/or aesthetics. This analysis focuses specifically on identifying and discussing potential land use conflicts and consistency of such changes compared to plans and policies, as outlined below.

The analysis in this section focuses on whether the proposed project would physically divide an established community or conflict with applicable land use plans, policies, and regulations, or result in incompatible land uses. Because conflict with applicable plans, policies, and regulations could occur as a result of policy changes or from physical development, this analysis includes all physical components of the proposed project, including access and infrastructure improvements. The analysis in this section also evaluates whether the introduction of a new transit station would result in incompatible land uses as a result of increased development pressure within the station vicinity.

4.2 Environmental Criteria

4.2.1 CEQA Environmental Criteria

The Federal Transportation Authority (FTA) and the Exposition Metro Line Construction Authority (Expo Authority) have identified the following CEQA criteria, which are based on the Expo Phase 1 Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), or taken or adapted from Appendix G of the 2008 CEQA Guidelines, as appropriate for this project. The FTA does not have specific criteria for evaluating land use

effects under NEPA; therefore, the FTA and the Expo Authority have determined that an assessment based on CEQA criteria provides a reasonable means for determining environmental effects. The project would have significant impacts on land use, for purposes of CEQA and NEPA, if the project does any of the following:

- Result in the physical division of an established community
- Result in a conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or local coastal program) adopted for the purpose of avoiding or mitigating an environmental effect
- Result in an incompatibility with adjacent and surrounding land uses caused by degradation or disturbances that diminish the quality of a particular land use.

4.2.2 NEPA Environmental Criteria

For the evaluation of effects associated with land use, the FTA and the Expo Authority have not identified any additional criteria based on the Council on Environmental Quality's NEPA regulations, U.S. Department of Transportation statutes and regulations, or other applicable guidance.

4.3 Analysis

Criterion	**Would the project result in the physical division of an established community?**

Impact LU-1 Implementation of the proposed project could result in a temporary physical division of established communities, and this effect would be potentially adverse; however, with implementation of the proposed mitigation measures concerning access the proposed project would result in *no adverse effect*.

In general, the proposed project would provide—in combination with Expo Phase 1—a continuous regional connection between the downtown areas of Los Angeles, Culver City, and Santa Monica. The proposed project would also provide a critical transportation link between residences along the alignments and these downtown areas, as well as to other high-intensity areas of employment, commercial development, and recreational opportunities. However, transportation projects can also result in the physical division of an established community when one or more of the following occur:

(1) The project results in access restrictions to community features and neighborhoods so that they are no longer easily accessible. Access restrictions may result from the cul-de-sacing of roadways and/or the restriction of turning movements used to access community features and neighborhoods,

(2) Property acquisitions are so great that they disrupt the cohesion and connectivity of land uses that comprise the fabric of an established community,

(3) Temporary construction effects disrupt the cohesion and connectivity of community features long enough to result in a permanent behavioral shift in the community, or

(4) The project introduces a physical barrier (e.g., aerial structure, noise mitigation features, fencing, and retained fill sections) that visually or physically separates or divides an established community.

An analysis of the proposed project's potential to result in the physical division of an established community based on the above criteria is detailed below.

No-Build

There would be roadway and transit service improvements associated with the No-Build Alternative. However, the only improvement that would change the physical environment in the Expo Phase 2 ROW would be the I-405 Widening project. Neither the widening project nor the bus and other on-street improvements that are part of the No-Build Alternative would result in any access or turning restrictions, property acquisitions, or the construction of physical barriers that could result in physical division of an established community in the Expo Phase 2 study area; therefore, ***no effect*** would occur.

Transportation Systems Management (TSM) Alternative

The TSM Alternative would include all of the improvements under the No-Build Alternative and new on-street bus services to directly serve the Expo Phase 2 community transit needs. Those additional improvements would include minor physical modifications such as upgraded bus stops and additional buses. Such improvements would not result in any access or turning restrictions, property acquisitions, or the construction of physical barriers. Therefore, the TSM Alternative would not result in the physical division of an existing community and ***no effect*** would occur.

LRT Alternatives

Access Restrictions

The LRT Alternatives would result in access restrictions to community features and neighborhoods if they are no longer easily accessible. Access restrictions may result from creating cul-de-sacs and/or restricting turning movements used to access community features and neighborhoods. Table 4-1 (Proposed Road Closures and Limited Turning Movements by Segments) summarizes road closures and turning movement restrictions that would result from implementation of the LRT Alternatives.

Table 4-1 Proposed Road Closures and Limited Turning Movements by Segments

Intersection	Proposed Road Closures and Limited Turning Movements
Segment 1: Expo ROW	
Expo ROW at Overland Ave	At the NE corner of the crossing, eliminate existing left turns from Northvale Rd WB onto Overland Ave SB At the SW corner of the crossing, eliminate existing left turn from Exposition Blvd EB onto Overland Ave NB

Table 4-1 Proposed Road Closures and Limited Turning Movements by Segments

Intersection	Proposed Road Closures and Limited Turning Movements
Exposition Blvd (North & South) at Westwood Blvd	At the NE corner of the crossing, eliminate all turning movements except the right turn from Exposition Blvd WB onto Westwood Blvd NB. Existing alley would become one-way between Ashby Ave and Westwood Blvd At the SE corner of the crossing, eliminate all turning movements except the right turn from Westwood Blvd NB onto Exposition Blvd EB and the right turn from Exposition Blvd WB onto Westwood Blvd NB At the SW corner of the crossing, eliminate all turning movements except the right turn from Exposition Blvd EB onto Westwood Blvd SB. Exposition Blvd would become one-way between Westwood Blvd and alley to the west
Segment 1a: Venice/Sepulveda	
Watseka Ave	Eliminate existing left turn from Venice Blvd WB onto Watseka Ave SB
Jasmine Ave	Eliminate existing left turn from Venice Blvd WB onto Jasmine Ave SB
Mentone Ave	Eliminate existing left turn from Venice Blvd EB onto Mentone Ave NB
Glendon/Midway Ave	Eliminate existing NB and SB thru traffic across Venice Blvd, existing left turn from Venice Blvd WB onto Midway Ave SB, and existing left turn from Venice Blvd EB onto Glendon Ave NB
Military Ave/Huron Ave	Eliminate existing left turn from Venice Blvd WB onto Huron Ave SB and existing left turn from Venice Blvd EB onto Military Ave NB; provide NB/SB crossing at Tilden
Regent St	Eliminate existing left turn from Sepulveda Blvd NB onto Regent St WB and existing left turn from Regent St EB onto Sepulveda Blvd NB
Charnock Road (South)	Eliminate existing left turn from Sepulveda Blvd NB onto Charnock Rd WB
Charnock Road (North)	Eliminate existing left turn from Sepulveda Blvd SB onto Charnock Rd EB, existing left turn from Charnock Rd WB onto Sepulveda Blvd SB; move existing east/west pedestrian crossings across Sepulveda Blvd to Charnock Road (South)
Westminster Ave	Eliminate existing left turn from Sepulveda Blvd NB onto Westminster Ave WB and existing left turn from Westminster Ave EB onto Sepulveda Blvd NB
400' N of National Blvd to 200' S of Sardis Ave	Eliminate existing left turns to/from Sepulveda Blvd median lane to/from properties along Sepulveda Blvd
Sardis Ave	Eliminate existing WB and EB thru traffic across Sepulveda Blvd, existing left turns from Sardis Ave WB and EB onto Sepulveda Blvd, and existing left turns from Sepulveda Blvd NB and SB onto Sardis Ave
Pearl St (W of Sepulveda)	Eliminate existing left turn from Pearl St EB onto Sepulveda Blvd NB and from Sepulveda Blvd NB onto Pearl St WB
Segment 2: Sepulveda to Cloverfield	
Exposition Blvd (E of Barrington)	Eliminate vehicle movements between Barrington Ave and Exposition Blvd (E of Barrington Ave)
~~Centinela Ave at Exposition Blvd~~	~~Eliminate existing left turn from Centinela Ave. SB to Exposition Blvd EB~~

Table 4-1 Proposed Road Closures and Limited Turning Movements by Segments

Intersection	Proposed Road Closures and Limited Turning Movements
Segment 3: Olympic	
No Proposed Road Closures or Limited Turning Movements	
Segment 3a: Colorado	
Colorado Ave	Eliminate one lane of traffic both WB and EB between 17th St and 4th St
16th St	Eliminate 16th St NB and SB thru traffic across Colorado Ave, existing left turns from 16th St NB and SB onto Colorado Ave, existing left turns from Colorado Ave WB and EB onto 16th St, and existing pedestrian crossings across Colorado Ave
15th St	Eliminate existing left turn from Colorado Ave EB onto 15th St NB and existing left turn from 15th St SB onto Colorado Ave EB
14th St	Eliminate existing left turns from Colorado Ave EB and WB onto 14th St
Euclid St	Eliminate existing left turn from Colorado Ave EB onto Euclid St NB and existing left turn from Euclid St SB onto Colorado Ave EB
12th St	Eliminate existing left turn from Colorado Ave EB onto 12th St NB and existing left turn from 12th St SB onto Colorado Ave EB
11th St	Eliminate existing left turns from Colorado Ave EB and WB onto 11th St
10th St	Eliminate existing left turn from Colorado Ave EB onto 10th St NB and existing left turn from 10th St SB onto Colorado Ave EB
9th St	Eliminate existing left turn from Colorado Ave EB onto 9th St NB and existing left turn from 9th St SB onto Colorado Ave EB
Lincoln Blvd	Eliminate existing left turns from Colorado Ave EB and WB onto Lincoln Blvd
7th St	Eliminate existing left turns from Colorado Ave WB and EB onto 7th St
6th St	Eliminate left turns from Colorado Ave WB and EB onto 6th St except for left turns for Santa Monica Big Blue Bus from Colorado Ave WB onto 6th St SB
5th St	Eliminate left turns from Colorado Ave EB and WB onto 5th St

SOURCE: DMJM, June, 2008

* WB = westbound, NB = northbound, EB = eastbound, SB = southbound

Segment 1: Expo ROW

Access restrictions through Segment 1 include the following:

- At the NE corner of the crossing, eliminate existing left turns from Northvale Rd WB onto Overland Ave SB
- At the SW corner of the crossing, eliminate existing left turn from Exposition Blvd EB onto Overland Ave NB
- At the NE corner of the crossing, eliminate all turning movements except the right turn from Exposition Blvd WB onto Westwood Blvd NB. Existing alley would become one-way between Ashby Ave and Westwood Blvd

- At the SE corner of the crossing, eliminate all turning movements except the right turn from Westwood Blvd NB onto Exposition Blvd EB and the right turn from Exposition Blvd WB onto Westwood Blvd NB
- At the SW corner of the crossing, eliminate all turning movements except the right turn from Exposition Blvd EB onto Westwood Blvd SB. Exposition Blvd would become one-way between Westwood Blvd and alley to the west

As the LRVs pass these streets during daily operations, traffic would be stopped at the intersection by means of signals at the intersections. The frequency of train service would range from one train every 5 minutes during AM/PM peak hours to 20 minutes during week nights Traffic would be temporarily delayed at intersections when LRVs pass through the intersection; however, this delay would only occur as the LRT Alternatives cross the intersections, and normal traffic operations would resume when vehicles pass the intersection.

The LRT Alternative would be traveling along the existing 20-foot-high elevated berm from the proposed terminus station for Phase 1 until the Palms Overhead Bridge. The existing bridges at the National/Palms intersection and Motor Avenue would be replaced with a wider structure to accommodate a two-track alignment. The alignment would continue within the Exposition ROW and would cross Overland Avenue at grade. Overland Avenue would be widened between Cushdon Avenue to the north of the Exposition ROW and 200 feet south of Coventry Place to the south of the Exposition ROW to accommodate an additional lane of traffic both northbound and southbound. After crossing Overland Avenue, the alignment would continue at grade and would cross Westwood Boulevard. Westwood Boulevard would be widened between Ashby Avenue to the north of the Exposition ROW and Richland Avenue to the south of the Exposition ROW to allow for two northbound lanes of traffic and bus stops in close proximity to the station.

While LRVs would receive priority queuing at intersections, normal operations would resume at the intersection after the LRVs have cleared the intersection. Additionally, pedestrian crossings at these intersections would be maintained. Pedestrians and bicyclists would be temporarily delayed when LRVs traverse the intersection; however, normal pedestrian operations would resume after LRVs clear the intersection. Pedestrian crossings where the Expo ROW intersects streets would be restricted to signalized intersections, similar to existing conditions. Therefore, while daily operations may temporarily delay motorists, pedestrians, and bicyclists, important connection routes vital to the connectivity and cohesion of the established community would remain intact and ***no adverse effect*** from access restrictions to an established community would occur. Table 4-1 (Proposed Road Closures and Limited Turning Movements by Segments) summarizes road closures and turning movement restrictions that would result from implementation of the LRT Alternatives. For a further description of the potential traffic impacts, please refer to *Transportation/Traffic Technical Background Report* prepared for the Expo Phase 2 DEIS/DEIR.

Segment 1a: Venice/Sepulveda

Access restrictions through Segment 1a include the following:

- Eliminate existing Left-Turn from Venice Boulevard WB onto Watseka Avenue SB.
- Eliminate existing Left-Turn from Venice Boulevard WB onto Jasmine Avenue SB.
- Eliminate existing Left-Turn from Venice Boulevard EB onto Mentone Avenue NB.

- Eliminate existing NB and SB thru traffic across Venice Blvd, existing left turn from Venice Blvd WB onto Midway Ave SB, and existing left turn from Venice Blvd EB onto Glendon Ave NB
- Eliminate existing left turn from Venice Blvd WB onto Huron Ave SB and existing left turn from Venice Blvd EB onto Military Ave NB; provide NB/SB crossing at Tilden
- Eliminate existing left turn from Sepulveda Blvd NB onto Regent St WB and existing left turn from Regent St EB onto Sepulveda Blvd NB Eliminate existing left turn from Sepulveda Blvd SB onto Charnock Rd NB, existing left turn from Charnock Rd SB onto Sepulveda Blvd SB; move existing east/west pedestrian crossings across Sepulveda Blvd to Charnock Road (South).
- Eliminate existing left turn from Sepulveda Blvd NB onto Westminster Ave WB and existing left turn from Westminster Ave EB onto Sepulveda Blvd NB.
- Eliminate existing left turns to/from Sepulveda Blvd median lane to/from properties along Sepulveda Blvd from 400' north of National Boulevard to 200' south of Sardis Avenue
- Eliminate existing WB and EB thru traffic across Sepulveda Blvd, existing left turns from Sardis Ave WB and EB onto Sepulveda Blvd, and existing left turns from Sepulveda Blvd NB and SB onto Sardis Ave.
- Eliminate existing left turn from Pearl St EB onto Sepulveda Blvd NB and from Sepulveda Blvd NB onto Pearl St WB.

Venice Boulevard is two lanes in each direction with a raised center median. Dedicated left-turn lanes are located at Venice Boulevard's intersection with major cross streets (Culver Boulevard, Bagley Avenue/Main Street, Hughes Avenue, Clarington Avenue, Motor Avenue, and Overland Avenue) and at several local streets (northbound Durango Avenue, southbound Watseka Avenue, southbound Jasmine Avenue, northbound Mentone Avenue, southbound Glendon Avenue, Girard/Midvale Avenue, and Military/Huron Avenue). At all other locations, left turns are restricted by the raised median.

Sepulveda Boulevard is a major arterial street providing north/south travel though the study area. Sepulveda Boulevard is two lanes in each direction with a continuous center left-turn lane; parking is provided on the street shoulders. Dedicated left-turn lanes are located at Sepulveda Boulevard's intersection with Venice Boulevard, Regent Street, Charnock Road, Westminster Avenue, Palms Boulevard, Rose Avenue, Sepulveda Court/Queensland Street, Clover Avenue, National Boulevard, the I-10 Freeway traffic interchange, Richland Avenue, and Exposition Boulevard.

Existing turning movements would be restricted at several cross streets to reduce at-grade crossings along Venice and Sepulveda Boulevards. Turn restrictions and road closures by segment are identified above.

These access restrictions would reduce access to the commercial and multi-family residential properties located immediately north and south of Venice Boulevard, and would reduce access to the multi-family housing located immediately adjacent to Sepulveda Boulevard, as well as to local side streets that provide access to the single-family residential neighborhoods east of Sepulveda Boulevard. However, while these turning restrictions would require motorists to proceed to the next major cross street and make a u-turn to access local streets, access to these streets would not be entirely restricted. Additionally, on Venice Boulevard, motorists are

not currently permitted to cross Venice Boulevard at these locations, so no cross traffic would be restricted.

Street reconstruction would be required along the entire length of the alignment along Venice Boulevard. On Venice Boulevard, the existing number of traffic lanes and the existing Class II bike lanes would be retained but street parking would be eliminated over much of the alignment. Street parking could be retained along the north side of the street between Jasmine Avenue and Vinton Avenue, Motor Avenue and Keystone Avenue, and Overland Avenue and Glendon Avenue. It would also be retained along the south side of the street between Jasmine Avenue and Overland Avenue, and from Culver Center to Spad Place.

