

Sepulveda Transit Corridor Project (STCP) Impacts on Sherman Oaks



August 21, 2025

**STCP Concepts
in Sherman Oaks**

Alts 1 & 3 are monorail
above the 405 Freeway (no
Alt 2)

Alt 4 is heavy rail on
elevated tracks above
Sepulveda Blvd.

Alt 5 is heavy rail subway
below Sepulveda Blvd.

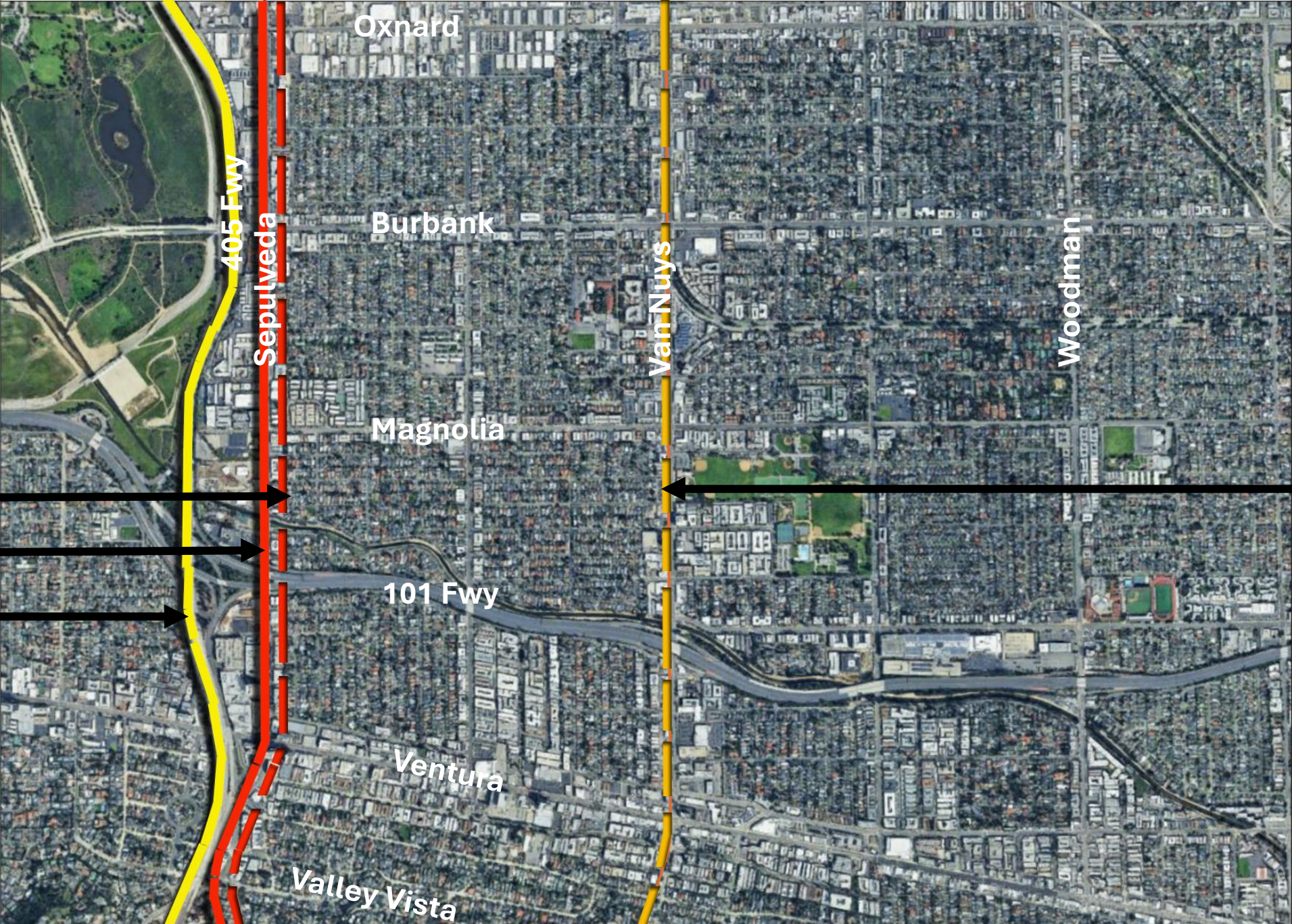
Alt 6 is heavy rail subway
below Van Nuys Blvd.

