

## Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613  
 For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

<b>SCH #</b>
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**Project Title:** \_\_\_\_\_

Lead Agency: \_\_\_\_\_ Contact Person: \_\_\_\_\_

Mailing Address: \_\_\_\_\_ Phone: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_ County: \_\_\_\_\_

**Project Location:** County: \_\_\_\_\_ City/Nearest Community: \_\_\_\_\_

Cross Streets: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Longitude/Latitude (degrees, minutes and seconds): \_\_\_\_\_° \_\_\_\_\_' \_\_\_\_\_" N / \_\_\_\_\_° \_\_\_\_\_' \_\_\_\_\_" W Total Acres: \_\_\_\_\_

Assessor's Parcel No.: \_\_\_\_\_ Section: \_\_\_\_\_ Twp.: \_\_\_\_\_ Range: \_\_\_\_\_ Base: \_\_\_\_\_

Within 2 Miles: State Hwy #: \_\_\_\_\_ Waterways: \_\_\_\_\_

Airports: \_\_\_\_\_ Railways: \_\_\_\_\_ Schools: \_\_\_\_\_

**Document Type:**

- |                                      |  |                                    |  |
|--------------------------------------|--|------------------------------------|--|
| CEQA: <input type="checkbox"/> NOP   | <input type="checkbox"/> Draft EIR                 | NEPA: <input type="checkbox"/> NOI | Other: <input type="checkbox"/> Joint Document |
| <input type="checkbox"/> Early Cons  | <input type="checkbox"/> Supplement/Subsequent EIR | <input type="checkbox"/> EA        | <input type="checkbox"/> Final Document        |
| <input type="checkbox"/> Neg Dec     | (Prior SCH No.) _____                              | <input type="checkbox"/> Draft EIS | <input type="checkbox"/> Other: _____          |
| <input type="checkbox"/> Mit Neg Dec | Other: _____                                       | <input type="checkbox"/> FONSI     | _____  |

**Local Action Type:**

- |   |   |  |   |
|---|---|--|---|
| <input type="checkbox"/> General Plan Update    | <input type="checkbox"/> Specific Plan            | <input type="checkbox"/> Rezone                            | <input type="checkbox"/> Annexation     |
| <input type="checkbox"/> General Plan Amendment | <input type="checkbox"/> Master Plan              | <input type="checkbox"/> Prezone                           | <input type="checkbox"/> Redevelopment  |
| <input type="checkbox"/> General Plan Element   | <input type="checkbox"/> Planned Unit Development | <input type="checkbox"/> Use Permit                        | <input type="checkbox"/> Coastal Permit |
| <input type="checkbox"/> Community Plan         | <input type="checkbox"/> Site Plan                | <input type="checkbox"/> Land Division (Subdivision, etc.) | <input type="checkbox"/> Other: _____   |

**Development Type:**

- |   |  |
|---|--|
| <input type="checkbox"/> Residential: Units _____ Acres _____                 | <input type="checkbox"/> Transportation: Type _____            |
| <input type="checkbox"/> Office: Sq.ft. _____ Acres _____ Employees _____     | <input type="checkbox"/> Mining: Mineral _____                 |
| <input type="checkbox"/> Commercial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Power: Type _____ MW _____            |
| <input type="checkbox"/> Industrial: Sq.ft. _____ Acres _____ Employees _____ | <input type="checkbox"/> Waste Treatment: Type _____ MGD _____ |
| <input type="checkbox"/> Educational: _____                                   | <input type="checkbox"/> Hazardous Waste: Type _____           |
| <input type="checkbox"/> Recreational: _____                                  | <input type="checkbox"/> Other: _____                          |
| <input type="checkbox"/> Water Facilities: Type _____ MGD _____               |  |