Street reconstruction would also be required along the entire length of the alignment along Sepulveda Boulevard. The existing number of traffic lanes would be retained but the alignment would result in some restrictions on left-turn movements as the existing left-turn lanes would be used to accommodate the guideway within the center of the street. There is an existing bicycle route on Sepulveda Boulevard that would remain.

To reduce impacts to motorists using Venice and Sepulveda Boulevards, a grade-separated structure would be constructed at the intersection of Venice and Sepulveda Boulevards and after turning northwest into the center of Sepulveda Boulevard, the alignment would continue in an aerial configuration until approximately Charnock Road (south). At this point, due to the fact that Sepulveda Boulevard slopes rapidly upwards between Venice Boulevard and Charnock Road (south), the elevation of the street and the aerial structure would coincide and the alignment would come to grade. From Charnock Road, the alignment would transition to an aerial structure and would extend along the center of Sepulveda Boulevard all the way to the north side of National Boulevard. On the north side of National Boulevard the alignment would then transition to grade and would continue at grade within the center of Sepulveda Boulevard until the intersection with the Exposition ROW.

The support columns for the elevated structure would not be located within traffic lanes, intersections and turning lanes; however, turning movements would be restricted at the intersections identified above, when LRVs traverse the intersection. Pedestrian and bicyclist movements would not be restricted at the intersection. Therefore, while Segment 1a includes access alterations throughout Venice Boulevard and Sepulveda Boulevard, access would be available from adjoining or parallel streets. ***No adverse effect*** from access restrictions to established commercial and residential communities would occur.

Segment 2: Sepulveda Cloverfield

Access restrictions through Segment 2 include the following:

- Eliminate vehicle movements between Barrington Ave and Exposition Blvd (E of Barrington Ave)
- ~~Eliminate existing left turn from Centinela Ave. SB to Exposition Blvd EB~~

This segment is within the separated Exposition ROW, where public ingress and egress is generally not permitted. The proposed alignment would not result in access restrictions at its intersection with major arterials and local streets. Traffic would be temporarily delayed at intersections when LRVs pass through the intersection; however, this delay would be temporary and normal traffic operations would resume when vehicles pass the intersection.

New grade-separated crossings would be constructed at the Sawtelle/Pico Boulevard/Gateway Boulevard, Bundy Drive, Centinela Avenue, and Cloverfield Boulevard.

At-grade crossings would occur at Stewart Street. At-grade crossings have the highest potential to restrict access and disrupt traffic patterns because turning movements may be restricted due to engineering constraints or traffic patterns may be disrupted by the operation of LRVs in the roadway.

While LRVs would receive priority queuing at intersections, normal operations would resume at the intersection after the LRVs have cleared the intersection. Additionally, pedestrian crossings at these intersections would be maintained. Pedestrians and bicyclist would be temporarily delayed when LRVs traverse the intersection; however, normal pedestrian operations would resume after LRVs clear the intersection. Therefore, while daily operations may temporarily delay motorists, pedestrians, and bicyclists, important connection routes vital to the connectivity and cohesion of the established community would remain intact.

While Segment 2 would require access restrictions, there would still be access to and from the established communities along the Expo ROW; therefore, ***no adverse effect*** from access restrictions to established commercial, light-industrial, or residential communities would occur, including the proposed Centinela Boulevard grade separation. Table 4-1 (Proposed Road Closures and Limited Turning Movements by Segments) summarizes road closures and turning movement restrictions that would result from implementation of the LRT Alternatives. For a further description of the potential traffic impacts, please refer to *Transportation/Traffic Technical Background Report* prepared for the Expo Phase 2 DEIS/DEIR.

Segment 3: Olympic

Although this segment is in the median of Olympic Boulevard for a portion of the route, no access restrictions, permanent road closures, or restriction of turning movements would be required. Roadway crossings would be grade separated where the alignment is elevated, from 11th Street to the Santa Monica terminus (Colorado/4th Street Station).

Within this segment, at-grade crossings would occur at 20th Street, 17th Street, and 14th Street. At-grade crossings have the highest potential to restrict access and disrupt traffic patterns because turning movements may be restricted due to engineering constraints or traffic patterns may be disrupted by the operation of LRVs in the roadway.

As the LRVs pass these streets during daily operations, traffic would be temporarily stopped at the intersection by means of signals at the intersections. The frequency of train service would range from one train every 5 minutes during AM/PM peak hours to 20 minutes during week nights.

While LRVs would receive priority queuing at intersections, normal operations would resume at the intersection after the LRVs have cleared the intersection. Additionally, pedestrian crossings at these intersections would be maintained. Pedestrians and bicyclist would be temporarily delayed when LRVs traverse the intersection; however, normal pedestrian operations would resume after LRVs clear the intersection. Therefore, while daily operations may temporarily delay motorists, pedestrians, and bicyclists, important connection routes vital to the connectivity and cohesion of the established community would remain intact.

Segment 3 would not require permanent street access alterations as the guideway would be located in the median of Olympic Boulevard, or would be aerial where it leaves the median. ***No adverse effect*** from access restrictions to an established commercial community would occur. Table 4-1 (Proposed Road Closures and Limited Turning Movements by Segments) summarizes road closures and turning movement restrictions that would result from implementation of the LRT Alternatives. For a further description of the potential traffic impacts, please refer to *Transportation/Traffic Technical Background Report* prepared for the Expo Phase 2 DEIS/DEIR.

Segment 3a: Colorado

Access restrictions through Segment 3a include:

- Eliminate one lane of traffic both WB and EB between 17th St and 4th St.
- Eliminate 16th St NB and SB thru traffic across Colorado Ave, existing left turns from 16th St NB and SB onto Colorado Ave, existing left turns from Colorado Ave WB and EB onto 16th St, and existing pedestrian crossings across Colorado Ave.
- Eliminate existing left turn from Colorado Ave EB onto 15th St NB and existing left turn from 15th St SB onto Colorado Ave EB.
- Eliminate existing left turns from Colorado Ave EB and WB onto 14th St.
- Eliminate existing left turn from Colorado Ave EB onto Euclid St NB and existing left turn from Euclid St SB onto Colorado Ave EB
- Eliminate existing left turn from Colorado Ave EB onto 12th St NB and existing left turn from 12th St SB onto Colorado Ave EB.
- Eliminate existing left turns from Colorado Ave EB and WB onto 11th St.
- Eliminate existing left turn from Colorado Ave EB onto 10th St NB and existing left turn from 10th St SB onto Colorado Ave EB.
- Eliminate existing left turn from Colorado Ave EB onto 9th St NB and existing left turn from 9th St SB onto Colorado Ave EB.
- Eliminate existing left turns from Colorado Ave EB and WB onto Lincoln Blvd.
- Eliminate existing left turns from Colorado Ave WB and EB onto 7th St
- Eliminate left turns from Colorado Ave WB and EB onto 6th St except for left turns for Santa Monica Big Blue Bus from Colorado Ave WB onto 6th St SB
- Eliminate left turns from Colorado Ave EB and WB onto 5th St
- In the case of the Colorado/2nd Street Station option, eliminate Left-Turn from Colorado Avenue WB onto 4th St SB, and eliminate all traffic on Colorado Avenue between 2nd and 4th St. with the exception of one WB lane.
- In the case of the Colorado/2nd Street Station option, close Main St to vehicular traffic for a distance of approx 400 feet south of Colorado Avenue.

Colorado Avenue is two lanes in each direction separated by a double yellow line. Dedicated left-turn lanes are located at Colorado Boulevard's intersection with major cross streets (17th Street, 14th Street, 11th Street, Lincoln Boulevard, 5th Street, and 4th Street) and left turns

are permitted at several local streets (16th Street, northbound 15th Street, northbound Euclid Street, northbound 12th Street, northbound 10th Street, northbound 9th Street, 7th Street, and 6th Street).

The segment would require substantially more restrictions in turning movements than Segment 3. Existing turning movements would be restricted on several cross streets to reduce at-grade crossings along Colorado Boulevard. As shown above, these restrictions include 16th Street, 15th Street, 14th Street, Euclid Street, 12th Street, 11th Street, 10th Street, 9th Street, Lincoln Boulevard, 7th Street, 6th Street and 5th Street (4th Street and Main Street would only be affected with development of the Colorado/2nd Street option).

Segment 3a would permanently prohibit movements across Colorado at selected intersections. In addition, vehicle traffic would be reduced to one lane in each direction on Colorado Avenue. All left turns would be prohibited to adjacent streets along Colorado Avenue between 5th Street and 16th Street. If the terminus station is located between 2nd and 4th Streets, left turns at 4th Street would also be prohibited. While access to and from Colorado Avenue would be changed, the majority of north-south movements through Colorado would be maintained. While access to and from Colorado Avenue would be changed, the majority of north/south movements through Colorado would be maintained, except at 16th Street, which would be closed to through traffic. Access alterations would require travelers to carefully plan trips using either Broadway or Olympic Boulevard in order to avoid the proposed access restrictions. East-west traffic would be reduced and moved from this roadway to parallel roadways to the north and south. While access would be changed, there would still be access to and from the established communities along the Expo ROW. As a result, ***no adverse effect*** from access restrictions to established commercial and residential communities would likely occur.

FEIR Design Options

Development of the Sepulveda Grade Separation, Colorado/4th Parallel Platform and South Side Parking, Colorado Parking Retention, Maintenance Facility Buffer, or Expo/Westwood Station No Parking design options would involve the redesign of certain elements within the proposed alignment. However, none of the design options would alter the project in a substantial manner such that it would create a barrier in an established community. Therefore, impacts would result in ***no adverse effect*** as a result of implementation of the proposed design options.

Potential Property Acquisitions

Full acquisitions of property typically require the owner or renter of the property to relocate, at least temporarily. Implementation of this segment would therefore result in the relocation of the occupants of the acquired units, as well as compensation to the property owner in the case where the residential units are not owner occupied (as many of the residential acquisitions are multi-family units where they are not likely to be owner occupied).

Owners of private property have federal and state constitutional guarantees that their property would not be taken or damaged for public use unless they first receive just compensation. Just compensation is measured by the "fair market value" of the property taken, where "fair market value" is considered to be the:

> … highest price on the date of valuation that would be agreed to by a seller, being willing to sell, but under no particular or urgent necessity for so doing, nor obliged to sell; and a

> buyer, being ready, willing and able to buy but under no particular necessity for so doing, each dealing with the other with the full knowledge of all the uses and purposed for which the property is reasonably adaptable and available. (Code of Civil Procedure Section 1263.320a)

All real property acquired by Expo would be appraised to determine its fair market value. Just compensation, which shall not be less than the approved appraisal made to each property owner, would be offered by Expo. Each homeowner, renter, business, or nonprofit organization displaced as a result of the project would be given advanced written notice and would be informed of the eligibility requirements for relocation assistance and payments. All of the property acquisition would be accomplished through partial takes when feasible, rather than full takes and an effort made to limit displacement. For all of the property acquisitions, relocation assistance and compensation would be provided by Expo as required by the *Uniform Relocation Act* and the *California Relocation Assistance Act*.

It is anticipated that residents and business affected from property acquisitions would relocate within the vicinity. Furthermore, by offering a convenient station within each neighborhood, this segment would provide residences with improved connectivity to community features within and outside of each community upon completion of the project. Therefore, property acquisitions required for this segment would not result in a physical division of an established community. Please also refer to the *Socioeconomic Technical Background Report* for a description of impacts regarding the displacement of residents or business as well as potential economic impacts resulting from the relocation and/or displacement of business, and refer to the *Aesthetics Technical Background Report* for a description of impacts regarding impacts from property acquisition to the aesthetics of the area.

Segment 1: Expo ROW

Segment 1 does not contain structural development within the Expo ROW; however, potential property acquisitions would be required for the connection with the Phase 1 terminus, for a TPSS site, for the widening of Overland Avenue, ~~for station parking, and to connect the bike path between Motor Avenue and Northvale Avenue~~ Westwood Boulevard, and Sepulveda Boulevard. Segment 1 would result in ~~21 residential acquisitions (1 full, 8 partial, and 12 partial curb cuts) and 3 commercial acquisitions (1 full and 2 partial)~~ 32 property acquisitions, which would include 15 residential acquisitions (1 full, 7 partial and 7 partial curb cut) and 12 commercial acquisitions (12 partial).

As shown in Figure 2-4 (Designated Land Use [City of Los Angeles]), residential uses comprise the majority of land uses within this segment, and the full acquisition of these parcels would not result in a change in the character or quality of this segment such that the residential community within Segment 1 would be disrupted or divided. Implementation of the LRT Alternatives within Segment 1 would not result in the isolation of any neighborhood because the majority of the land use within Segment 1 would remain unchanged. Similarly, the acquisitions would not result in a loss of cohesion or disrupt or divide the community. The loss of these uses would not present an undue burden on the patrons of these facilities due to the availability of similar facilities throughout Segment 1. ***No adverse effect*** from the property acquisition to an established residential community would occur.

Segment 1a: Venice/Sepulveda

Segment 1a would result in ~~71 residential acquisitions (26 full, 47 partial, and 22 partial curb cuts) and 53 commercial acquisitions (6 full, 15 partial, and 32 partial curb cuts)~~a total of 152 acquisitions which would include 95 residential acquisitions (28 full, 45 partial and 22 partial curb cut) and 56 commercial acquisitions (12 full, 12 partial and 32 partial curb cut). Property acquisitions would be required along Venice Boulevard and Sepulveda Boulevard to ensure the necessary width to accommodate the proposed light-rail and existing travel lanes. From the terminus of Phase 1 at approximately Venice Boulevard and Robertson Boulevard to Sepulveda Boulevard, implementation of this alignment would require the full and partial acquisition of properties along Venice Boulevard from Ellis Avenue to Cardiff Avenue, at the northwest corner of the Motor/Venice intersection, at the northwest corner of Keystone/Venice, and at the northeast corner of the Venice/Sepulveda intersection. They would also be necessary along the south side of the street immediately west of Robertson Boulevard, between Field Avenue and Cardiff Avenue, between Motor Avenue and Mentone Avenue, and over much of the alignment between Spad Place and Bentley Avenue. A number of other partial acquisitions may be required to accommodate curb cuts.

Extensive property acquisitions would also be required along Sepulveda Boulevard to accommodate the guideway and street improvements. These would include a number of partial acquisitions and one full acquisition along the west side of the street from just north of Venice Boulevard to just north of Palms Boulevard, and a combination of full and partial acquisitions from approximately Clover Avenue to just south of Sardis Avenue. A number of other partial acquisitions may be required to accommodate curb cuts on both sides of the street. Additionally, a number of mostly full acquisitions would also be required along the east side of Sepulveda Boulevard between the I-10 Freeway and Exposition Boulevard. Some partial acquisitions may be required on Venice Boulevard and Sepulveda Boulevard to accommodate curb cut reconstruction.

Implementation of this segment would result in the relocation of the occupants of the acquired units, as well as compensation to property owners in the case where residential units are not owner occupied (as many of the residential acquisitions are multi-family units where they are not likely to be owner occupied). As discussed above, all real property acquired by Expo would be appraised to determine its fair market value and relocation assistance and compensation would be provided by Expo as required by the Uniform Relocation Act and California Relocation Assistance Act.

The loss and relocation of commercial and residential properties along Venice Boulevard could cause some residents to relocate and some business patrons to alter shopping behavior; however, the cohesion of the neighborhoods in the area would remain intact and it is anticipated that displaced residents would relocate within the vicinity. The commercial businesses include auto service and repair shops, convenience stores, commercial office buildings, and restaurants which are widely available within the vicinity of the potentially acquired properties, particularly along Motor and Overland Avenues in the City of Los Angeles, as well as along Washington Boulevard within Culver City. Some acquisitions of housing would occur along Sepulveda Boulevard; however, the cohesion and connectivity of the neighborhoods along Sepulveda Boulevard would not be disrupted by changes along a major arterial like Sepulveda Boulevard. Additionally, since the implementation of this segment would not result in zoning changes in the area, and the majority of housing stock in the study area would not be affected by the proposed segment, it is anticipated that residents could relocate within the vicinity. Although the number of

property acquisitions is high, there is not an established community that bridges either Venice Boulevard or Sepulveda Boulevard, such that an adverse effect from the property acquisitions would divide an established commercial and residential community; therefore, ***no adverse effect*** would occur.

Segment 2: Sepulveda to Cloverfield

Potential property acquisitions would occur within Segment 2 to allow for ~~station parking,~~ Sepulveda Boulevard street widening and curb cuts, Pico/Sawtelle improvements, Stewart restriping, Centinela Avenue widening, the maintenance facility, a TPSS site, ~~additional parking requirements for the Expo/Sepulveda Station,~~ and Sepulveda Boulevard curb cuts and widening. Segment 2 would result in ~~1 residential acquisition (1 partial) and 10 commercial acquisitions (1 full, 2 partial, and 7 partial curb cuts)~~12 property acquisitions, including 1 residential acquisition (1 partial) and 8 commercial acquisitions (2 full, 2 partial and 4 partial curb cut).

Implementation of this segment would result in the relocation of the businesses, as well as compensation to the property owners in the case where the businesses are not owner occupied. As discussed before, all real property acquired by Expo would be appraised to determine its fair market value and relocation assistance and compensation would be provided by Expo as required by the *Uniform Relocation Act* and the *California Relocation Assistance Act*.