Alt 5 →

Alt 4 →

Alt 1 & 3 →

← **Alt 6**



Project Benefits

- Fast and reliable alternative to automobile or bus travel.
- Connect to major destinations such as the Van Nuys Civic Center, the Sherman Oaks Galleria, Getty Center, and UCLA
- Connect to the existing transit network: E (Expo) Line, D (Purple) Line, G (Orange) Line, East San Fernando Line, Metrolink
- Providing Regional Access: 1.8 million people live in the Valley, about 500,000 jobs on the Westside, about 86,000 commute to UCLA each day
- Health & Environmental benefits due to fewer people driving include air quality, health, traffic and traffic safety

From Metro Sepulveda Transit Corridor Project presentation

A Study of the Impacts on Sherman Oaks

Concerns: Funding, Parking, First mile-last mile, Future impact to Valley	Budget 2025 Dollars
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Alternatives 1 & 3: above ground, run along the eastern edge of the 405 Freeway north of the 101 Freeway.	\$17.8 B, \$24.0 B
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Alternative 4: above ground, disruptive and destructive to life in Sherman Oaks and Van Nuys, impact on the 96" high pressure water main. Vibration problems noted in Draft Environmental Report (DEIR).	\$23.1 B
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Alternative 5: impact on the 96" high pressure water main. Vibration problems noted in DEIR.	\$27.9 B
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Alternative 6: construction related land acquisition. Old tunnel and train technology.	\$28.2 B
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Alt 1 & 3 Route

Existing



Proposed



**Alt 1 & 3
Route**

Monorail



Proposed

Alt 1 & 3

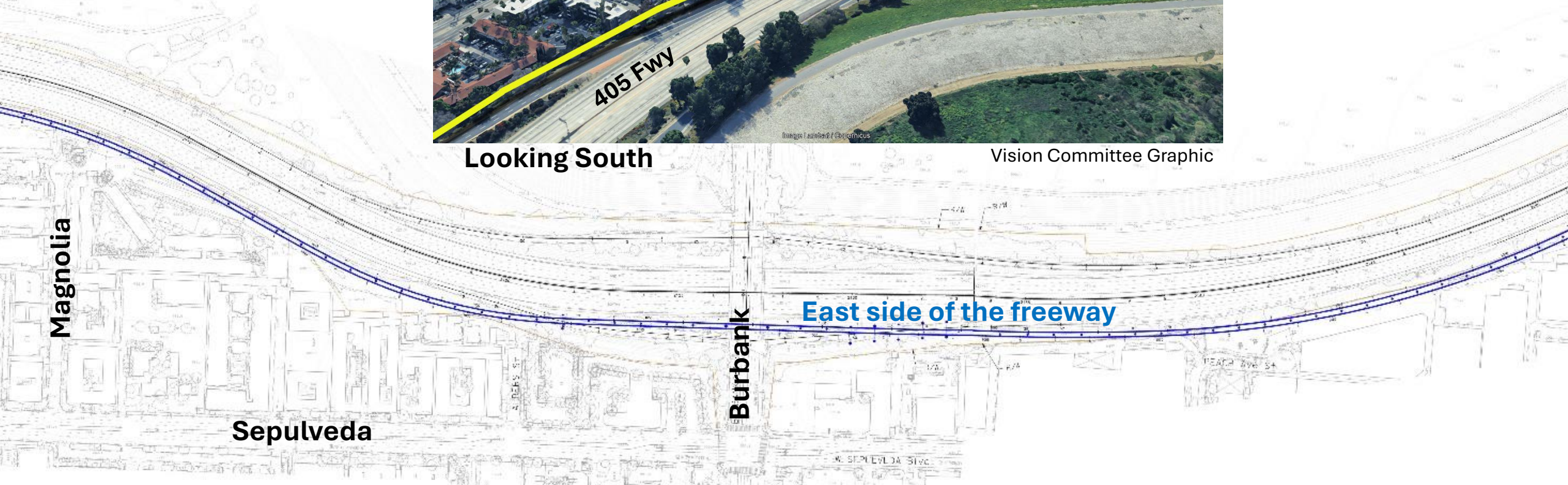
North of the 101 Fwy,
the monorail is on the
east side of the freeway
adjacent to residences.



Looking South

Vision Committee Graphic

There is no
photomontage
illustrating this
impact on residences.