**Project Issues Discussed in Document:**

- |   |   |  |   |
|---|---|--|---|
| <input type="checkbox"/> Aesthetic/Visual         | <input type="checkbox"/> Fiscal                     | <input type="checkbox"/> Recreation/Parks                | <input type="checkbox"/> Vegetation               |
| <input type="checkbox"/> Agricultural Land        | <input type="checkbox"/> Flood Plain/Flooding       | <input type="checkbox"/> Schools/Universities            | <input type="checkbox"/> Water Quality            |
| <input type="checkbox"/> Air Quality              | <input type="checkbox"/> Forest Land/Fire Hazard    | <input type="checkbox"/> Septic Systems                  | <input type="checkbox"/> Water Supply/Groundwater |
| <input type="checkbox"/> Archeological/Historical | <input type="checkbox"/> Geologic/Seismic           | <input type="checkbox"/> Sewer Capacity                  | <input type="checkbox"/> Wetland/Riparian         |
| <input type="checkbox"/> Biological Resources     | <input type="checkbox"/> Minerals                   | <input type="checkbox"/> Soil Erosion/Compaction/Grading | <input type="checkbox"/> Growth Inducement        |
| <input type="checkbox"/> Coastal Zone             | <input type="checkbox"/> Noise                      | <input type="checkbox"/> Solid Waste                     | <input type="checkbox"/> Land Use                 |
| <input type="checkbox"/> Drainage/Absorption      | <input type="checkbox"/> Population/Housing Balance | <input type="checkbox"/> Toxic/Hazardous                 | <input type="checkbox"/> Cumulative Effects       |
| <input type="checkbox"/> Economic/Jobs            | <input type="checkbox"/> Public Services/Facilities | <input type="checkbox"/> Traffic/Circulation             | <input type="checkbox"/> Other: _____             |

**Present Land Use/Zoning/General Plan Designation:**

**Project Description:** (please use a separate page if necessary)

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

## Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with an "X".  
If you have already sent your document to the agency please denote that with an "S".

<input type="checkbox"/> Air Resources Board	<input type="checkbox"/> Office of Historic Preservation
<input type="checkbox"/> Boating & Waterways, Department of	<input type="checkbox"/> Office of Public School Construction
<input type="checkbox"/> California Emergency Management Agency	<input type="checkbox"/> Parks & Recreation, Department of
<input type="checkbox"/> California Highway Patrol	<input type="checkbox"/> Pesticide Regulation, Department of
<input type="checkbox"/> Caltrans District # _____	<input type="checkbox"/> Public Utilities Commission
<input type="checkbox"/> Caltrans Division of Aeronautics	<input type="checkbox"/> Regional WQCB # _____
<input type="checkbox"/> Caltrans Planning	<input type="checkbox"/> Resources Agency
<input type="checkbox"/> Central Valley Flood Protection Board	<input type="checkbox"/> Resources Recycling and Recovery, Department of
<input type="checkbox"/> Coachella Valley Mtns. Conservancy	<input type="checkbox"/> S.F. Bay Conservation & Development Comm.
<input type="checkbox"/> Coastal Commission	<input type="checkbox"/> San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
<input type="checkbox"/> Colorado River Board	<input type="checkbox"/> San Joaquin River Conservancy
<input type="checkbox"/> Conservation, Department of	<input type="checkbox"/> Santa Monica Mtns. Conservancy
<input type="checkbox"/> Corrections, Department of	<input type="checkbox"/> State Lands Commission
<input type="checkbox"/> Delta Protection Commission	<input type="checkbox"/> SWRCB: Clean Water Grants
<input type="checkbox"/> Education, Department of	<input type="checkbox"/> SWRCB: Water Quality
<input type="checkbox"/> Energy Commission	<input type="checkbox"/> SWRCB: Water Rights
<input type="checkbox"/> Fish & Game Region # _____	<input type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> Food & Agriculture, Department of	<input type="checkbox"/> Toxic Substances Control, Department of
<input type="checkbox"/> Forestry and Fire Protection, Department of	<input type="checkbox"/> Water Resources, Department of
<input type="checkbox"/> General Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Health Services, Department of	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Housing & Community Development	
<input type="checkbox"/> Native American Heritage Commission	