Although property owners would be compensated for any property acquisitions, the loss of commercial and industrial properties would likely cause business patrons to alter shopping behavior. Since the zoning in the area would not be altered as a result of this segment being implemented, it is anticipated that businesses similar to those already in place would re-establish in the area on smaller lots or without on street parking. The area around the stations have inherent potential for transit oriented development (TOD) with several nearby sites on Pico, Olympic, and Sepulveda Boulevards that are suited for new projects. Recent development has brought mostly large-format retail into the area ~~(Cityworks Design 2007)~~. In addition, by offering convenient station at the Exposition/Bundy Station, implementation of this segment would provide improved access to businesses in the area upon completion of the project. Therefore, property acquisitions required to implement of this segment would not result in a physical division of an established community.

Some of the densest development in Santa Monica exists around Cloverfield Boulevard, due to the successful media and entertainment district. The Water Garden alone represents 1 million square feet of office space. In addition, the City's LUCE update proposes industrial, media/entertainment, and residential development up to FAR 2.5, which surpasses the current industrial FAR 1.0. As such, the currently low ~~-~~density industrial station site has an opportunity to evolve into more complementary, denser uses. Therefore, implementation of the proposed project and the property acquisitions required within the City of Santa Monica would result in ***no adverse effect*** on the cohesion and connectivity of an established community. Please also refer to the *Socioeconomic Technical Background Report* for a description of impacts regarding the displacement of residents or business as well as potential economic impacts resulting from the relocation and/or displacement of business, and refer to the *Aesthetics Technical Background Report* for a description of impacts regarding impacts from property acquisition to the aesthetics of the area.

Segment 3: Olympic

Segment 3 would result in 1 residential acquisition (1 full) and 20 commercial acquisitions (5 full and 15 partial curb cut). Property acquisitions would be required to widen Olympic Boulevard and to construct the terminus located near the I-10 Westbound off-ramp between 4th Street and 5th Street. Implementation of this segment would proceed along the existing landscaped median of Olympic Boulevard. Although the median is sufficient in width to accommodate the LRT, a widening of Olympic Boulevard would be necessary. Street reconstruction would be required along Olympic Boulevard between 20th Street and Euclid Street to accommodate the LRT alignment and station. Some partial property acquisitions may be required to accommodate corner curb cuts. The existing uses along Olympic Boulevard consist of commercial and light-industrial uses as well as associated street parking. Businesses that currently reside on these properties would need to be relocated. Additionally, property acquisition at the terminus would be required.

Implementation of this segment would result in the relocation of the businesses, as well as compensation to the property owners in the case where the businesses are not owner occupied. As discussed above, all real property acquired by Expo would be appraised to determine its fair market value and relocation assistance and compensation would be provided by Expo as required by the Uniform Relocation Act and the California Relocation Assistance Act.

As shown in Figure 2-6 (Designated Land Use [City of Santa Monica]), the designated land use along this section of Olympic Boulevard is Industrial Conservation, and this area is specifically designated for the retention of light-industrial uses as further described below under Impact LU-2. The acquisition of these uses would result in the loss of some industrial uses within the City of Santa Monica; however, the commercial and industrial uses along Olympic Boulevard would remain for all other properties with implementation of the LRT Alternatives along Segment 3. Additionally, property owners would be compensated for any property acquisitions and the zoning and land use designation along Olympic Boulevard would not be altered as a result of this segment being implemented. In addition, by offering convenient stations along Olympic Boulevard, implementation of this segment would provide improved access to businesses in the area upon completion of the project. Therefore, property acquisitions required to implement this segment would result in ***no adverse effect*** on the cohesion and connectivity of an established community. Please also refer to the *Socioeconomic Technical Background Report* for a description of impacts regarding the displacement of business as well as potential economic impacts resulting from the relocation and/or displacement of business, and refer to the *Aesthetics Technical Background Report* for a description of impacts regarding impacts from property acquisition to the aesthetics of the area.

Segment 3a: Colorado

Segment 3a would result in no residential acquisitions and ~~42~~ 45 commercial acquisitions (~~6~~5 full, ~~3~~6 partial, and 3~~4~~3 partial curb cuts). Property acquisitions would be required to extend the line from the Exposition ROW to Colorado Avenue. Segment 3a would travel along the length of Colorado Avenue in Santa Monica from just west of 19th Street until the terminus. The terminus station would either be within the center of Colorado Avenue between 4th Street and 2nd Street, or on the existing commercial block bounded by 4th Street, 5th Street, Colorado Avenue and Olympic Boulevard. Street reconstruction work and lane reconfiguration would be required along Colorado Avenue between approximately 18th Street and the terminus to accommodate the LRT alignment and Colorado/17th Street Station. Several commercial/industrial properties would

need to be fully or partially acquired between 16th Street and 18th Street on the south side of Colorado Avenue. In addition, two commercial/industrial properties would need to be acquired at the southwest corner of Lincoln Boulevard and Colorado Avenue to accommodate an eastbound right-turn lane. One lane of traffic would be retained in each direction along Colorado Avenue and parking would be retained along the north side of the street only. In addition, some partial property acquisitions may be required to accommodate corner curb cut reconstruction.

Implementation of this segment would result in the relocation of the businesses, as well as compensation to the property owners in the case where the businesses are not owner occupied. As discussed above, all real property acquired by Expo would be appraised to determine its fair market value and relocation assistance and compensation would be provided by Expo as required by the Uniform Relocation Act and the California Relocation Assistance Act.

As shown in Figure 2-6 (Designated Land Use [City of Santa Monica]), the designated land use along ~~this section of~~ Colorado Avenue between 17th and 4th Streets is Industrial Conservation, and this area is specifically designated for the retention of light-industrial uses as further described below under Impact LU-2. The full acquisition of would these uses would result in the loss of some industrial uses within the City of Santa Monica; however, the commercial and industrial uses along Colorado Avenue would remain for all other properties with implementation of the LRT Alternatives along Segment 3. Additionally, property owners would be compensated for any property acquisitions and the zoning and land use designation along Colorado Avenue would not be altered as a result of this segment being implemented. In addition, by offering convenient stations along Colorado Avenue, implementation of this segment would provide improved access to businesses in the area upon completion of the project. Therefore, property acquisitions required to implement of this segment would result in ***no adverse effect*** on the cohesion and connectivity of an established community. Please also refer to the *Socioeconomic Technical Background Report* for a description of impacts regarding the displacement of business as well as potential economic impacts resulting from the relocation and/or displacement of business, and refer to the *Aesthetics Technical Background Report* for a description of impacts regarding impacts from property acquisition to the aesthetics of the area.

FEIR Design Options

Development of the Sepulveda Grade Separation, Colorado Parking Retention, Colorado/4th Parallel Platform and South Side Parking, Maintenance Facility Buffer, or Expo/Westwood Station No Parking design options would involve the redesign of certain elements within the proposed alignment. However, the number of required property acquisitions under each of the design options results in either a reduction in the number required or causes no net change. Thus, ***no impact*** as a result of implementation of the proposed design options would occur.

Construction Impacts

Temporary construction effects could disrupt the cohesion and connectivity of community features long enough to result in a permanent behavioral shift in the community.

All Segments

During project construction, access to land uses would be periodically affected. Lane restrictions (i.e., no left turns, right in/right out only) would be required along adjacent roads and intersections as construction takes place within the alignments. If these restrictions were to result in permanent behavioral shifts with regards to access to businesses or community

services, this would be considered an adverse effect. However, ~~the following mitigation measure~~ MM CON-15 identified in the Transportation/Traffic analysis ~~-~~would ensure that access would be maintained throughout construction and that the temporary construction effects would not result in a permanent behavioral shift that would disrupt the cohesion and connectivity of the communities. Please also refer to the *Transportation/Traffic Technical Background Report* and the *Parks and Community Facilities Technical Background Report* for additional mitigation measures identified to ensure continued access to communities and community facilities during construction activities. Therefore, ***no adverse effect*** would occur on all segments.

Physical Barriers

Implementation of the LRT Alternatives would include features that could result in a visual and/or physical separation of the community. These features include aerial structures, retaining walls, and noise mitigation features~~., and barriers~~ Additionally, for safety and security, barriers to restrict access to the guideway would be located along the entire alignment except along the at-grade crossings, street running sections and portions of the aerial structure sections. For the purposes of this analysis, and to present a conservative (worst-case) estimate, noise mitigation features are assumed to be sound walls and security barriers are assumed to be fencing or walls along the exclusive Expo ROW.

Segment 1: Expo ROW

Retaining walls, noise mitigation features, and security barriers could result in the visual or physical division of an established community.

Retaining walls are proposed at the following locations:

- East of National Boulevard/Palms Boulevard until the crossing under the I-10 Freeway, both sides of the alignment
- Within portions of the Exposition ROW along the sides of the existing cut section between the I-10 Freeway box structure and Overland Avenue

Noise mitigation features are proposed at the following locations:

- South side of the tracks between Palms Boulevard and Jasmine Avenue
- South side of the tracks between Jasmine Avenue and Motor Avenue
- Along the southern side of the Exposition ROW between Cheviot Drive and Overland Avenue
- Both sides of the Exposition ROW from Overland Avenue west to approximately Westwood Boulevard
- North side of the Exposition ROW from west of Westwood Boulevard to approximately Military Avenue
- South side of the Exposition ROW from west of Westwood Boulevard to Sepulveda Boulevard

Additionally, the LRT Alternatives that utilize the Exposition ROW would require that fencing or other suitable barriers shall be provided to prevent the public from gaining access to the street-running tracks.

None of the above features would present a physical barrier that would divide a community. The retaining walls along the eastern portion of this segment up to Overland Avenue would be located adjacent to the I-10 Freeway and would be located as part of an existing berm. The retaining walls in the cut trench would not be visible. The security barriers would not create new divisions as the proposed barriers would replace similar existing barriers, such as landscaping and fencing. The new barriers would serve to further restrict access to the existing Exposition ROW to which access is already restricted and trespassing is prohibited.

Between Overland Avenue and Military Avenue, the noise mitigation would be most noticeable between Overland Avenue and Westwood Boulevard. However, these would not result in a new division of the community since they would be immediately adjacent to the current backyard fences/walls of adjacent residences. For the portion of the alignment between Westwood Boulevard and Military Avenue, the noise mitigation would be more noticeable, since residences in the area face towards the alignment. However, there is significant vegetation already along this portion of the alignment that serves to block views across the Exposition ROW. Thus, the noise mitigation features between Westwood Boulevard and Sepulveda Boulevard would not create a division of an existing community as they would serve to restrict access to the existing Exposition ROW, to which access is already restricted and trespassing is prohibited.

In summary, implementation of the LRT Alternatives through Segment 1 would result in ***no adverse effect***.

For a further description of the visual impacts of the sound barriers, fences, and retaining walls, please refer to *Aesthetics Technical Background Report* prepared for this EIR/EIS.

Segment 1a: Venice/Sepulveda

Grade separations are required along portions of Venice and Sepulveda Boulevards per the grade crossing analysis. These were selected to be aerial structures with retained fill transitions at the following locations:

- Venice and Robertson Boulevards (continuation of the Expo Phase 1 structure)
- Venice Boulevard and Overland Avenue
- Venice and Sepulveda Boulevards transition
- Sepulveda Boulevard and Palms Avenue
- Sepulveda Boulevard and National Avenue

Segment 1a would start at the Venice/Motor Station, which is the terminal station of Expo Phase 1. The Venice/Motor Station is an aerial station, and from this connection point, the alignment would proceed via an aerial structure and turn to the southwest into the median of Venice Boulevard. The alignment would then transition to grade within the median of Venice Boulevard on a retained fill embankment from just east of Cardiff Avenue to just east of Delmas Terrace. Immediately west of Motor Avenue, the alignment would transition to an aerial structure by means of a retained fill embankment just east of Keystone Avenue. The alignment would continue on the aerial structure within the median of Venice Boulevard and cross Overland Avenue. The alignment would then transition to grade within the median of Venice Boulevard on a retained fill embankment just east of Glendon Avenue and terminate at approximately Westwood Boulevard.

The alignment would proceed at grade within the median of Venice Boulevard for approximately 1,100 feet and would then transition to an aerial structure over the intersection of Venice and Sepulveda Boulevards. The embankment leading to the aerial structure would commence just west of Veteran Avenue and transition to the aerial structure just west of Military Avenue. The aerial structure would continue in the median of Venice Boulevard before turning northwest into the center of Sepulveda Boulevard.

After turning northwest into the center of Sepulveda Boulevard, the alignment would continue in an aerial configuration for approximately 500 feet before transitioning to a retained fill embankment. After the transition, the alignment would then continue on retained fill embankment for approximately 900 feet until approximately Charnock Road (south). At this point, due to the fact that Sepulveda Boulevard slopes rapidly upwards between Venice Boulevard and Charnock Road (south), the elevation of the street and the embankment would coincide and the alignment would briefly come to grade.

Continuing north along the center of Sepulveda Boulevard, the alignment would again transition to a retained fill embankment just north of Charnock Road (north), and would transition to an aerial structure just north of Westminster Avenue. The aerial structure would continue within the center of Sepulveda Boulevard and would span the Sepulveda/National Boulevard intersection. On the north side of National Boulevard the alignment would then transition to grade at approximately Sardis Avenue. The alignment would continue at grade within the center of Sepulveda Boulevard until the intersection with the Exposition ROW.

The Venice and Robertson Boulevards aerial structure would not result in a barrier that would visually or physically separate or divide the community as it would essentially be located in the middle of a major thoroughfare with three lanes in each direction and a landscaped median restricting left-turn access to and from many streets. Venice Boulevard already serves as a barrier that restricts access to designated vehicle and pedestrian crossings. The columns and embankment features would create new visual features within the center of Venice Boulevard; however, these features would not represent a visual division, as they would not serve to separate the community to a greater degree than the existing Venice Boulevard. Pedestrians and vehicles would still have access to the services along Venice Boulevard, as well as the neighborhoods located to the north and south of the LRT Alternative.

The Venice Boulevard and Overland Avenue aerial structure would not result in a barrier that would visually or physically separate or divide the community as it would essentially be located in the middle of a major thoroughfare with three lanes in each direction. Venice Boulevard serves as a barrier that restricts access to designated vehicle and pedestrian crossings. The structure would only be elevated for a short distance, would not be large enough to obstruct views across Venice Boulevard, and since the scale of development is commercial and auto-oriented, it would blend with the scale of the existing infrastructure. While some turning restrictions would be implemented to minor streets located to the north and south of Venice Boulevard, pedestrians and vehicles would still have access to services along Venice Boulevard, as well as to the neighborhoods located to the north and south of the LRT Alternative.

The elevated structure making the turn from Venice Boulevard to Sepulveda Boulevard, and continuing to approximately Charnock Road (south), and the elevated structure from north of Charnock Road (north) to approximately Sardis Avenue, just south of the I-10 freeway, would not result in a barrier that would visually or physically separate or divide the community. Along

Venice Boulevard, this structure would be located within a six lane major thoroughfare which currently serves to restrict vehicle and pedestrian access as described above. The aerial structure(s) located within Sepulveda Boulevard would be located within a major thoroughfare with two lanes in each direction, which similarly serves to restrict vehicle and pedestrian access. Additionally, the I-405 Freeway is located to the west of Sepulveda Boulevard, which restricts access to Sepulveda from the west except at selected intersections. Introduction of the aerial structure(s) within Sepulveda Boulevard would result in access restrictions to minor streets located to the east and west of Sepulveda Boulevard; pedestrians and vehicles would still have access to the services located along Sepulveda Boulevard, as well as to the neighborhoods to the east. Access to the neighborhoods to the west is currently restricted by the I-405 Freeway. Similar to the aerial structures located along Venice Boulevard, the Sepulveda Boulevard aerial structure(s) would introduce new visual features; however, these features would not represent a visual division, as they would not serve to separate the community to a greater degree than the existing Sepulveda Boulevard. The Sepulveda Boulevard roadway, as well as existing residential and commercial uses, are large-scale, with little east-west vehicle or pedestrian traffic. The aerial structure would be of the same scale as the I-405 freeway and I-10 freeway which are visible along Sepulveda Boulevard.

Noise mitigation features are proposed at the following locations:

- Along the north side of Venice Boulevard between Canfield Avenue and Cardiff Avenue
- Along the south side of Venice Boulevard between Westwood Boulevard and Military Avenue
- Both sides of the Sepulveda Boulevard north of the Sepulveda Channel
- Both sides of the Sepulveda Boulevard between Queensland Street to approximately 330 feet north of Queensland Street.
- Along the west side of Sepulveda Boulevard between National Boulevard and Sardis Avenue.
- Along the east side of Sepulveda Boulevard between the I-10 Freeway and Richland Avenue

The noise mitigation features proposed along Venice and Sepulveda Boulevards would not physically divide the community as conceptual engineering has determined that the features would most likely be located adjacent to the LRT trackwork. Therefore, the noise mitigation features would be located within the existing roadway rights-of-way, and would not result in a physical barrier to a community to a greater degree than Venice and Sepulveda Boulevards currently do. Therefore, noise mitigation features installed along this segment would not result in a new visual or physical barrier in the established community.