Alt 4

New cul de sac

Del Gado

Woodcliff

Valley Vista

Saugus

Sutton

Sepulveda

405 Fwy

There is no
photomontage
illustrating
this impact

Figure 3.1-36. KOP 13 – Before and After Simulation View, View Looking West Toward the Tunnel Portal Structure South of the Del Gado Cul-De-Sac



This is what is
shown in the DEIR

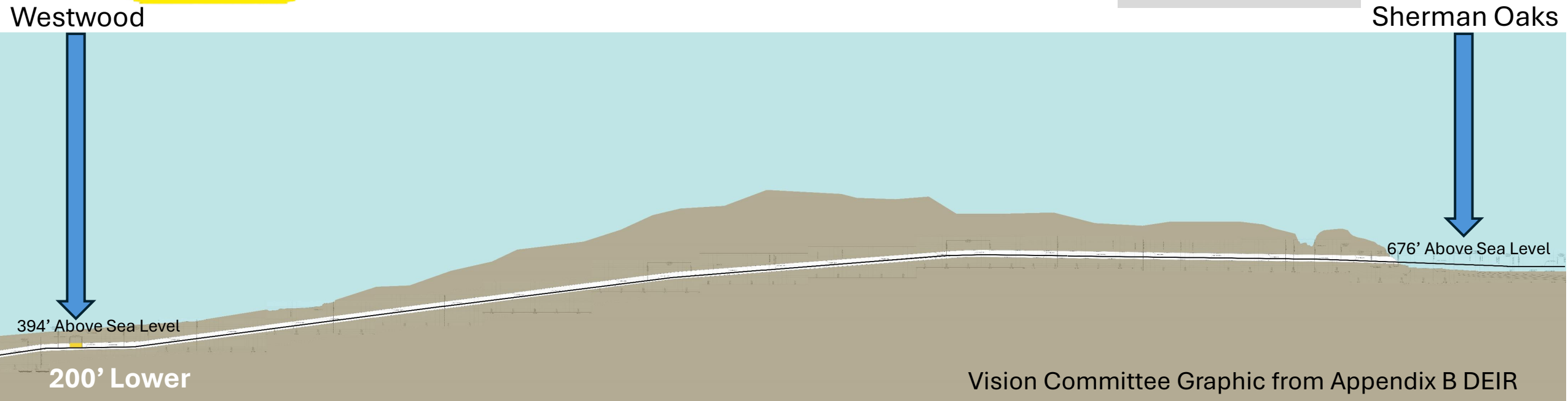


Source: HTA, 2024 [DEIR Chapt 3.1, PDF pg 115]