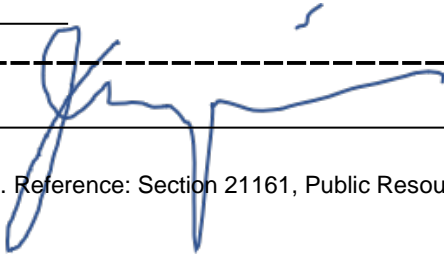
### Local Public Review Period (to be filled in by lead agency)

Starting Date \_\_\_\_\_ Ending Date \_\_\_\_\_

### Lead Agency (Complete if applicable):

Consulting Firm: _____	Applicant: _____
Address: _____	Address: _____
City/State/Zip: _____	City/State/Zip: _____
Contact: _____	Phone: _____
Phone: _____	

Signature of Lead Agency Representative: \_\_\_\_\_ Date: \_\_\_\_\_



Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

## Project Description (Continued)

Metro staff is initiating environmental review of six build alternatives informed by both the Sepulveda Transit Corridor Feasibility Study and concepts developed by Pre-Development Agreement (PDA) contractors. All of the alternatives described below would have a northern terminus station near the Van Nuys Metrolink/Amtrak Station and a southern terminus station near the Metro E Line (Expo) and include stations that provide connections to the Metrolink Ventura County Line, the East San Fernando Valley Transit Corridor, the Metro G Line (Orange), D Line (Purple) and E Line.

**Alternative 1: Monorail with aerial alignment in Interstate 405 (I-405) corridor and electric bus connection to UCLA.** Alternative 1 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.3 miles. The monorail guideway would be entirely aerial and generally located within the Interstate I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 1 would have eight aerial monorail stations: Exposition BI (Metro E Line), Santa Monica BI, Wilshire BI (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station. At Wilshire BI, an aerial station would be located on the west side of I-405, and an electric bus shuttle would provide service along a 1.4-mile route between the Metro D Line Westwood/VA Station and UCLA Gateway Plaza, with intermediate stops at Wilshire BI/Veteran Av and Westwood BI/Le Conte Av. The electric bus shuttle would operate at the same frequency as the monorail. A maintenance and storage facility (MSF) for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station. Electric buses would be maintained within the existing UCLA BruinBus maintenance facility on Veteran Avenue north of Kinross Avenue.

**Alternative 2: Monorail with aerial alignment in Interstate 405 (I-405) corridor and aerial automated people mover connection to UCLA.** Alternative 2 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 15.8 miles. The monorail guideway would be entirely aerial and generally located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. In some areas, including all stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 2 would have eight aerial monorail stations: Exposition BI (Metro E Line), Santa Monica BI, Wilshire BI (Metro D Line), the Getty Center, US-101, Metro G Line, Sherman Way and the Van Nuys Metrolink Station. South of Santa Monica BI and north of Sunset BI, the alignment of Alternative 2 would be the same as that of Alternative 1. At Wilshire BI, an aerial station would be located on the south side of the street along Veteran Av. To provide a connection to the UCLA campus, a pedestrian bridge across Wilshire BI would connect to an aerial Automated People Mover (APM) station on the north side of the street. From there, the APM would travel on a 1.0-mile aerial guideway located primarily along Gayley Avenue to an aerial APM station near the west end of Bruin Walk on the UCLA campus. The APM would operate at the same frequency as the monorail. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station, and an MSF for APM vehicles would be located above the existing UCLA BruinBus maintenance facility on Veteran Avenue north of Kinross Avenue.