Additionally, the LRT Alternatives would require per the CPUC that curbs, fencing or other suitable barriers shall be provided to prevent the public from gaining access to the street-running tracks. The security barriers would not create new divisions, since the proposed new barriers would replace similar barriers (i.e., median).

In summary, implementation of the LRT Alternatives through Segment 1a would result in ***no adverse effect***.

For a further description of the visual impacts of the aerial structures, sound barriers, fences and berms, please refer to *Aesthetics Technical Background Report* prepared for this EIR/EIS.

Segment 2: Sepulveda to Cloverfield

Grade separations are required along portions of Segment 2 per the grade crossing analysis.

Aerial structures would be required at the following locations:

- Sawtelle Boulevard
- Pico Boulevard and Gateway Boulevard
- Bundy Drive
- Centinela Avenue
- Cloverfield Boulevard

Approximately 600 feet west of Sepulveda Boulevard, the LRT Alternative would transition to an aerial structure and would cross under the elevated I-405 Freeway and over Sawtelle Boulevard in an aerial configuration. After crossing Sawtelle Boulevard, the aerial structure would continue west within the Exposition ROW and then cross over the Pico Boulevard/Gateway Boulevard intersection. West of Pico Boulevard, the alignment would transition to grade via a retained fill embankment. The embankment would begin just west of Pico Boulevard and extend as far as Federal Avenue. As it approaches Bundy Drive, the alignment would transition to an aerial structure via a retained fill embankment. The embankment would begin at approximately Granville Avenue and extend as far as the east side of Bundy Drive. The proposed Expo/Bundy Station would be located immediately over the street or 300 to 400 feet to either the east or west. The aerial structure would be approximately 400 feet long and approximately 30 feet above grade (to top of rail). The aerial guideway would continue westbound through Centinela Avenue. Upon reaching the west side of ~~Bundy Drive~~Centinela Avenue, the alignment would transition to grade within the Exposition ROW on a retained fill. Within Segment 2 (Sepulveda to Cloverfield) (west of Sepulveda Boulevard), the Centinela Avenue grade separation is effectively an extension of the Bundy Drive aerial structure and would not represent a physical or visual division of a community.

Immediately west of 26th Street the alignment transitions to an aerial structure over Cloverfield Boulevard and Olympic Boulevard, with retained fill embankments leading to and from the aerial structure.

The aerial structures located within Segment 2 would be within the existing Exposition ROW, to which access is already restricted and trespassing is prohibited. The aerial structures would introduce new visual features to the area; however, the aerial structures at these locations would be similar in mass and material type to the surrounding urban environment. Additionally, because of the location of the Exposition ROW in this segment, the LRT Alternative is inaccessible from the north as is the existing ROW; therefore, implementation of the aerial structures at these three locations would not represent a physical barrier that would divide the community, and no adverse effect would occur.

Noise mitigation features would be located at the following locations in Segment 2:

- Along the south side of the ROW between the I-405 Freeway and Purdue Avenue

- Along the south side of the ROW between Sawtelle Boulevard and Purdue Avenue
- Along the south side of the ROW between Barry Avenue and Westgate Avenue

The noise mitigation features would not result in a visual feature that psychologically divides the established community as fencing, hedges and walls currently exist along portions of the Exposition ROW between Sawtelle Boulevard and Barrington Avenue, and fencing and commercial structures currently exist along portions of the Exposition ROW between Barrington Avenue and Cloverfield Boulevard. These facilities serve to restrict public access to vacant portions of the Exposition ROW, and to restrict public access to temporary land uses in place on the leased Exposition ROW. Additionally the noise mitigation features would be within the existing Exposition ROW, to which access is already restricted and trespassing is prohibited. No physical or visual barrier in an established community would result, and no adverse effect would occur.

Additionally, the LRT Alternatives would require per the CPUC and *Metro Design Criteria* that fencing or other suitable barriers be provided to prevent the public from gaining access to the street-running tracks. The security barriers would not create new divisions, since the proposed new barriers would replace similar barriers, and would serve to restrict access to the existing Exposition ROW, in which access is already restricted, and trespassing is prohibited.

In summary, implementation of the LRT Alternatives through Segment 2 would result in ***no adverse effect***.

For a further description of the visual impacts of the aerial structures, sound barriers, fences and berms, please refer to *Aesthetics Technical Background Report* prepared for this EIR/EIS.

Segment 3: Olympic

This segment would begin with an aerial structure over Cloverfield Boulevard which would enter the median of Olympic Boulevard. The alignment would transition to grade within the median of Olympic Boulevard at approximately 21st Street. The LRT Alternative would then travel at grade within the existing median of Olympic Boulevard until approximately Euclid Street. Immediately west of Euclid Street the alignment would transition to an aerial structure by means of a retained fill embankment from approximately Euclid Street to just east of 11th Street and would gradually reach a height of approximately 25 feet (to top of rail) at the point where it would transition to an aerial structure.

The alignment would continue on aerial structure either above the median of Olympic Boulevard or adjacent to properties on the south side of Olympic Boulevard, adjacent to or above the embankment of the I-10 Freeway. The aerial structure would cross over the 11th Street, 10th Street, 9th Street, Lincoln Street, 7th Street and 5th Street intersections before turning north and terminating at the site of the proposed Colorado/4th Street Station at the corner of 4th Street and Colorado Avenue.

The aerial structure over Cloverfield Boulevard would not represent a physical or visual division of the community as it would essentially be located in the middle of a major arterial with two lanes in each direction and a wide landscaped median. As such, Olympic Boulevard serves as a barrier that restricts access to designated vehicle and pedestrian crossings. The structure would only be elevated for a short distance and would not be large enough to obstruct views across Olympic Boulevard. Since the scale of development is commercial and auto-oriented, it would

blend with the scale of the existing infrastructure. Pedestrians and vehicles would still have access to the services along Olympic Boulevard, as well as the neighborhoods located to the north and south of the LRT Alternative.

The aerial structure between 11th Street and the Colorado/4th Street Station would not result in a physical or visual barrier because it would be located above, or to the south side of, the relatively wide width of Olympic Boulevard or adjacent to the existing below-grade I-10 Freeway. In either instance, these transportation corridors have existing barriers or are at the edge of communities and would not present new visual or physical barriers.

No sound mitigation features are anticipated for Segment 3.

Additionally, the LRT Alternatives would require per the CPUC that curbs, fencing or other suitable barriers be provided to prevent the public from gaining access to the street-running tracks. The security barriers would not create new divisions, since the proposed new barriers would replace similar barriers (i.e., median).

In summary, implementation of the LRT Alternatives through Segment 3 would result in ***no adverse effect***.

For a further description of the visual impacts of the aerial structures and fences please refer to *Aesthetics Technical Background Report* prepared for this EIR/EIS.

Segment 3a: Colorado

This segment would begin with an aerial structure over Cloverfield Boulevard and Olympic Boulevard, and would continue westerly within the Exposition ROW on the west side of Olympic Boulevard. The aerial structure would be approximately 800 feet long and as high as 30 feet (to top of rail) above grade. The alignment would transition to grade within the Exposition ROW on a retained fill embankment. The embankment would begin immediately west of Olympic Boulevard and end just east of 20th Street. The alignment would continue within the Exposition ROW from 20th Street until west of 19th Street in an at-grade configuration with crossing gates, a distance of approximately 600 feet. The LRT Alternative would be street running and at grade for the remainder of this segment.

The aerial structure within this segment would not represent a physical or visual division of an established community. The aerial structure would be within the existing Exposition ROW, to which access is already restricted, and trespassing is prohibited. The aerial structures would introduce new visual features to the area; however, the aerial structure would be similar in mass and material type to the surrounding urban environment. Additionally, the aerial structure would travel between the existing land uses, which are buildings several stories high, and would not be a predominant feature as it traverses Cloverfield ~~to Colorado Avenue~~and Olympic Boulevard. Finally, pedestrians and vehicles would still have access to the services along Colorado Avenue, as well as to the neighborhoods located to the north and south of the LRT Alternative.

~~One~~ Two noise mitigation feature~~s~~ ~~is~~are proposed for Segment 3a. The first is located along the north side from 22nd Street to 20th Court; however, this feature would be located along the aerial structure and would not represent a physical or visual division. The second is located along the south side of the alignment between 17th Street and 20th Street; however, this feature will not result in a visual or physical barrier as existing development along this portion of the alignment currently exists.

Additionally, the LRT Alternatives would require per the CPUC that curbs, fencing or other suitable barriers be provided to prevent the public from gaining access to the street-running tracks. The security barriers would not create new divisions, since the proposed new barriers would replace similar barriers (i.e., median).

In summary, implementation of the LRT Alternatives through Segment 3a would result in ***no adverse effect***.

For a further description of the visual impacts of the aerial structures, sound barriers, fences and berms, please refer to *Aesthetics Technical Background Report* prepared for this EIR/EIS.

FEIR Design Options

Development of the Colorado Parking Retention, Colorado/4th Parallel Platform and South Side Parking, Maintenance Facility Buffer, or Expo/Westwood Station No Parking design options would result in minor modifications of the facilities within the project alignment; however, the design options would not create additional physical barriers beyond those contemplated above for the LRT Alternatives. As such, these design options would not physically divide an established community, and impacts would be ***no adverse effect***, consistent with the LRT Alternatives.

The Sepulveda Grade Separation Design Option would span both Segment 1 (Expo ROW) and Segment 2 (Sepulveda to Cloverfield). Within Segment 1 (Expo ROW), the LRT alignment would transition to a retained fill just west of Tilden Avenue and continue until just before Sepulveda Boulevard where the LRT alignment would transition to a bridge structure. The LRT alignment would be a gradual slope from Tilden Avenue to Sepulveda Boulevard, screened by new landscaping, developed in the existing ROW where access is currently restricted and trespassing is prohibited. As such, the portion of the Sepulveda Grade Separation Design Option located within Segment 1 (Expo ROW) would not represent a physical or visual division of an established community.

Within Segment 2 (Sepulveda to Cloverfield) (west of Sepulveda Boulevard), the potential Sepulveda Grade Separation Design Option would not be visually intrusive because the area is currently dominated by the Sepulveda Boulevard undercrossing and the I-405 infrastructure, and extensive industrial and commercial development. The Sepulveda Grade Separation Design Option proposed within Segment 2 (Sepulveda to Cloverfield) would be within the existing Expo ROW, to which access is already restricted and trespassing is prohibited. The Sepulveda Grade Separation Design Option would introduce new visual features to the area; however, the aerial structure would be similar in mass and material type to the surrounding urban environment and would have ***no adverse effect***.

CEQA Determination

No Impact. There would be roadway and transit service improvements associated with the No-Build Alternative. However, the only improvement that would change the physical environment in the Expo Phase 2 ROW would be the I-405 Widening project. Neither the widening project nor the bus and other on-street improvements that are part of the No-Build Alternative would result in any access or turning restrictions, property acquisitions, or the construction of physical barriers that could result in physical division of an established community in the study area; therefore, ***no impact*** would occur.

The TSM Alternative would include all of the improvements under the No-Build Alternative and new on-street bus services to directly serve the Expo Phase 2 community transit needs. Those additional improvements would include minor physical modifications such as upgraded bus stops and additional buses. Such improvements would not result in any access or turning restrictions, property acquisitions, or the construction of physical barriers. Therefore, the TSM Alternative would not result in the physical division of an existing community and ***no impact*** would occur.

Less-Than-Significant Impact. With respect to the LRT Alternatives, the character of the land uses along the alignments would change to that of an active LRT system; however, the project would not result in the physical division of an established community; or disrupt or divide an existing neighborhood or cohesive community, including the isolation of a portion of a neighborhood or ethnic group. Implementation of construction-period mitigation measures identified in the *Transportation/Traffic Technical Background Report* would reduce this impact to ***less than significant***.

Criterion	**Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or local coastal program) adopted for the purpose of avoiding or mitigating an environmental effect?**

Impact LU-2 **Implementation of Segment 1a (Venice/Sepulveda) or Segment 3 (Olympic) would conflict with policies in the *Culver City General Plan* and *Santa Monica General Plan*, respectively. These conflicts could be avoided by selecting Segment 1 and Segment 3a for implementation of the project. Because the Expo Authority is not subject to compliance with local land use plans and regulations, inconsistency with local land use policies would result in *no adverse effects*.**

A land use consistency analysis is provided below. This analysis is provided for informational purposes.

No-Build Alternative

There would be roadway and transit service improvements associated with the No-Build Alternative. However, the only improvement that would change the physical environment in the Expo Phase 2 ROW would be the I-405 Widening project. Within the Expo Phase 2 ROW, the I-405 Widening project would be consistent with land use plans and regulations that encourage transit supportive development and the need for roadway expansion projects such as the I-405 Widening project. The No-Build Alternative would be consistent with plans and regulations which seek to protect neighborhoods from noise, air, and aesthetic impacts of transit facilities and from out-of-scale development. As such, the No-Build Alternative would result in ***no effect***.

Transportation Systems Management (TSM) Alternative

The TSM Alternative would include all of the improvements under the No-Build Alternative and new on-street bus services to directly serve the Expo Phase 2 community transit needs. Those additional improvements would include minor physical modifications such as upgraded bus stops and additional buses. The TSM Alternative would be consistent with land use plans and regulations that encourage transit supportive development or reduce automobile trips and the

need for roadway expansion projects. As such, the TSM Alternative would be considered beneficial from the perspective of enhancing the level of transit within different land planning areas, consistent with the goals and policies of those land plans to provide additional transit and reduce reliance on personal occupancy vehicles. Additionally, the TSM Alternative would be consistent with plans and regulations which seek to protect neighborhoods from noise, air, and aesthetic impacts of transit facilities and from out-of-scale development. ***No effect*** would occur.

LRT Alternatives

As described in Section 2.2 (General Plan Land Use Designation), the LRT Alternative segments are located within the city limits of Los Angeles, Santa Monica, and Culver City. Additionally, the study area is located within the planning boundaries of SCAG. A consistency analysis of applicable policies of planning agencies with jurisdiction over the study area is provided below (inconsistency with plans and policies would not necessarily result in an adverse physical effect):

SCAG

SCAG Regional Comprehensive Plan and Guide and SCAG Regional Transportation Plan

Table 4-2 (SCAG Broad Policies and Specific Implementation Measures) outlines the consistency of Segment 1, Segment 1a, Segment 2, Segment 3, and Segment 3a with the *SCAG RCPC* and *SCAG RTP* broad policies:

Table 4-2 SCAG Broad Policies and Specific Implementation Measures

Policy Type and Goals	Conclusion	Discussion
Growth Management Chapter		
3.03 The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Consistent with this policy.	All segments would be an improvement to regional transportation systems and supports SCAG's regional growth policies.
Growth Management Policies to Improve the Regional Standard of Living		
3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.	Consistent with this policy.	Land-use patterns within 0.5 mile of the proposed alignments are guided by the policies of the local government's general plan. Although much of the land use to the north of Segment 1 and to the east of Segment 1a along Sepulveda Boulevard is low-density residential, both segments would serve areas where land use patterns would maximize the use of the proposed facility, including downtown Santa Monica, downtown Culver City, UCLA and the Westside Pavilion Shopping Center (through bus connection), UCLA University Village Housing Complex, the Water Garden and Colorado Center office towers, and numerous schools.