Alt 4

Alternative 4 Topographic Section

There is no
illustration like
this in the DEIR



Alt 4

Alternative 4 Topographic Section

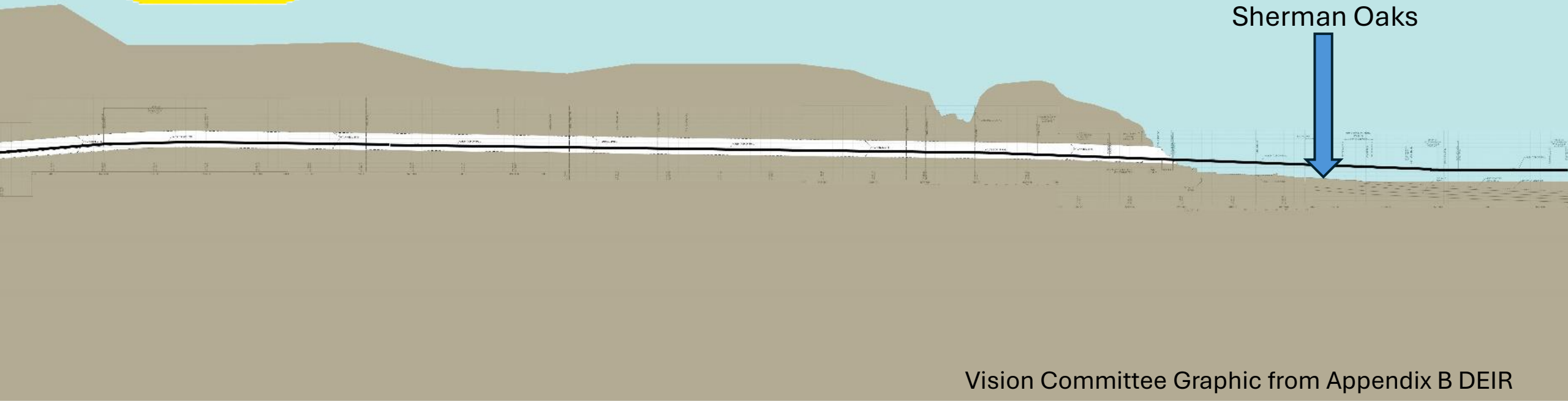
UCLA
Station



Vision Committee Graphic from Appendix B DEIR

Alt 4

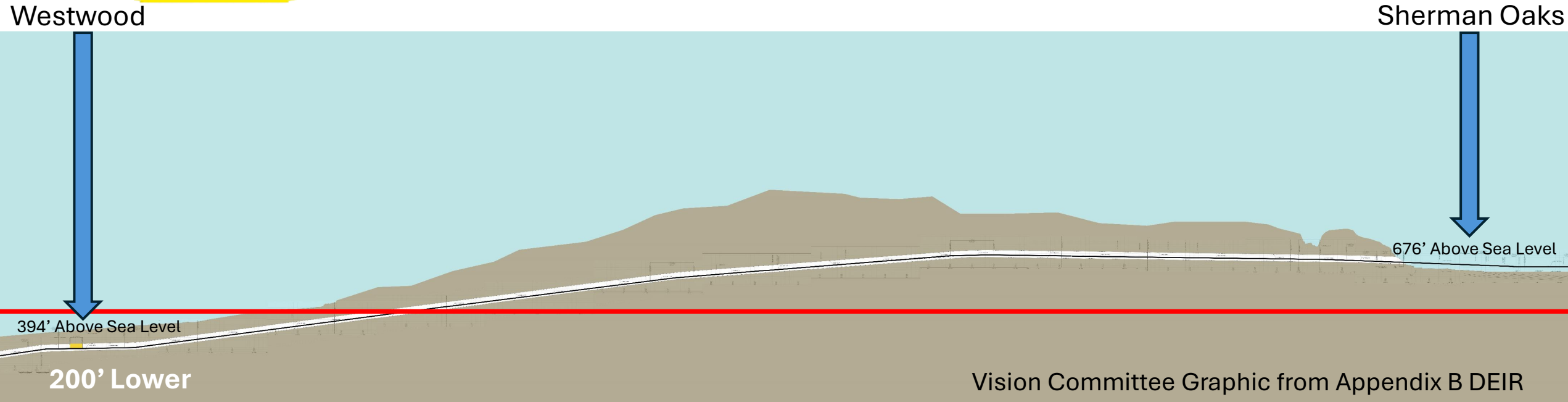
Alternative 4 Topographic Section



Vision Committee Graphic from Appendix B DEIR

Alt 4

Alternative 4 Topographic Section



**Some claim Alt 4 the more rational alternative because the Valley is lower than Westwood.
However, the reverse is true.
Therefore, Alt 4 should run below ground in the Valley and above at UCLA.**

Figure 3.1-38. KOP 18 – Before and After Simulation View, View Looking North From Sepulveda Boulevard at Camarillo Street Toward the Aerial Alignment as It Crosses US-101

Alt 4



Existing



Proposed

SONC & SOHA Presentation

Figure 3.1-39. KOP 5 – Before and After Simulation View, View Looking South from Sepulveda Boulevard at Morrison Street Toward the Aerial Alignment as It Crosses the US-101 Freeway



Existing



Proposed

There are no eye level views of this impact.

There is no consistency in the route location presentations. This makes it difficult to understand and equate the proposals.

Alt 4



Oxnard

Burbank



Magnolia

Above Sepulveda

101 FWY

405 FWY

Ventura

Alternative 4 Aesthetic Impacts

"Within LU-4, the Alternative 4 alignment would travel underground to the tunnel portal adjacent to Del Gado Drive. At the tunnel portal, the Alternative 4 alignment would transition to an aerial guideway that would generally run above Sepulveda Boulevard to the Ventura Boulevard/Sepulveda Boulevard Station. The primary visual elements of Alternative 4 would include the tunnel portal adjacent to Del Gado Drive, retaining wall to support the daylighting to an aerial configuration, columns to support the aerial guideway either parallel to or along the center median of the Sepulveda Boulevard, and column bents to support the aerial Ventura Boulevard/Sepulveda Boulevard Station. While these features, particularly the aerial guideway and aerial station, would be highly visible, they would not substantially obstruct views of the Santa Monica Mountains to the south because the surrounding industrial and commercial development already prevents clear views of the mountains, and views would be obstructed by existing structures."