**Alternative 3: Monorail with aerial alignment in Interstate 405 (I-405) corridor and underground alignment between the Getty Center and Wilshire BI.** Alternative 3 would utilize monorail technology, with automated train operations and planned peak frequencies of 2 minutes. Trains would consist of two to eight cars and are expected to consist of six cars during peak periods, with each car having a capacity of 76 to 79 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 16.2 miles. The monorail guideway would be aerial for most of the alignment, with a 3.3-mile tunnel segment between the Getty Center and Wilshire BI. The aerial alignment would generally be located within the I-405 right-of-way and then adjacent to the Metrolink Ventura County Line railroad tracks between I-405 and the Van Nuys Metrolink Station. South of Santa Monica BI and north of the Getty Center, the alignment of Alternative 3 would be the same as that of Alternatives 1 and 2. Just south of Wilshire BI, the alignment would diverge from the I-405 median, transition to below grade north of Wilshire BI, and travel underneath Westwood Village and UCLA, before returning to the I-405 corridor just south of the proposed Getty Center Station. In some areas, including all aerial stations, the guideway and passenger platforms would be located on one side of the freeway. Alternative 3 would have one underground monorail station at UCLA Gateway Plaza and eight aerial monorail stations: Exposition BI (Metro E Line), Santa Monica BI, Wilshire BI (Metro D Line), the Getty Center, US-101, the Metro G Line, Sherman Way and the Van Nuys Metrolink

Station. An MSF for monorail vehicles would be located above the existing parking lot at the Metro G Line Sepulveda Station.

**Alternative 4: Heavy rail with underground alignment south of Ventura BI and aerial alignment generally along Sepulveda BI in the San Fernando Valley.** Alternative 4 would utilize steel-wheel heavy rail transit (HRT) trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be underground between the southern terminus and a portal south of Ventura BI in the San Fernando Valley. Between this portal and Ventura BI, the guideway would be aerial on the east side of I-405. North of Ventura BI, the guideway would generally be located above Sepulveda BI until curving southeast to parallel the Metrolink Ventura County Line railroad tracks. Alternative 4 would have four underground stations at Exposition BI (Metro E Line), Santa Monica BI, Wilshire BI (Metro D Line) and UCLA Gateway Plaza, and four aerial stations at Ventura BI, the Metro G Line, Sherman Way and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

**Alternative 5: Heavy rail with underground alignment including along Sepulveda BI in the San Fernando Valley.** Alternative 5 would utilize steel-wheel HRT trains, with automated train operations and planned peak frequencies of 2.5 minutes. Trains would typically consist of three cars, with each car having a capacity of 170 passengers, but could be increased to four cars. The southern terminus station would be adjacent to the Metro E Line Expo/Sepulveda Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be approximately 14 miles. The alignment would be the same as that of Alternative 4, but it would be underground between the southern terminus and a portal south of the Metrolink Ventura County Line railroad tracks. Near the northern terminus, the alignment would be aerial parallel to the Metrolink Ventura County Line railroad tracks. Alternative 5 would have seven underground stations at Exposition BI (Metro E Line), Santa Monica BI, Wilshire BI (Metro D Line), UCLA Gateway Plaza, Ventura BI, the Metro G Line and Sherman Way, and one aerial station at the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located west of Woodman Av south of the Metrolink Ventura County Line railroad tracks.

**Alternative 6: Heavy rail with entirely underground alignment including along Van Nuys BI in the San Fernando Valley and southern terminus station on Bundy Dr.** Alternative 6 would utilize the same driver-operated steel-wheel HRT trains as used on the Metro B and D lines, with planned peak frequencies of 4 minutes. Trains would consist of two, four or six cars and are expected to consist of six cars during peak periods, with each car having a capacity of 133 passengers. The southern terminus station would be adjacent to the Metro E Line Expo/Bundy Station, and the northern terminus station would be adjacent to the Van Nuys Metrolink Station. The length of the alignment between the terminus stations would be 12.6 miles. The alignment would be entirely underground, with the segment on the Westside running generally northeast between the Metro E Line Expo/Bundy Station and the UCLA campus, and the segment in the San Fernando Valley located along Van Nuys BI. Alternative 6 would have seven underground stations at Olympic BI (Metro E Line), Santa Monica BI (West LA Civic Center), Wilshire BI (Metro D Line), UCLA Gateway Plaza, Ventura BI, the Metro G Line and the Van Nuys Metrolink Station. An MSF for HRT vehicles would be located east of Van Nuys BI north of the Van Nuys Metrolink Station.