Table 4-2 SCAG Broad Policies and Specific Implementation Measures

Policy Type and Goals	Conclusion	Discussion
Growth Management Policies Related to the Regional Quality of Life		
3.12 Encourage existing or proposed local jurisdiction's programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.	Consistent with this policy.	All segments would construct a transit system that would provide an alternative to the automobile, resulting in a reduction in automobile trips and vehicle miles traveled. Additionally, a bikeway would be constructed adjacent to the alignment along portions of Segment 1, Segment 2, and Segment 3.
3.15 Support local jurisdictions' strategies to establish mixed-use clusters and other transit oriented developments around transit stations and along transit corridors.	Consistent with this policy.	All segments would support transit oriented development, inclusive of residential and commercial uses, along the entire transit corridor. **Segment 1: Expo ROW** The National/Palms Station would be located within walking distance of Woodbine Park. Multi-family residential land uses within walking distance are located south of the proposed station. The station would serve the Westside Neighborhood Council, Cheviot Hills, Palms, and Mar Vista Neighborhoods. The Expo/Westwood Station would be located within walking distance of the Westside Pavilion Shopping Center and the Notre Dame Academy. While very little multi-family residential is located within walking distance of the station, the presence of commercial land uses along Pico Boulevard would support ridership. Additionally, the station provides a valuable link to UCLA though connecting buses. The station would serve the Cheviot Hills, Westwood South of Santa Monica, West of Westwood, Mar Vista, and Palms Neighborhoods. **Segment 1a: Venice/Sepulveda** The Venice/Motor Station is located within walking distance of Downtown Culver City and Sony Studies, as well as strip commercial land uses located throughout the walking area. Multi-family residential housing is the most represented land use in the walking area. The station would serve the Palms, Clarkdale, the Washington Culver, and Park East Neighborhoods. The Venice/Sepulveda Station is located within walking distance of Tellefson Park, as well as strip retail located along Venice

Table 4-2 SCAG Broad Policies and Specific Implementation Measures

Policy Type and Goals	Conclusion	Discussion
		Boulevard (although some commercial land uses would need to be acquired for this alternative). Multi-family residential is located throughout the walking area, but in higher concentrations south of Venice Boulevard. The station would serve the Palms, Mar Vista, McLaughlin, Clarkdale, and Washington Culver Neighborhoods. The Sepulveda/National Station is within walking distance to commercial land uses at major intersections. Multi-family residential is located adjacent to Sepulveda and National Boulevards, with the UCLA University Village being a primary multi-family residential complex in the walking area. The station would serve the West of Westwood and Mar Vista Neighborhoods. Although portions of the Sawtelle Neighborhood are located within walking distance, the I-10/I-405 Interchange results in a barrier between the station and the neighborhood. **Segment 2: Sepulveda to Cloverfield** The Expo/Sepulveda Station would be located within walking distance of Olympic/Sawtelle shopping center and the Japanese Institute of Sawtelle. Multi-family residential housing is not present in high concentrations within walking distance of the proposed station, but is located in the vicinity of the station. The station would serve the West of Westwood, Westwood South of Santa Monica, Sawtelle, and Mar Vista Neighborhoods. The Expo/Bundy Station would be located within walking distance of the Stoner Recreation Center and New Roads High School, as well as strip commercial stores throughout the walking area. Multi-family residential is not present in high concentrations in the walking area, but are available in vicinity of the station. The station would serve the Sawtelle, Mar Vista, Sunset Park, and Pico Neighborhoods. The Olympic/26th Street Station would be located within walking distance of several activity centers, including the Water Garden Office Towers and several entertainment-related office buildings, as well as commercial strip retail located along Santa

Table 4-2 SCAG Broad Policies and Specific Implementation Measures

Policy Type and Goals	Conclusion	Discussion
		Monica and Pico Boulevards. Multi-family residential housing is located throughout the walking area, but in higher concentrations south of Pico Boulevard. The station would serve the Midtown Santa Monica and Pico Neighborhoods **Segment 3: Olympic** The Olympic/17th Street Station is located within walking distance of entertainment related office buildings, Memorial Park, and the Crossroads High School, as well as commercial land uses along Broadway Avenue, and Santa Monica and Pico Boulevards. The station would also serve the Santa Monica Community College. Multi-family residential is located throughout the walking area, particularly south of the I-10 Freeway. The station would serve the Pico, Midtown Santa Monica, and Sunset Park Neighborhoods. The Colorado/4th Street Terminus is located within walking distance of numerous activity centers, including the Santa Monica Civic Center and downtown Santa Monica. High-end commercial land uses are located throughout the walking area. Multi-family residential is not present in high concentrations in the walking area. The station would serve the Ocean Park Neighborhood. **Segment 3a: Colorado** The Colorado/17th Street Station is located within walking distance of entertainment related office buildings and Memorial Park, as well as industrial land uses along Colorado Avenue. Commercial uses located to the north along Broadway while multi-family residential is located within walking distance to the northwest. The station would serve the Pico and Midtown Santa Monica Neighborhoods. Similar to the terminus for Segment 3, the Santa Monica Terminus (Colorado/4th Street Station) for Segment 3a is also within walking distance of numerous activity centers, including the Santa Monica Civic Center and downtown Santa Monica. High-end commercial land uses are located throughout the walking area. Multi-family residential is

Table 4-2 SCAG Broad Policies and Specific Implementation Measures

Policy Type and Goals	Conclusion	Discussion
		not present in high concentrations in the walking area. The station would serve the Ocean Park Neighborhood.
3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	Consistent with this policy.	All segments would support development in and around the proposed transportation corridor. A discussion of transit-oriented uses located within walking distance to proposed stations is located above in SCAG Growth Management Policy 3.15. Additionally, a detailed list of transit-oriented land uses located within walking distance (0.5 mile) to proposed stations is presented in Table 2-2 (Transit-Oriented Land Uses Served by Proposed Stations).
3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.	Consistent with this policy.	This EIS/EIR requires the installation of sound walls along portions of each segment to reduce operational noise levels (refer to *Noise and Vibration Technical Background Report*). In addition, implementation of both LRT Alternatives would not result in any biological and ecological impacts. The project would be built in accordance with all current seismic standards and emergency plans would be submitted for approval to applicable agencies prior to operations.
Growth Management Policies Related to Social, Political, and Cultural Equity		
3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.	Consistent with this policy.	All segments except a small portion of Segment 1 between Motor Avenue and Sepulveda Boulevard are located within Environmental Justice communities. By introducing a transportation alternative to the automobile, all segments would support an equal distribution of services to communities. In addition, all segments would improve access to transit for many low-income and primarily minority populations (refer to *Socioeconomic Technical Background Report*), thus improving equal access to employment opportunities, cultural centers, and commercial centers.
Regional Transportation Plan		
4.04 Transportation Control Measures (TCM) shall be a priority.	Consistent with this policy.	The 2008 SCAG RTP defines a TCM as a project or program that is designed to reduce emissions or concentrations of air pollutants from transportation sources. TCMs are referenced in the State Implementation Plan (SIP) for the applicable air basin and have

Table 4-2 SCAG Broad Policies and Specific Implementation Measures

Policy Type and Goals	Conclusion	Discussion
		priority for programming and implementation ahead of non-TCMs. TCMs for the Los Angeles metropolitan area are outlined in the South Coast Air Quality Management Program (AQMP). While the LRT Alternatives are not listed as a TCM in the 2007 AQMP (projects from 2006 RTIP), the proposed project is included as a TCM project in the 2008 RTP and RTIP. Additionally, the LRT Alternatives are anticipated to result in a reduction of single-occupancy vehicle trips; thereby improving air quality in the region.
Open Space Chapter Ancillary Goals		
9.02 Increase the accessibility to open space lands for outdoor recreation.	Consistent with this policy.	All segments would increase access to parks and recreation centers in the study area (refer to *Parks and Community Facilities Technical Background Report*). A discussion of transit-oriented uses located within walking distance to proposed stations is located above in SCAG Growth Management Policy 3.15 (Table 4-2 [SCAG Broad Policies and Specific Implementation Measures]). Additionally, a detailed list of transit-oriented land uses located within walking distance (0.5 mile) to proposed stations is presented in Table 2-2 (Transit-Oriented Land Uses Served by Proposed Stations).

SOURCE: SCAG Regional Comprehensive Plan, April 2001, Regional Transportation Plan, 2004.

Los Angeles

Los Angeles General Plan

Segment 1, Segment 1a, and Segment 2 are consistent with the *Los Angeles General Plan* broad policies, as articulated in the *West Los Angeles Community Plan*, *Palms–Mar Vista–Del Ray Community Plan*, and the Draft Housing Element.

Table 4-3 (Los Angeles General and Community Plan Land Use Policies) outlines the consistency of Segment 1, Segment 1a, and Segment 2 with the *Los Angeles General Plan* broad policies:

Table 4-3 Los Angeles General and Community Plan Land Use Policies

Policy	Conclusion	Discussion
Circulation Element		
2.12 Actively support completion of the LACMTA Baseline Rail Transit System by 2010. For the purposes of this element, the Baseline System is comprised of the following segments. (c) Establish the following priority corridors for Alternative Rail Technology (ART) or busways utilizing publicly-owned railway rights-of-way: 3. Exposition Boulevard [Vermont/Exposition to Colorado/17th Street (Santa Monica)]	Consistent with this policy.	Segment 1 and Segment 2 would meet the intent of this goal as each would be constructed along the Exposition right-of way. Although the proposed light-rail terminus is located at alternate locations in Santa Monica under Segment 3 and Segment 3a (4th Street and Colorado Boulevard for Segment 3, Colorado Boulevard between Main Street and 4th Street for Segment 3a), the segments would serve in the same purpose and capacity as the route outlined in the General Plan Circulation Element.
3.7 Promote the development of transit alignments and station locations which maximize transit service to activity centers and which permit the concentration of development around transit stations.	Consistent with this policy.	The proposed station locations were chosen for their location near existing and potential transit-oriented development throughout the corridor, including multi-family residential dwellings. A discussion of transit-oriented uses located within walking distance to proposed stations is located above in SCAG Growth Management Policy 3.15 (Table 4-1 [Proposed Road Closures and Limited Turning Movements by Segments]). Additionally, a detailed list of transit-oriented land uses located within walking distance (0.5 mile) to proposed stations is presented in Table 2-2 (Transit-Oriented Land Uses Served by Proposed Stations).
3.12 Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards.	Consistent with this policy.	The proposed station locations were chosen for their location near existing and potential transit-oriented development throughout the corridor, including multi-family residential dwellings. A discussion of transit-oriented uses located within walking distance to proposed stations is located above in SCAG Growth Management Policy 3.15 (4-1) Additionally; a detailed list of transit-oriented land uses located within walking distance (0.5 mile) to proposed stations is presented in Table 2-2 (Transit-Oriented Land Uses Served by Proposed Stations).

Table 4-3 Los Angeles General and Community Plan Land Use Policies

Policy	Conclusion	Discussion
West Los Angeles Community Plan		
1-1.1 Protect existing single-family residential neighborhoods from new out-of-scale development and other incompatible uses.	Consistent with this policy.	Increased development is primarily anticipated to occur in the vicinity of proposed station locations. Station locations were chosen for the ability of higher density land uses to support ridership; therefore, proposed stations would not generally be located in areas containing primarily single-family residential. Two exceptions are the Expo/Westwood Station (Segment 1) and the Expo/Sepulveda Station (Segment 2), which are in areas designated for single-family residential. Although these stations would be surrounded by single-family residential, they would provide valuable connections (via bus) to the Westwood Pavilion Shopping Center and UCLA. Additionally, existing zoning regulations in the vicinity of these stations would not be altered as a result of this alternative, and development would not be permitted to occur in excess of zoning regulations. Therefore, changes in the existing land use patterns in the area would not be required to ensure the station maintains acceptable ridership levels. Additionally, design features and landscaping would be included in all station designs to ensure stations are in-scale with surrounding development and mitigation measures would be incorporated into the project design to minimize potential visual, air quality, and noise and vibration impacts. For a further discussion of potential impacts to these resources, please see *Aesthetics Technical Background Report*, *Air Quality Technical Background Report*, and *Noise and Vibration Technical Background Report*.
1-2.3 Do not increase residential densities beyond those permitted in the Plan unless the necessary infrastructure and transportation systems are available to accommodate this increase.	Consistent with this policy.	Residential densities would not be allowed to increase beyond densities set forth in the General Plan Land Use Element without a General Plan Amendment. However, if residential densities are permitted to increase, the additional transportation capacity provided by the proposed project would help to support the transportation needs of increased residential densities.
4-2.1 Unused or underutilized public lands should be considered for open space and recreational purposes.	Consistent with this policy.	The Exposition Corridor Transit Project Phase 1 DEIR and FEIR establish the Exposition Transit Parkway Concept that

Table 4-3 Los Angeles General and Community Plan Land Use Policies

Policy	Conclusion	Discussion
		includes the following planning principles: • To establish a multi-model transit corridor combining a light-rail transit alignment with a bikeway, streets, and pedestrian linkages in a safe, balanced parkway setting • To develop a transit parkway that encourages links, buffers, borders, paths, and edges from the parkway into diverse communities along the alignment • To weave the transit parkway into the existing urban fabric of the city by combining public art, architecture, and landscape design with public transportation that integrates neighborhoods and is legible across the entire alignment • Provide design continuity across the alignment through art and landscaping while allowing for variation to distinguish individual neighborhoods • Provide architectural and landscape designs to express movement and place along the alignment • Develop designs that promote sustainability of natural resources • Integrate regional planning goals of the Project with local communities along the alignment The Exposition Corridor Transit Project Phase 2 FEIR will be required to be consistent with Phase I and will, therefore, also include the development of a Transit parkway that is consist with the Exposition Transit Parkway Concept. Additionally, the Expo Authority will implement an urban design process that will endeavor to minimize community aesthetic impacts and allow for the transit system to become a source of civic pride. As such, conformance to the *Metro Design Criteria* would use existing open areas, trees, landscaping, and recreation areas where feasible, safe, and practical. It should be noted that the policy itself implies quite clearly that the use of the corridor as a transportation corridor is the primary goal; use of the area for parks and recreational facilities

Table 4-3 Los Angeles General and Community Plan Land Use Policies

Policy	Conclusion	Discussion
		is secondary to its primary purpose as a transportation corridor.
5-1.2 The City should encourage contiguous efforts by Federal, State and County agencies to acquire land for open space.	Consistent with this policy.	See response to West Los Angeles Community Plan Policy 4-2.1
5-1.3 Conversion and upgrading of underutilized publicly owned property.	Consistent with this policy.	See response to West Los Angeles Community Plan Policy 4-2.1
5-1.4 Unused or underutilized public lands should be considered for open space and recreational purposes.	Consistent with this policy.	See response to West Los Angeles Community Plan Policy 4-2.1.
10-1.1 Coordinate with the Metropolitan Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to improve local express bus service serving the West Los Angeles community.	Consistent with this policy.	The transit system serving the study area is comprised of an integrated system of many bus services provided by several operators, including Metro, Santa Monica Big Blue Bus, Culver City Bus, and LADOT. One of the main goals of the Exposition Corridor Transit Project Phase 2 FEIR is to improve mobility and regional connectivity and provide transit service on the Westside that can readily be integrated into the existing regional transit network and connect to downtown Los Angeles, the Westside, and Santa Monica. DEIR Section 3.2 (Transportation/Traffic) provides a detailed description and analysis of the Expo Phase 2 project integration with and support of the existing transportation system. Station locations, timing of trains, and location of the rail corridors were, and will continue to be, coordinated with the Metropolitan Transit Authority (MTA) and the Los Angeles Department of Transportation (LADOT) to create an effective and efficient intermodal transit system.
10-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.	Consistent with this policy.	The land uses identified in the DEIR are evaluated based on their potential to be served by the LRT Alternatives. Within the DEIR, transit-oriented land uses are considered to be employment centers, educational facilities, shopping centers, parks and recreation centers, and multi-family housing. The main goal of the Exposition Corridor Transit Project Phase 2 FEIR is to improve mobility and regional connectivity and provide transit service that can readily be integrated into the existing regional transit network and provide connections to downtown Los Angeles,

Table 4-3 Los Angeles General and Community Plan Land Use Policies

Policy	Conclusion	Discussion
		the Westside, and Santa Monica. Station locations, timing of trains and location of the rail corridors will continue to be coordinated with the Metropolitan Transit Authority (MTA) the Los Angeles Department of Transportation (LADOT), the Santa Monica Big Blue Bus, and other local transit agencies to create an intermodal transit system that will serve West Los Angeles. All trains used as part of the Exposition Corridor Transit Project Phase 2 will be electric and will not produce any emissions. Emissions and mitigation measures associated with construction vehicles are addressed in Chapter 4 (Construction Impacts) on DEIR pages 4-30 through 4-33. Also refer to Response to Letter 482. Implementation of the Expo Phase 2 project requires the installation of sound walls along portions of each segment to reduce operational noise levels as stated in DEIR Section 3.12 (Noise).
10-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.	Consistent with this policy.	All segments would increase the transit options of transit-dependent populations (see *Socioeconomic Technical Background Report*).
11-1.4 Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve vehicle occupancy, and improve pedestrian and bicycle access.	Consistent with this policy.	By locating the proposed stations in areas that would support ridership, all segments would provide transit options within walking distance of potential riders; therefore, all segments would encourage transit ridership. Additionally, a bikeway would be constructed adjacent to the alignment along portions of Segment 1, Segment 1a, and Segment 2.
12-1.3 Assure that local bicycle routes are linked with the routes of neighboring areas of the City.	Consistent with this policy.	The Expo Authority has continued to work closely with the cities of Los Angeles and Santa Monica and anticipates that both cities would be able to environmentally clear the bikeway under a joint NEPA/CEQA process on a schedule consistent with the Expo Phase 2 project. A much less exhaustive environmental review process is required for a stand-alone bikeway project. Thus, the environmental clearances for the bikeway can be completed by the cities on an accelerated timeframe. The Expo Authority expects to continue to coordinate with both cities and to assist the cities where necessary to ensure that the