The issue is not the impact on mountain views, but the impact on living next to, walking and driving under, living with the noise, shadow, and community division.

Stations

Alt 1 & 3



Alt 4



Alt 4

The Station is going here

Dickens

Sepulveda

Mobil

Saugus

Alt 5

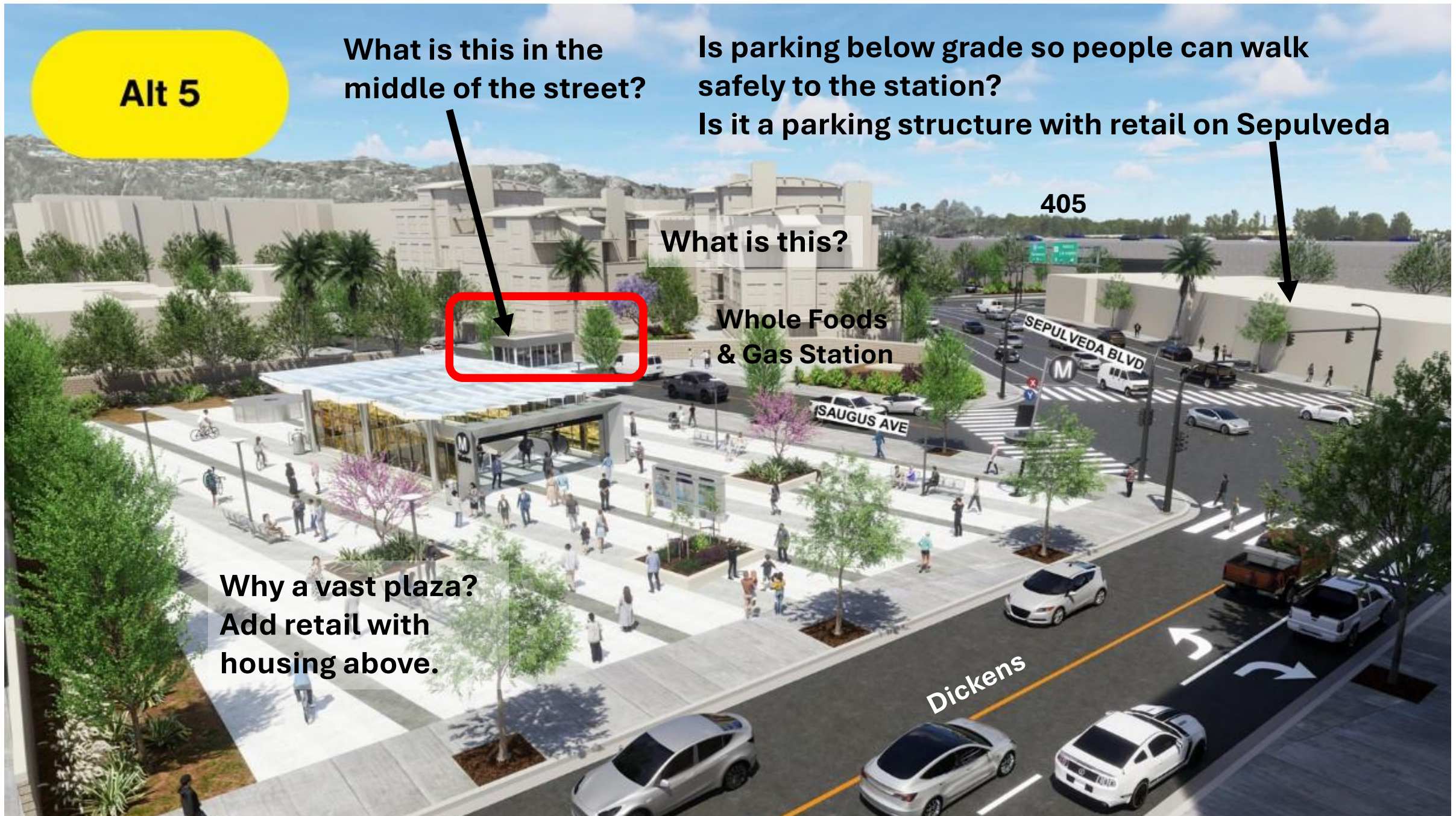
What is this in the middle of the street?