Table 4-3 Los Angeles General and Community Plan Land Use Policies

Policy	Conclusion	Discussion
		bikeway stays on track. See also response to West Los Angeles Community Plan Policy 4-2.1.
12-2.1 Encourage the safe utilization of public utility easements and other public rights-of-way along flood control channels, railroad rights-of-way and streets wherever feasible for the use of pedestrians	Consistent with this policy.	See responses to West Los Angeles Community Plan Policies 4-2.1 and 5-1.2.
16-2.1 No increase in density shall be effected by zone change, plan amendment, subdivision, or other discretionary action, unless it is determined that the transportation infrastructure serving the property can accommodate the traffic generated.	Consistent with this policy.	The additional transportation capacity provided by all segments would help to support additional transportation needs resulting from an increase in density due to zone changes, plan amendments, subdivisions, or other discretionary actions. All segments would best support increases in density that result in higher population densities near transit stops; including, but not limited to, high-density residential and the multi-story employment or shopping centers.
Palms–Mar Vista–Del Ray Community Plan		
1-1.2 Protect existing single-family residential neighborhoods from new out-of-scale development and other incompatible uses.	Consistent with this policy.	Increased development is primarily anticipated to occur in the vicinity of proposed station locations. Station locations were chosen for the ability of higher density land uses to support ridership; therefore, proposed stations would not be located in areas containing primarily single-family residential. The one exception in this plan area is the Sepulveda/National Station (Segment 1a), which is in an area designated for single-family residential. Although this station would be surrounded by single-family residential, it would provide valuable connections (via bus) to the Westwood Pavilion Shopping Center and UCLA. Additionally, existing zoning regulations in the vicinity of this station would not be altered as a result of this alternative, and development would not be permitted to occur in excess of zoning regulations. Therefore, changes in existing land use patterns in the area would not be required to ensure that the station maintains acceptable ridership levels. Additionally, design features and landscaping would be included in all station designs to ensure stations are in-scale with surrounding development. For a further description of design features and landscaping refer to the

Table 4-3 Los Angeles General and Community Plan Land Use Policies

Policy	Conclusion	Discussion
		Aesthetics Technical Background Report prepared for this EIR/EIS. Finally, mitigation measures would be incorporated into the design of the project to minimize visual, air quality, and noise and vibration impacts associated with each segment. For a further discussion of potential impacts, please refer to the *Aesthetics Technical Background Report*, *Air Quality Technical Background Report*, and *Noise and Vibration Technical Background Report*.
1-2.1 Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure would support this development.	Consistent with this policy.	Several stations are located within the Palms-Mar Vista-Del Ray planning area; these stations include the proposed Venice/Motor Station, Venice/Sepulveda Station, Sepulveda/National Station, and Expo/Bundy Station. All stations but the Expo/Bundy Station are located along Segment 1a. The Expo/Bundy Station is located along Segment 2. Both the Venice/Motor and Venice/Sepulveda Stations are located within close proximity to high-density multi-family residential units. The proposed Sepulveda/National Station is immediately surrounded by single-family residential. However, many multi-family residential units are located within walking distance to the south of the proposed station, including the UCLA University Village housing facility. The Expo/Bundy Station is not located in an area with high concentrations of high-density residential within walking distance of the station; however, it is located within walking distance of a high concentration of industrial/commercial land uses that would support ridership. These uses include several multi-story office buildings and commercial land uses (Staples, auto dealerships). Additionally, the transit stop would provide a valuable link (via bus) to other community features, including residential properties.
10-1.2 Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled people and the transit-dependent population.	Consistent with this policy.	See discussion of Policy West Los Angeles Community Plan Policy 10-1.2 above.
10-1.1 Coordinate with the Metropolitan Transit Authority (MTA)	Consistent with this	See response to West Los Angeles Community

Table 4-3 Los Angeles General and Community Plan Land Use Policies

Policy	Conclusion	Discussion
and the Los Angeles Department of Transportation (LADOT) to improve express and local bus service to, and within the community.	policy.	Plan Policy 10-2.1
10-2.1 Develop an intermodal mass transportation plan to implement linkages to future mass transit service.	Consistent with this policy.	See response to West Los Angeles Community Plan Policy 10-2.1
10-1.1 Plan for and encourage funding and construction of bicycle routes connecting residential neighborhoods to schools, open space areas and employment centers.	Consistent with this policy.	See response to Palms-Mar Vista-Del Rey Community Plan Policy 12-1.2.
12-1.2 Identify bicycle routes along major and secondary arterials in the community.	Consistent with this policy.	The Cities of Los Angeles and Santa Monica have identified local and federal funding opportunities to support development of a bicycle path that will be linked with routes of neighboring areas and will provide connections to open space, employment areas, and transit systems, including the Exposition Corridor Transit Project Phase 2.
12-1.3 Assure that local bicycle routes are linked with the routes of neighboring areas of the City.	Consistent with this policy.	See response Palms-Mar Vista-Del Rey Community Plan Policy 12-1.2.
16-2.1 No increase in density shall be effected by zone change, plan amendment, subdivision, or other discretionary action, unless it is determined that the transportation infrastructure serving the property can accommodate the traffic generated.	Consistent with this policy.	See discussion of West Los Angeles Community Plan Policy 16-2.1 above.

SOURCE: Los Angeles General Plan Land Use and Circulation Elements, 1999.

Culver City

Culver City General Plan

From Overland Avenue through to Sepulveda Boulevard, Segment 1a would be located within Culver City as the LRT Alternative travels down Venice Boulevard. Additionally, elements of Segment 1a, such as TPSS sites and at-grade crossings, would be located within Culver City. Therefore, a discussion of applicable Culver City land use and circulation policies has been included. Table 4-4 (Culver City General Plan) outlines the consistency of Segment 1a with the *Culver City General Plan Land Use and Circulation Elements* broad policies:

Table 4-4 Culver City General Plan

Policy	Conclusion	Discussion
Circulation Element		
2.A Support, with conditions, development of a fixed guideway transit in Transit Corridors.	Inconsistent with this policy.	The 1994 *Culver City General Plan Circulation Element* provides a system for classification of transit corridors. The city recognized the importance of transit corridors to provide links to the regional system and provide intercity connections. While the City originally identified three potential transit corridors in the *1994 Circulation Element*, these three were removed by subsequent revision in 1995 due to funding constraints identified in the MTA 1995 20-year Long Range Plan. Subsequently, only the Exposition ROW remained as the potential transit corridor in the *Circulation Element*. Segment 1a would deviate from the Exposition ROW and be located in the median of Venice Boulevard along the northern boundary of Culver City.
2.B Support design and operation of public transit systems that ensure the comfort and safety of all transit passengers.	Consistent with this policy.	The proposed project would be designed to meet applicable federal, state, and local design criteria. For a further description of comfort design standards refer to the *Aesthetics Technical Background Report* prepared for this EIR/EIS.
2.C Maintain levels of transit service that are adequate to meet and encourage ridership demand.	Consistent with this policy.	The headways along Segment 1a would be approximately every 5 minutes during weekdays, every 20 minutes for weekend days and weeknights. These headways were determined by the traffic modeling for this project to meet ridership demands. For additional information, see *Transportation/Traffic Technical Background Report*.
2.F Increase transit service to enhance central Culver City's pedestrian-oriented character.	Consistent with this policy.	Segment 1a would encourage users to utilize modes of transportation other than the personal automobile to access downtown Culver City. Segment 1a would provide service to downtown Culver City, reducing automobile trips to the pedestrian-oriented destination.

Table 4-4 Culver City General Plan

Policy	Conclusion	Discussion
2.H Encourage public transit links to sites of high trip-generating uses to maximize transit use by patrons and employees.	Consistent with this policy.	Segment 1a would provide service to downtown Culver City. Furthermore, Segment 1a would provide access to high trip-generating uses throughout the alignment. For further information, see *Transportation/Traffic Technical Background Report*. The Venice/Motor Station and the Venice/Sepulveda Station would be located adjacent to Culver City along Segment 1a. A discussion of transit-oriented uses located within walking distance of these proposed stations is located above in SCAG Growth Management Policy 3.15 (Table 4-2 [SCAG Broad Policies and Specific Implementation Measures]). Additionally, a detailed list of transit-oriented land uses located within walking distance (0.5 mile) of these proposed stations is provided in Table 2-2 (Transit-Oriented Land Uses Served by Proposed Stations).
2.I Encourage potential joint MTA-private development of a transit station within Culver City, provided there is adequate mitigation of access, safety, noise, and aesthetic issues.	Consistent with this policy.	The Expo Phase 1 terminus would service the transportation needs of Culver City. Development around this public transit station would foster the private development outlined in the Culver City Redevelopment Agency's *Design for Development Exposition Light Rail Transit and Station Area*, which encourages private development in the vicinity of the station in three tiers. Additionally, mitigation measures would be incorporated to reduce impacts to surrounding land uses. For further information, see the *Safety and Security Technical Background Report*, *Noise and Vibration Technical Background Report*, *Transportation/Traffic Technical Background Report*, and *Aesthetics Technical Background Report*.

Table 4-4 Culver City General Plan

Policy	Conclusion	Discussion
2.J Encourage the location of transit stations accessible to the employees of the industrial and commercial business areas of Culver City, but would not intrude upon the residential neighborhoods.	Consistent with this policy.	The Venice/Motor Station and Venice/Sepulveda Station along Segment 1a would be located within 0.5 mile of Culver City residential neighborhoods. The Venice/Motor Station is located within 0.5 mile of the City's Clarkdale, Washington Culver, and Park East Neighborhoods while the Venice/Sepulveda Station is located within 0.5 mile of the City's McLaughlin, Clarkdale, and Washington Culver Neighborhoods. As both stations would be located along Venice Boulevard and not within designated residential areas, Segment 1a provide would not intrude on neighborhoods located within Culver City.
2.L Provide sound walls or other effective noise mitigation measures along roadways and transit corridors that border on residential neighborhoods and noise sensitive land uses.	Consistent with this policy.	Appropriate mitigation measures would be incorporated to reduce impacts on residential neighborhoods and noise-sensitive land uses (see *Noise and Vibration Technical Background Report*).
2.M Require adherence to design criteria and performance standards for City support of regional transit system expansion affecting the City.	Consistent with this policy.	Segment 1a would be designed to meet applicable federal, state, and local design criteria.
2.N Prohibit at-grade crossings of light-rail transit within Culver City.	Inconsistent with this policy.	Aerial crossings along Segment 1a would be located at Venice/Overland and Venice/Sepulveda while all other crossings adjacent to Culver City would be at-grade.
2.O Prohibit at-grade or elevated alignments of light-rail transit within Culver City	Inconsistent with this policy.	Segment 1a includes at-grade or elevated alignments that are adjacent to Culver City along Venice Boulevard between Robertson Boulevard and Sepulveda Boulevard.
5.E Provide seating at all major transit stops and along extended pedestrian accessways to provide resting opportunities for seniors and disabled persons.	Consistent with this policy.	Seating would be provided to afford resting opportunities.
8.D Apply design criteria and performance standards to ensure that transit expansion impacts on the City's neighborhoods are minimized and mitigated.	Consistent with this policy.	Appropriate mitigation measures would be incorporated to reduce impacts on residential neighborhoods. For further information, see the *Safety and Security Technical Background Report*, *Noise and Vibration Technical Background Report*, *Transportation/Traffic Technical Background Report*, and *Aesthetics Technical Background Report*.

Table 4-4 Culver City General Plan

Policy	Conclusion	Discussion
Land Use Element		
1.B Protect the City's residential neighborhoods from the encroachment of incompatible land uses and environmental hazards which may have negative impacts on the quality of life (such as traffic, noise, air pollution, building scale and bulk, and visual intrusions.	Consistent with this policy.	Segment 1a is primarily anticipated to result in increased development in the vicinity of proposed station locations. Station locations were chosen for the ability of higher density land uses to support ridership; therefore, proposed stations would not be located in areas containing primarily single-family residential. Two stations are proposed in the median of Venice Boulevard, which is the Los Angeles/Culver City boundary. While Segment 1a would add LRT transit to the area, it would serve the residential neighborhoods within the vicinity of the stations. Mitigation measures would be incorporated into the project design to minimize the alternative's impact to visual and air quality, and noise and vibration. For a further discussion of potential impacts to these resources, please see *Aesthetics Technical Background Report*, *Air Quality Technical Background Report*, and *Noise and Vibration Technical Background Report*.
6.H Encourage high trip-generating uses near transportation corridors to maximize transit use by patrons and employees.	Consistent with this policy.	The proposed station locations along Segment 1a were chosen for their location near transit-oriented development throughout the corridor. A discussion of transit-oriented uses located within walking distance to proposed stations is located above in SCAG Growth Management Policy 3.15 (Table 4-2 [SCAG Broad Policies and Specific Implementation Measures]). Additionally, a detailed list of transit-oriented land uses located within walking distance (0.5-mile) to proposed stations is presented in Table 2-2 (Transit-Oriented Land Uses Served by Proposed Stations).
23.G Set specific criteria to minimize and mitigate potential safety, noise, access, and aesthetic impacts to the McManus and Lucerne-Higuera Neighborhoods from possible construction and operation of transit within the Exposition Right-of-Way along National	Consistent with this policy.	Although Segment 1 would not be located in the Lucerne-Higuera Neighborhood, the eastern portion of Segment 1 would be located immediately adjacent to the Lucerne-Higuera Neighborhood. Appropriate mitigation measures would be incorporated to reduce impacts on residential neighborhoods. The City of Culver City has not yet established specific criteria for protecting the

Table 4-4 Culver City General Plan

Policy	Conclusion	Discussion
Boulevard.		neighborhoods. For further information, see the *Safety and Security Technical Background Report*, *Noise and Vibration Technical Background Report*, *Transportation/Traffic Technical Background Report*, and *Aesthetics Technical Background Report*. Segment 1a would be located just outside the northern boundary of the Lucerne-Higuera Neighborhood. Appropriate mitigation measures would be incorporated to reduce impacts on residential neighborhoods. For further information, see the *Safety and Security Technical Background Report*, *Noise and Vibration Technical Background Report*, *Transportation/Traffic Technical Background Report*, and *Aesthetics Technical Background Report*.

SOURCE: City of Culver City General Plan Land Use Element (2005). City of Culver City General Plan Circulation Element, 1996.

City Design for Development for Exposition Light Rail Transit and Station Area

The purpose of the Culver City Design for Development for Exposition Light Rail Transit and Station Area document is to encourage development of the Exposition Light Rail Transit and station area(s) to the highest and best use potential, promoting transit-oriented development while mitigating potentially significant environmental impacts. The 2007 *Metro Design Criteria* are consistent with the goals and intent of the adopted Design for Development for Exposition Light Rail and Station Area.

However, the proposed project is not consistent with the prohibited uses within the Culver City Design for Development for Exposition Light Rail Transit and Station Area document of at grade crossings of transit on any public street. This plan inconsistency is identified in DEIR Table 3.11-2 (Culver City General Plan Policies) with regard to Circulation Element Policy 2.N. The aerial crossings along Segment 1a (Venice/Sepulveda) would be located at Venice Boulevard/Overland Avenue and Venice Boulevard/Sepulveda Boulevard, while all other crossings adjacent to Culver City would be at grade. However, the proposed project would help to achieve the intent of the Design for Development for Exposition Light Rail and Station Area document, which is to encourage the development of the Exposition light-rail transit and stations.

The Expo Authority will work with the City of Culver City in the design of station and station area(s). However, ultimately the *Metro Design Criteria* will be the primary design standards for the stations and station areas.

City of Santa Monica

Santa Monica General Plan Land Use and Circulation Element

Segment 2, Segment 3, and Segment 3a are consistent with the *Santa Monica General Plan* Land Use and Circulation Element broad policies and applicable Conservation Element policies.

Segment 3, however, is inconsistent with the *City of Santa Monica General Plan* Conservation Element policies regarding preservation of healthy trees, as it would require removal of the presumed healthy coral trees in the median of Olympic Boulevard. Mitigation measure MM AES-1 would require the Expo Authority to consult with the City of Santa Monica to determine whether the coral trees could be relocated; and if relocation is not feasible, the Expo Authority shall negotiate with the City of Santa Monica on tree replacement.

Segment 3a is consistent with the *City of Santa Monica General Plan* Land Use and Circulation Element broad policies and applicable Conservation Element policies. While Segment 3a would require a consistency determination or coastal development permit with selection of the Colorado/2nd Street Station, the Colorado/2nd Street Station would be consistent with the Coastal Zone as it would not restrict or impede access to coastal resources; and would enhance access to Santa Monica State Beach.