Is parking below grade so people can walk safely to the station?
Is it a parking structure with retail on Sepulveda

What is this?

Whole Foods & Gas Station

Why a vast plaza?
Add retail with housing above.



Alt 5

**Whole Foods
& Gas Station**

Parking is here

Sepulveda

Saugus

The Station is going here

Dickens

Alt 6



Alt 6

Parking

Parking

**The Station is
going here**

**Why surface parking and
a barren plaza?**

Van Nuys

Ventura

There is no consistency in the station design presentations. This makes it difficult to understand and equate the proposals.

A different proposed solution

Alt 6

The concept should be:
The station in a landscaped plaza with retail on the plaza and on Ventura.
Parking from Moorpark.
And housing above!

Van Nuys

Ventura

Parking

Concern: First mile-last mile

Table 4-6. Existing and New Parking Spaces by Station for Alternatives 1-6

Station	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Van Nuys Metrolink Station	0	0	0	0	0
Sherman Way	0	0	New: 122	New: 122	0
Metro G Line	Existing: 1205	Existing: 1205	Existing: 1205	Existing: 1205	Existing: 307
Ventura Boulevard ^a	0	0	New: 92	New: 92	New: 185
Getty Center	0	0	--	--	--
UCLA Gateway Plaza	--	0	0	0	0
Metro E Line Expo/Sepulveda ^b	Existing: 260	Existing: 260	New: 126 Existing: 260	New: 126 Existing: 260	--
Metro E Line Expo/Bundy ^b	--	--	--	--	New: 80 Existing: 217

Source: HTA, 2024 [DESIR Travel Demand Forecasting Report, PDF page 47]

Alt 4 & 5

The largest is the Metropolitan Water District's Sepulveda Feeder, a 12 1/2-foot-diameter pipe that roughly parallels the San Diego Freeway before tunneling through the Sepulveda Pass on its way south. According to Assistant Area Supt. Frank Bellisle, if a major catastrophe ruptured the line, hundreds of acre-feet of water would be released before it could be shut down. (One acre-foot is 326,000 gallons.) "If a contractor punched a hole, even a relatively small one, you'd probably see water shooting 300-and-something feet in the air."

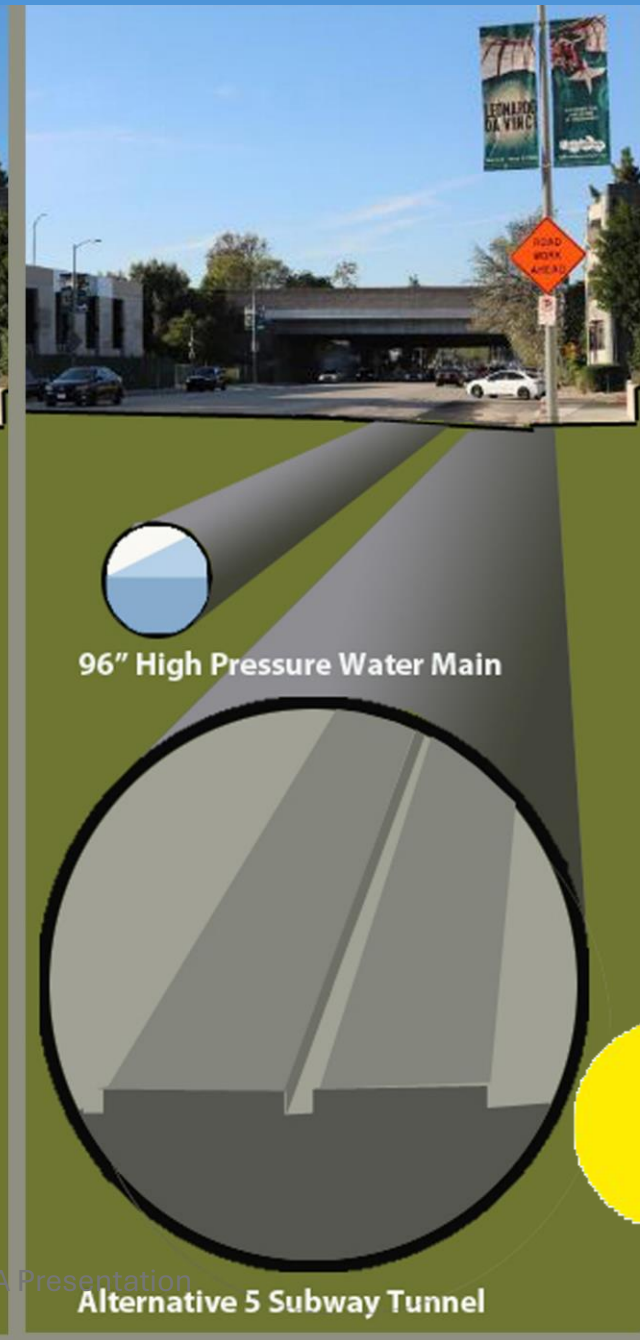
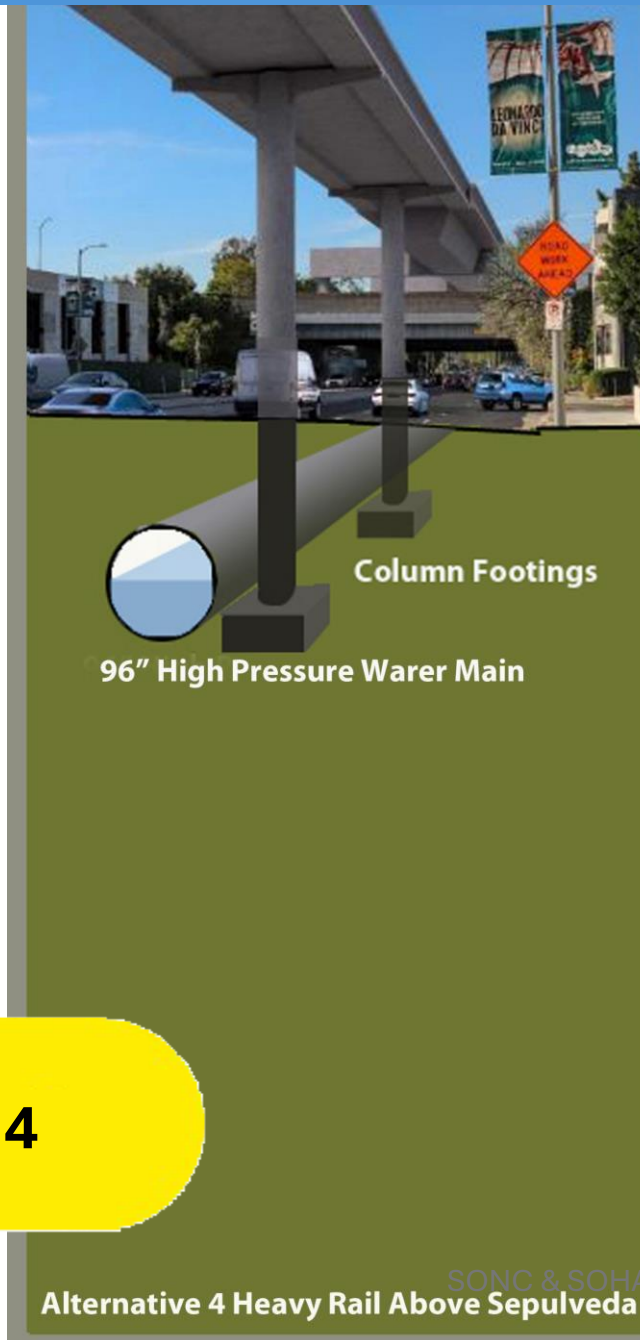
How do Alternative 4 & 5 address building over this high-pressure water main?

High Pressure Water Main Under Sepulveda

The water main that broke below Sunset Blvd. in 2014 was 30" diameter. 8 to 10 million gallons of water flowed through UCLA.