Table 4-5 (Santa Monica General Plan Land Use and Circulation Policies) outlines the consistency of Segment 2, Segment 3, and Segment 3a with the *Santa Monica General Plan Land Use and Circulation Element* broad policies and applicable *Conservation Element* policies:

Table 4-5 Santa Monica General Plan Land Use and Circulation Policies

Policy	Conclusion	Discussion
Santa Monica General Plan Land Use Element		
1.9.1 Retain existing industrial, manufacturing, and arts studio uses in the Olympic Corridor between downtown and the Special Office District. Allow intensities of 1.0 FAR; 2 story (30 ft) and by site review 1.5 FAR; 3 story (45 ft) for artists studios only.	Consistent with this policy.	Although Segment 3 would be located in the median of Olympic Boulevard, the proposed alternative would not result in a change in land use zoning in the vicinity of the proposed alignment.
1.11.3 Encourage the retention of the Southern Pacific Railroad right-of-way as open space. Open space use of the right-of-way shall also permit its use for transportation purposes.	Consistent with this policy.	Segment 2 would be located within the SPRR ROW. Additionally, a bikeway would be constructed alongside most of the proposed corridor from just east of Gateway Boulevard to the north of Pico Boulevard in Los Angeles, and continue in the LRT—ROW for approximately 1.8 miles to the intersection of Cloverfield Boulevard with Olympic Boulevard in Santa Monica.
1.11.4 Encourage provision of useable open space in the Olympic Corridor with emphasis in the Special Office District.	Consistent with this policy.	The proposed LRT Alternatives would not directly result in a reduction of designated open space within the City. Segment 3 would replace several mature

Table 4-5 Santa Monica General Plan Land Use and Circulation Policies

Policy	Conclusion	Discussion
		coral trees and a grassy area in the median of Olympic Boulevard; however, the City of Santa Monica does not officially designate this median as open space. However, Segment 3a would retain the coral trees and the median on Olympic Boulevard by constructing the alignment down Colorado Avenue.
3.3.17 Encourage 5- to 20-foot setbacks from the street front and the Southern Pacific Railroad right-of-way in order to allow room for landscaping and usable public open space.	Consistent with this policy.	Segment 2 would not result in the acquisition of new ROW outside of the existing Exposition ROW; therefore, the proposed alternative would not preclude the City from establishing a desired landscaping/open space corridor along the ROW.
Santa Monica General Plan Circulation Element		
4.1.3 Land use and public facilities and services should be located and designed for convenient access and efficient transport of all intended users.	Consistent with this policy.	The proposed station locations were chosen for the ability of surrounding land uses to support sustainable ridership levels. **Segment 2: Sepulveda to Cloverfield** The proposed Olympic/26th Street Station would provide convenient access to the Water Gardens and Colorado Center. **Segment 3: Olympic** The Olympic/17th Street Station would provide convenient access to Santa Monica College and commercial businesses located along Olympic Boulevard. The Colorado/4th Street Station would provide access to downtown Santa Monica; the Santa Monica Civic Center; several parks and recreation areas—including the Santa Monica Pier and Palisades Park; the Rand Corporation; numerous hotels; Santa Monica High School; and, many retail businesses. **Segment 3a: Colorado** The Colorado/17th Street Station would provide convenient access to commercial businesses located along Colorado Boulevard. Similar to the terminus for Segment 3, the Colorado/4th Street Station or the Colorado/2nd Street Station for Segment 3a would provide access to downtown Santa Monica; the Santa

Table 4-5 Santa Monica General Plan Land Use and Circulation Policies

Policy	Conclusion	Discussion
		Monica Civic Center; several parks and recreation areas—including the Santa Monica Pier and Palisades Park; the Rand Corporation; numerous hotels; Santa Monica High School; and, many retail businesses.
4.1.7 The City shall support transportation alternatives which reduce use of land for parking.	Consistent with this policy.	The proposed LRT Alternatives would construct a transit system that would provide users with an alternative to the automobile. As mentioned in SCAG Growth Management Policy 3.15 (Table 4-2 [SCAG Broad Policies and Specific Implementation Measures]) and Table 2-2 (Transit-Oriented Land Uses Served by Proposed Stations), numerous transit-oriented uses are located within walking distance of the proposed Olympic/26th Street Station along Segment 2, the Olympic/17th Street Station and the Colorado/4th Street Station along Segment 3, and the Colorado/17th Street Station and the Colorado/4th Street Station or the Colorado/2nd Street Station along Segment 3a. By offering an alternative mode of transportation to land uses within walking distance of the proposed stations and providing better connection to community features by the integrating bus service with the proposed stations, both proposed LRT Alternatives would reduce vehicle trips; thereby, reducing the demand for parking spaces within the city.
4.1.8 Right-of-way for new alternative transportation facilities shall be reserved; land uses shall be prohibited that would preclude the timely development of transportation facilities where right-of-way is required.	Consistent with this policy.	Segment 2 would be located in an area previously dedicated for transportation services, and on which no permanent developments exist that would preclude the timely development of transportation facilities. Segment 3 and Segment 3a would require a new ROW.
Santa Monica General Plan Conservation Element		
23 The City shall maintain its policy of replacing trees whenever it becomes necessary and of not permitting the removal of any city trees still living and in a healthy condition.	Consistent with this Policy except for Segment 3.	Segment 3 would result in the removal and replacement of mature coral trees located in the median on Olympic Boulevard. For further information, see the *Aesthetics Technical Background Report* and *Natural Environment Study Technical Background Report*.

Table 4-5 Santa Monica General Plan Land Use and Circulation Policies

Policy	Conclusion	Discussion
Santa Monica General Plan Open Space Element		
1.1: Preserve Existing Open Space	Consistent with this Policy except for Segment 3.	Segment 3 would result in the removal of the grassy median located on Olympic Boulevard. For further information, see the *Aesthetics Technical Background Report* and *Natural Environment Study Technical Background Report*.
8.1: Maintain and expand the community forest.	Consistent with this Policy except for Segment 3.	Segment 3 would result in the removal and replacement of mature coral trees located in the median on Olympic Boulevard. For further information, see the *Aesthetics Technical Background Report* and *Natural Environment Study Technical Background Report*.
Santa Monica Civic Center Specific Plan		
C-9 Provide for the future extension of light rail to Santa Monica and the Civic Center. The Specific Plan provides for the extension of the planned Exposition LRT line which would link downtown Los Angeles with Santa Monica. The Plan calls for this terminus to be incorporated as an integral part of, or adjacent to, any future mixed-use redevelopment of the Sears site. This location provides a strategic gateway to the downtown, the Civic Center, and the Beach.	Consistent with this policy.	The proposed terminus of Segment 3 is located adjacent to 4th Street south of Colorado Boulevard (located in the parking lot south of the Sears Auto Canter) while the proposed terminus of Segment 3a is located along Colorado Avenue between Main Street and 4th Street. Both locations are within walking distance to the Santa Monica Civic Center, the beach, and downtown.

SOURCE: City of Santa Monica General Plan Land Use and Circulation Element, 2002. City of Santa Monica Civic Center Specific Plan, 2005.

Segment 1: Expo ROW

Segment 1 is consistent with the *Los Angeles General Plan* broad policies, as articulated in the *West Los Angeles Community Plan*, *Palms–Mar Vista–Del Ray Community Plan*, and the Draft Housing Element. ***No effect*** would occur.

Segment 1a: Venice Sepulveda

Segment 1a is consistent with the *Los Angeles General Plan* broad policies, as articulated in the *West Los Angeles Community Plan*, *Palms–Mar Vista–Del Ray Community Plan*, and the Draft Housing Element.

From Overland Avenue through to Sepulveda Boulevard, Segment 1a would be located within Culver City as the LRT Alternative travels down Venice Boulevard. Additionally, elements of Segment 1a, such as TPSS sites and at-grade crossings, would be located within Culver City.

Therefore, implementation of Segment 1a would conflict with the *Culver City Circulation Element* regarding at-grade or grade-separated LRT within the city; however, as the proposed project would help to achieve the goals and policies of the Culver City General Plan; ***no adverse effect*** would occur.

Segment 2: Sepulveda to Cloverfield

Segment 2 is consistent with the *Los Angeles General Plan* broad policies, as articulated in the *West Los Angeles Community Plan*, *Palms–Mar Vista–Del Ray Community Plan*, and the Draft Housing Element. Segment 2 is consistent with the *Santa Monica General Plan* Land Use and Circulation Element broad policies and applicable Conservation Element policies. ***No effect*** would occur.

Segment 3: Olympic

Segment 3 is inconsistent with the *City of Santa Monica General Plan* Conservation Element policies regarding preservation of healthy trees, as it would require removal of the presumed healthy coral trees in the median of Olympic Boulevard, as shown in Table 4-5 (Santa Monica General Plan Land Use and Circulation Policies). Mitigation measure MM AES-1 would require the Expo Authority to consult with the City of Santa Monica to determine whether the coral trees could be relocated; and if relocation is not feasible, the Expo Authority shall negotiate with the City of Santa Monica on tree replacement. Implementation of Segment 3 would conflict with the *City of Santa Monica General Plan* Conservation Element policies regarding preservation of healthy trees; however, as the proposed project would help to achieve the goals and policies of the City of Santa Monica's LUCE, ***no adverse effect*** would occur.

Segment 3a: Colorado

Segment 3a is consistent with the *City of Santa Monica General Plan* Land Use and Circulation Element broad policies and applicable Conservation Element policies. While Segment 3a would require a consistency determination or coastal development permit with selection of the Colorado/2nd Street Station, the Colorado/2nd Street Station would be consistent with the Coastal Zone as it would not restrict or impede access to coastal resources; and would enhance access to Santa Monica State Beach. ***No effect*** would occur.

FEIR Design Options

Development of the Sepulveda Grade Separation, Colorado Parking Retention, Colorado/4th Parallel Platform and South Side Parking, Maintenance Facility Buffer, or Expo/Westwood Station No Parking design options would involve the redesign of certain elements within the proposed alignment. However, as the proposed design options would only slightly modify the proposed project development area and would not change the contemplated uses or capacity, no additional potential conflicts with applicable plans/policies would be anticipated. Therefore, ***no adverse effect*** as a result of implementation of the proposed design options would occur.

CEQA Determination

No Impact. There would be roadway and transit service improvements associated with the No-Build Alternative. However, the only improvement that would change the physical environment in the Expo Phase 2 ROW would be the I-405 Widening project. Within the Expo Phase 2 ROW, the I-405 Widening project would be consistent with land use plans and regulations that

encourage transit supportive development and the need for roadway expansion projects such as the I-405 Widening project. The No-Build Alternative would be consistent with plans and regulations which seek to protect neighborhoods from noise, air, and aesthetic impacts of transit facilities and from out-of-scale development. As such, the No-Build Alternative would result in ***no impact***.

The TSM Alternative would include all of the improvements under the No-Build Alternative and new on-street bus services to directly serve the Expo Phase 2 community transit needs. Those additional improvements would include minor physical modifications such as upgraded bus stops and additional buses. The TSM Alternative would be consistent with land use plans and regulations that encourage transit supportive development or reduce automobile trips and the need for roadway expansion projects. As such, the TSM Alternative would be considered beneficial from the perspective of enhancing the level of transit within different land planning areas, consistent with the goals and policies of those land plans to provide additional transit and reduce reliance on personal occupancy vehicles. Additionally, the TSM Alternative would be consistent with plans and regulations which seek to protect neighborhoods from noise, air, and aesthetic impacts of transit facilities and from out-of-scale development. ***No impact*** would occur.

Less-Than-Significant Impact. Implementation of the LRT Alternatives within Segment 1, Segment 2, and Segment 3a of the ROW would not conflict with an applicable land use plan, policy, or regulation. Therefore, there would be ***no impact***.

Implementation of at-grade crossings and at-grade or elevated alignments within and adjacent to Culver City for Segment 1a of the LRT Alternatives would conflict with three policies in Culver City's Circulation Element. As the proposed project would help to achieve the goals and policies of the Culver City General Plan this impact is ***less than significant***.

The removal of presumed healthy coral trees in Segment 3 would conflict with City of Santa Monica policies concerning healthy trees. Mitigation measure MM AES-1 would require the Expo Authority to consult with the City of Santa Monica to determine whether the coral trees could be relocated; and if relocation is not feasible, the Expo Authority shall negotiate with the City of Santa Monica on tree replacement. As the proposed project would help to achieve the goals and policies of the City of Santa Monica's LUCE this impact is ***less than significant***.

Criterion	**Would the project result in an incompatibility with adjacent and surrounding land uses caused by degradation or disturbances that diminish the quality of a particular land use?**

Impact LU-3 Implementation of the proposed project would not result in an incompatibility with adjacent or surrounding land uses caused by degradation or disturbances that diminish the quality of a particular land use; therefore, the proposed project would result in *no adverse effect*.

The assessment of impacts on land use and neighborhoods focuses on the potential for land use incompatibility, degradation, or disturbance. Land use incompatibilities usually occur when the activities characteristic of a certain type of land use are considered undesirable and in conflict with activities associated with another type of land use. Incompatibilities tend to occur between disparate adjacent land uses. Various categories of land uses are considered

disruptive or undesirable because they generate nuisances, while others are categorized as receptors because they are sensitive to nuisances generated by neighboring uses. In general, "nuisance" uses include those that generate substantial noise, odor, smoke, dust, air pollutants, nighttime illumination, or traffic. Typical categories of "sensitive" land uses include residences, parks, and schools. A basic tenet of land use planning is the separation or "buffering" of sensitive land uses (e.g., residences) from nuisance land uses (e.g., industrial uses).

Sensitive receptors, such as residences, schools, parks and recreation facilities (identified in Table 2-1 [Selected Land Uses within Project Study Area]) in the vicinity of the proposed alignments and stations may experience increased noise, air pollution, and traffic as a result of transit operations; however, the greatest impacts would be to those facilities located immediately adjacent to the proposed alignments. For a further description of the potential aesthetics, air quality, and noise impacts refer to *Aesthetics Technical Background Report*, *Air Quality Technical Background Report*, and *Noise and Vibration Technical Background Report*. A summary of these impacts is included below.

No-Build Alternative

There would be roadway and transit service improvements associated with the No-Build Alternative. However, the only improvement that would change the physical environment in the Expo Phase 2 ROW would be the I-405 Widening project. Within the Expo Phase 2 ROW, the 405 project, with proposed sound walls and visual treatment of walls is not anticipated to result in aesthetic or noise impacts to adjacent land uses. Bus and other on-street improvements are also proposed as part of the No-Build Alternative, but these modifications would not affect land uses. Therefore, the No-Build Alternative would not result in an incompatibility with adjacent and surrounding land uses, and a ***no adverse effect*** would occur.

Transportation Systems Management (TSM) Alternative

The TSM Alternative would include all of the improvements under the No-Build Alternative and new on-street bus services to directly serve the Expo Phase 2 community transit needs. Those additional improvements would include minor physical modifications such as upgraded bus stops and additional buses. In addition to the impacts identified in the No-Build Alternative, the TSM Alternative would also propose bus and other on-street improvements but these modifications would not affect land uses. Therefore, the TSM Alternative would not result in aesthetic, construction-related air quality, or noise impacts to adjacent land uses. Additionally, the TSM Alternative would not result in the introduction of any new stations. Therefore, the TSM Alternative would not result in an incompatibility with adjacent and surrounding land uses, and a ***no adverse effect*** would occur.

LRT Alternatives

This analysis summarizes the results of the aesthetics, air quality, and noise assessments in order to provide a basis for determining if the LRT Alternatives would result in an incompatibility with sensitive receptors located in adjacent or surrounding land uses. Sensitive receptors for aesthetics, air quality and noise analysis were described in those section. Incompatibility would result if the LRT Alternatives caused degradation or disturbances that diminish the quality of a particular land use (i.e., would the project degrade views, or cause air emissions or noise that would adversely affect adjacent residences, parks, or schools).

Sensitive Receptors

Segment 1: Expo ROW

Aesthetic impacts to sensitive land uses resulting from Segment 1 would be minimal as the segment does not contain any significant scenic vistas and does not intersect with and cannot be viewed from any local or state designated scenic highway. However, implementation of Segment 1 would result in a ~~substantial~~ change to the existing visual character or quality of the residential area of the Expo/Westwood Station. Implementation of the Expo/Westwood Station would result in the street modifications, potential spillover~~increased of street~~ parking, as well as the increased bus service and stop along Westwood Boulevard and these would serve to alter the character of the station vicinity from that of a quiet residential neighborhood with a vacant right of way that serves as a community green space to that of a busy transit center with the main visual focus being the increased transit vehicles (both LRT and buses) and the 6- to 8-foot-high sound berms. However, Westwood Boulevard is a heavily traveled arterial street and implementation of the LRT Alternatives within the Expo ROW would be consistent with the goals and policies of the *West Los Angeles Community Plan.* The proposed stations along Segment 1 would be designed according to the *Metro Design Criteria* and would be designed to include community input, public art and design features to enhance the visual quality of the community.

In addition, while the visual quality of the residential area surrounding the proposed Expo/Westwood Station would change, use of the ROW for transit development is consistent with the *West Los Angeles Community Plan* and therefore, would not result in any land use incompatibilities. The overall use, function, and character of the area would remain predominantly residential.

Construction of the LRT Alternative within Segment 1 would result in the emission of criteria pollutants in excess of the thresholds established by the South Coast Air Quality Management District (SCAQMD). While compliance with SCAQMD Rule 403 has been identified to reduce the emission levels there are no feasible mitigation measures available to reduce the emissions to levels below the SCAQMD thresholds. However, these emissions would only occur during construction of the LRT Alternative, and would be temporary and would only occur during the hours of construction. Operation of the LRT Alternative would not result in an SCAQMD emission thresholds being exceeded. Therefore, implementation of Segment 1 would not result in an incompatibility with adjacent or surrounding land uses.

Construction of the LRT Alternative would result in temporary noise impacts; however, compliance with existing regulations and implementation of mitigation measures would reduce the temporary construction noise impacts. Mitigation measures have been identified to ensure that construction activities do not result in adverse noise effects. These construction related noise measures include the development of a Noise Control Plan, the use of temporary sound barriers and the utilization of specialty equipment equipped with enclosed engines and/or high-performance mufflers Operation of the LRT Alternative would result in potentially substantial noise effects, including noise from light-rail vehicle operations, audible warnings, and ancillary equipment. Compliance with existing regulations and mitigation measures that would require the development of permanent sound walls, measures to reduce wheel squeal and other measures identified in the *Noise and Vibration Technical Background Report* would reduce potential noise effects in Segment 1.

Therefore, while implementation of Segment 1 would change views, temporarily increase air emissions and noise levels, the long-term changes would be consistent with the designation of Westwood Boulevard as a major arterial. Compliance with existing regulations and implementation of mitigation measures MM NOI-1 through MM NOI-4 would reduce potential noise impacts in Segment 1. Therefore, Segment 1 would not result in an incompatibility with adjacent or surrounding land uses, and would not result in a degradation of the existing community. ***No adverse effect*** would occur.

Segment 1a: Venice/Sepulveda

Aesthetic impacts to sensitive land uses resulting from Segment 1a would be minimal as the segment does not contain any significant scenic vistas. In addition, while Segment 1a includes Venice Boulevard, which is designated as a scenic highway by the City of Los Angeles, implementation of the segment along this roadway would not affect views from the roadway or remove or damage any features considered scenic. However, implementation of Segment 1a would substantially degrade the existing visual character or quality of the site and its surroundings, or damage or remove important aesthetic features. Implementation of Segment 1a would result in a reconfigured streetscape along both Venice and Sepulveda Boulevards, including the loss of existing landscaping, the introduction of sound walls, and the introduction of aerial structures that would result in a sense of physical encroachment for the occupants of the commercial and residential structures located adjacent to the alignment, as well as refocusing the street level views in the vicinity. While mitigation is proposed to reduce visual impacts to the existing streetscape, the aerial guideway would create a sense of visual incompatibility. However, both Venice and Sepulveda Boulevard are heavily traveled arterial streets that are fully served by existing transit uses (i.e., bus service), and while the introduction of the LRT system elements would serve to alter the visual character of Segment 1a, the increased transit opportunity provided by the proposed project would not be inconsistent with the land uses along Venice and Sepulveda Boulevard~~, nor would they lead to a degradation of the land uses within Segment 1a~~. Mitigation measure MM AES-2 has been identified to ensure that property acquisitions along Venice and Sepulveda Boulevards would not lead to visual encroachment for residential uses adjacent to the acquired property. Therefore, while there would be a change in the visual quality as a result of implementation of Segment 1a, this aesthetic impact would not result in an incompatibility with adjacent or surrounding land uses.

Construction of the LRT Alternative within Segment 1a would result in the emission of criteria pollutants in excess of the thresholds established by the South Coast Air Quality Management District (SCAQMD). There are no feasible mitigation measures available to reduce the emissions to levels below the SCAQMD thresholds. However, these emissions would only occur during construction of the LRT Alternative, and would be temporary and would only occur during the hours of construction. Operation of the LRT Alternative would not result in an SCAQMD emission thresholds being exceeded. Therefore, implementation of Segment 1a would not result in an incompatibility with adjacent or surrounding land uses.

Construction of the LRT Alternative would result in temporary noise impacts; however, compliance with existing regulations and implementation of mitigation measures would reduce the temporary construction noise impacts. Operation of the LRT Alternative would result in potentially substantial noise impacts, including noise from alarms and crossing bells, wheel squeal, and ancillary equipment. Compliance with existing regulations and implementation of the previously identified mitigation measures would reduce potential impacts in Segment 1a.

Therefore, implementation of Segment 1a would not result in an incompatibility with adjacent or surrounding land uses. ***No adverse effect*** would occur.

Segment 2: Sepulveda to Cloverfield

Implementation of Segment 2 would not be incompatible with, or substantially degrade the existing visual character or quality of Segment 2 or its surroundings. This segment is characterized by light-industrial and commercial uses to the north of the Exposition ROW, with residential uses located to the south of Exposition Boulevard. With the exception of the area between Sawtelle Boulevard and Pico/Gateway Boulevard, the majority of the residential uses are screened from the Exposition ROW by existing fencing, walls, and landscaping. Because the LRT guideway and the I-405 overpass would both be elevated in this portion of the corridor, the guideway would not add a visually significant element to the existing setting. The extended aerial LRT guideway from just east of Bundy Drive to just west of Centinela Avenue would introduce a new visual element within the Exposition ROW in this area. However, area is bound by existing industrial uses and implementation of the project modification would not represent a substantial degradation in visual character. Therefore, implementing the Centinela grade separation would not lead to a degradation of the land uses within Segment 2.

Construction of the LRT Alternative within Segment 2 ~~Sepulveda~~ would result in the emission of criteria pollutants in excess of the thresholds established by the South Coast Air Quality Management District (SCAQMD). There are no feasible mitigation measures available to reduce the emissions to levels below the SCAQMD thresholds. However, these emissions would only occur during construction of the LRT Alternative, and would be temporary and would only occur during the hours of construction. Operation of the LRT Alternative would not result in an SCAQMD emission thresholds being exceeded. Therefore, implementation of Segment 2 ~~Sepulveda~~ would not result in an incompatibility with adjacent or surrounding land uses.

Construction of the LRT Alternative would result in temporary noise impacts; however, compliance with existing regulations and implementation of mitigation measures would reduce the temporary construction noise impacts. Operation of the LRT Alternative would result in potentially substantial noise impacts, including noise from alarms and crossing bells, wheel squeal, and ancillary equipment. Compliance with existing regulations and implementation of mitigation measures MM NOI-1 through MM NOI-4 would reduce potential noise impacts in Segment 2.~~Compliance with existing regulations and implementation of the previously identified mitigation measures would reduce potential impacts in Segment 2 Sepulveda~~. Therefore, implementation of Segment 2 ~~Sepulveda~~ would not result in an incompatibility with adjacent or surrounding land uses. ***No adverse effect*** would occur.

Segment 3: Olympic

Aesthetic impacts to sensitive land uses resulting from Segment 3 would be minimal as the segment would not adversely affect significant scenic vistas and does not intersect with and cannot be viewed from any local or state designated scenic highway. The scenic views identified for Segment 3 consist of coral trees on Olympic Boulevard, the Santa Monica Pier sign, and the Main Street Bridge. Implementation of Segment 3 would not obstruct or otherwise alter views of the Santa Monica Pier sign and the Main Street Bridge as existing views would not be obstructed. As for the coral trees along Olympic Boulevard, the landscaped median along the roadway provides an aesthetically pleasing focal view. However, the removal and replacement of the trees would not be considered an adverse effect as Olympic Boulevard is not

designated as a scenic corridor, and the median and coral trees are not unique or significant other than as landscaping. Further, other than the residential uses located at the mixed-use retail/apartment complex at 21st Street and Colorado Avenue (The Plaza at the Arboretum), there are no sensitive viewers of the LRT Alternatives in Segment 3.

In addition, implementation of Segment 3 would not substantially degrade the existing visual character or quality of the site and its surroundings, or damage or remove important aesthetic features. While the removal of the coral trees and landscaping would change the visual character of the ROW, mitigation would be included requiring landscaping on both the north and south side of the ROW with mature trees. In addition, the Colorado/4th Street Station would be consistent with the transit- and pedestrian-oriented character of downtown Santa Monica as well as the City of Santa Monica's Land Use and Circulation Plan.

Construction of the LRT Alternative within Segment 3 would result in the emission of criteria pollutants in excess of the thresholds established by the South Coast Air Quality Management District (SCAQMD). There are no feasible mitigation measures available to reduce the emissions to levels below the SCAQMD thresholds. However, these emissions would only occur during construction of the LRT Alternative, and would be temporary and would only occur during the hours of construction. Operation of the LRT Alternative would not result in an SCAQMD emission thresholds being exceeded. Therefore, implementation of Segment 3 would not result in an incompatibility with adjacent or surrounding land uses.

Construction of the LRT Alternative would result in temporary noise impacts; however, compliance with existing regulations and implementation of mitigation measures would reduce the temporary construction noise impacts. No operational noise impacts would be experienced along Segment 3. Compliance with existing regulations and implementation of the previously identified mitigation measures would reduce potential impacts in Segment 3. Therefore, implementation of Segment 3 would not result in an incompatibility with adjacent or surrounding land uses. ***No adverse effect*** would occur.

Segment 3a: Colorado

Aesthetic impacts to sensitive land uses resulting from Segment 3a would be minimal as the segment would not adversely affect significant scenic vistas and does not intersect with and cannot be viewed from any local or state designated scenic highway. The only scenic view identified for Segment 3a consists of a direct view of the Santa Monica Pier heading west on Colorado. However, implementation of Segment 3a would not obstruct or otherwise alter views of the Santa Monica Pier sign.

In addition, implementation of Segment 3a would not substantially degrade the existing visual character or quality of the site and its surroundings, or damage or remove important aesthetic features as the predominately industrial and transportation-oriented character of the area would not change. In addition, the Colorado/4th Street Station would be consistent with the transit- and pedestrian-oriented character of downtown Santa Monica.

Construction of the LRT Alternative within Segment 3a would result in the emission of criteria pollutants in excess of the thresholds established by the South Coast Air Quality Management District (SCAQMD). There are no feasible mitigation measures available to reduce the emissions to levels below the SCAQMD thresholds. However, these emissions would only occur during construction of the LRT Alternative, and would be temporary and would only occur during the hours of construction. Operation of the LRT Alternative would not result in an SCAQMD

emission thresholds being exceeded. Therefore, implementation of Segment 3a would not result in an incompatibility with adjacent or surrounding land uses.

Construction of the LRT Alternative would result in temporary noise impacts; however, compliance with existing regulations and implementation of mitigation measures would reduce the temporary construction noise impacts. Operation of the LRT Alternative would result in potentially substantial noise impacts, including noise from alarms and crossing bells, wheel squeal, and ancillary equipment. Compliance with existing regulations and implementation of regulations and implementation of ~~the previously identified~~ mitigation measures MM NOI-1 through MM NOI-4 would reduce potential noise impacts in Segment 3a. Therefore, implementation of Segment 3a would not result in an incompatibility with adjacent or surrounding land uses. ***No adverse effect*** would occur.

FEIR Design Options

Development of the Colorado Parking Retention, Colorado/4th Parallel Platform and South Side Parking, or Maintenance Facility Buffer design options would require only minor modifications of the facilities within the project alignment; however, the design options would not result in potential conflicts with existing land uses beyond those contemplated above for the LRT Alternatives. As such, impacts would be ***no adverse effect*** with these design options, consistent with the LRT Alternatives.

The Expo/Westwood Station No Parking Design Option would eliminate transit patron parking spaces associated with the proposed LRT Station, thereby reducing impacts. Impacts would be ***no adverse effect***, consistent with the LRT Alternatives.

Implementation of the Sepulveda Grade Separation Design Option would result in a change to the existing visual experience of the residential area between Tilden Avenue and Sepulveda Boulevard. Given that Sepulveda Boulevard is a heavily traveled street with an abundance of nearby commercial and industrial land uses to the north and west of the residential uses south of the Expo ROW, the guideway would not add a visually meaningful element to the existing setting. While the Sepulveda Grade Separation Design Option would result in a new visual feature in the residential area east of Sepulveda Boulevard, the project modification would not result in an incompatibility with adjacent or surrounding land uses. As such, implementation of the grade separation would not result in potential conflicts with existing land uses beyond those contemplated above for the LRT Alternatives. Impacts would be ***no adverse effect***, consistent with the LRT Alternatives.

CEQA Determination

Less-Than-Significant Impact. There would be roadway and transit service improvements associated with the No-Build Alternative. However, the only improvement that would change the physical environment in the Expo Phase 2 ROW would be the I-405 Widening project. Within the Expo Phase 2 ROW, the 405 project, with proposed sound walls and visual treatment of walls is not anticipated to result in aesthetic or noise impacts to adjacent land uses. Bus and other on-street improvements are also proposed as part of the No-Build Alternative, but these modifications would not affect land uses. Therefore, the No-Build Alternative would not result in an incompatibility with adjacent and surrounding land uses, and a ***less-than-significant*** impact would occur.

The TSM Alternative would include all of the improvements under the No-Build Alternative and new on-street bus services to directly serve the Expo Phase 2 community transit needs. Those additional improvements would include minor physical modifications such as upgraded bus stops and additional buses. In addition to the impacts identified in the No-Build Alternative, the TSM Alternative would also propose bus and other on-street improvements but these modifications would not affect land uses. Therefore, the TSM Alternative would not result in aesthetic, construction-related air quality, or noise impacts to adjacent land uses. Additionally, the TSM Alternative would not result in the introduction of any new stations. Therefore, the TSM Alternative would not result in an incompatibility with adjacent and surrounding land uses, and a ***less-than-significant*** impact would occur.

With respect to the LRT Alternatives, the character of the land uses would not result in an incompatibility with adjacent or surrounding land uses caused by degradation or disturbances that diminish the quality of a particular land use. This is a ***less-than-significant*** impact.

4.4 Cumulative Impacts

The 2008 RTP (SCAG 2008), which is hereby incorporated by reference, provides the cumulative context for analysis of the proposed project. The 2008 RTP project list is divided into three sections. At the center is the Regional Transportation Improvement Program (RTIP), which forms the foundation of the RTP project investment strategy and represents the first six years of already-committed funding. The RTP contains an additional financially constrained set of transportation projects above and beyond the RTIP. Finally, the Strategic Plan represents an unconstrained, illustrative list of potential projects that the region would pursue given additional funding and commitment. The Exposition Light Rail is included in the 2008 RTIP.

The cumulative analysis addresses the impacts of the proposed project in combination with other planned and approved projects.

Since no impacts have been identified for the No-Build Alternative and TSM Alternative relative to physical division of an established community; disruption or division of an existing neighborhood; inconsistency with plans or policies adopted for the purpose of mitigating environmental effects; and incompatibility with adjacent and surrounding land uses caused by degradation or disturbances that diminish the quality of a particular land use, no cumulative effect could occur, and no further discussion is provided of these alternatives.

Criterion	**Would the project result in the physical division of an established community?**

All projects contained within the RTP would be reviewed by Metro and the cities of Los Angeles, Santa Monica, and Culver City to in ensure that individual projects would not combine to physically divide any existing community or district in the SCAG region. However, one or more of the projects contained in the RTP may combine to physically divide a community due to specific issues associated with these projects or their location. Even if the cumulative impacts of these projects would be significant, the contribution of the project to these impacts would not be cumulatively considerable under the LRT Alternatives as the project would not physically divide an established community and no adverse affect would occur. Therefore, the project's cumulative impacts would not be adverse.

Criterion	**Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, or local coastal program) adopted for the purpose of avoiding or mitigating an environmental effect?**

The development of projects contained in the RTP could result in changes to existing land uses in the SCAG Region through the intensification of land uses adjacent to the projects to higher density uses. All projects contained in the RTP would be reviewed for consistency with adopted land use plans and policies by the lead agency to ensure that they would be consistent with applicable planning documents and zoning requirements. However, significant land use conflicts may occur with respect to one or more of the projects contained in the RTP due to specific issues associated with these projects or their location. Even if the cumulative impacts of these projects would be significant, the contribution of the project to these impacts would not be cumulatively considerable as the project is exempt from local land use policies and regulations. Therefore, the project's cumulative impacts would not be adverse.

Criterion	**Would the project result in an incompatibility with adjacent and surrounding land uses caused by degradation or disturbances that diminish the quality of a particular land use?**

The project, in combination with other existing, approved, and reasonably foreseeable projects, would not result in an incompatibility with adjacent and surrounding land uses, and the cumulative impact would be less than significant. In the built-out communities of Los Angeles, Culver City, and Santa Monica, there are few places to develop new uses. Most development is infill development, and is evaluated consistent with existing land uses and with existing land use plans and policies. Development like the LRT Alternatives could encourage higher intensity uses at transit nodes, which generally reinforces existing patterns of use. Therefore, the project's cumulative impacts would not be adverse.

5. REFERENCES

Southern California Association of Governments (SCAG). 1996. *Regional Comprehensive Plan and Guide*, March.

———. 2004. *Regional Transportation Plan Update*.

City of Los Angeles. 1999. *West Los Angeles Community Plan*. Available at http://www.ci.la.ca.us/PLN/complan/pdf/wlacptxt.pdf. Accessed October 19, 2007.

———. 1997. *Palms–Mar Vista–Del Ray Community Plan*. Available at http://www.ci.la.ca.us/PLN/complan/pdf/plmcptxt.pdf. Accessed October 19, 2007.

———. 1999. *City of Los Angeles Transportation Element of the General Plan*. Available at: http://www.ci.la.ca.us/PLN/Cwd/GnlPln/TransElt/index.htm. Accessed October 19, 2007.

———. 2008. *City of Los Angeles Draft Industrial Land Use Policy*. Available at: http://cityplanning.lacity.org/. Accessed January 16, 2008.

City of Santa Monica. ~~1992. *Land Use Plan of the Local Coastal Program*. Partially certified, August.~~

~~———.~~2002. *Land Use and Circulation Element of the Santa Monica General*. Santa Monica, CA.

———. 2005. *City of Santa Monica Civic Center Specific Plan*. Santa Monica, CA.

City of Culver City. 1996. *Culver City General Plan Circulation Element*. Culver City, CA.

———. 2005. *Culver City General Plan Land Use Element*. Culver City. CA.

———. 2005. *Culver City Redevelopment Agency: Design for Development for Exposition Light Rail Transit and Station Area*. Culver City, CA.

———. 2004 *Redevelopment Plan for the Culver City Redevelopment Project*. Culver City, CA.

~~Cityworks Design. 2007. *Draft Urban Design Concept Report*, 19 November.~~