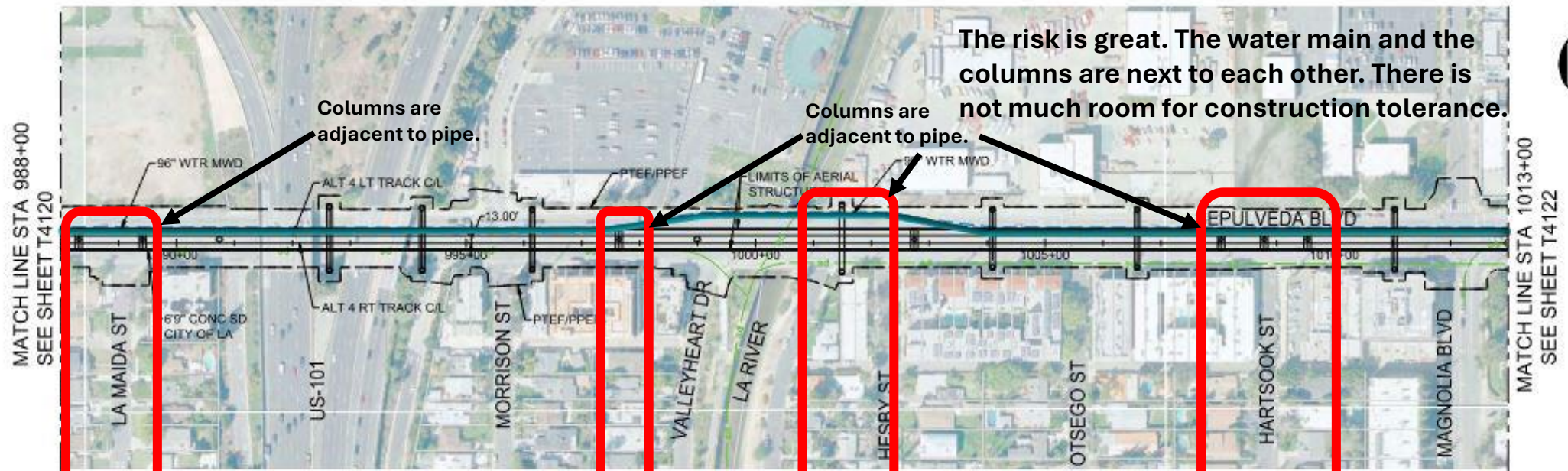
30" pipe = 4.9 S.F.

96" pipe = 50.3 S.F.

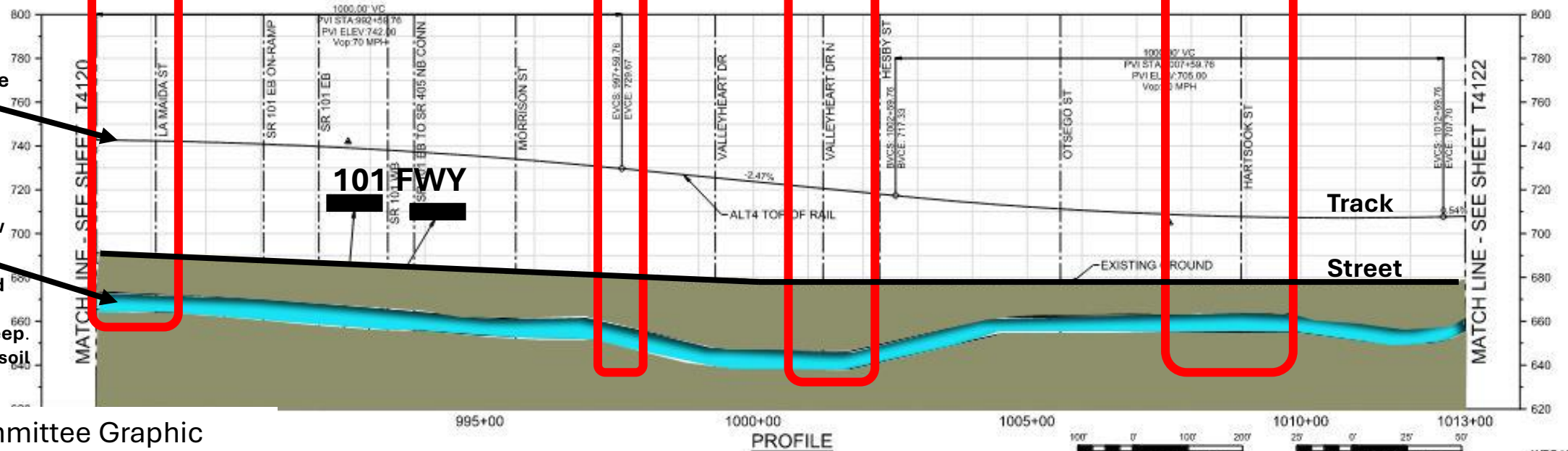


Neither of these alternatives can be constructed without impacting the 96" high-pressure water main.

We request the engineering studies and the cost to protect this pipe.



PLAN

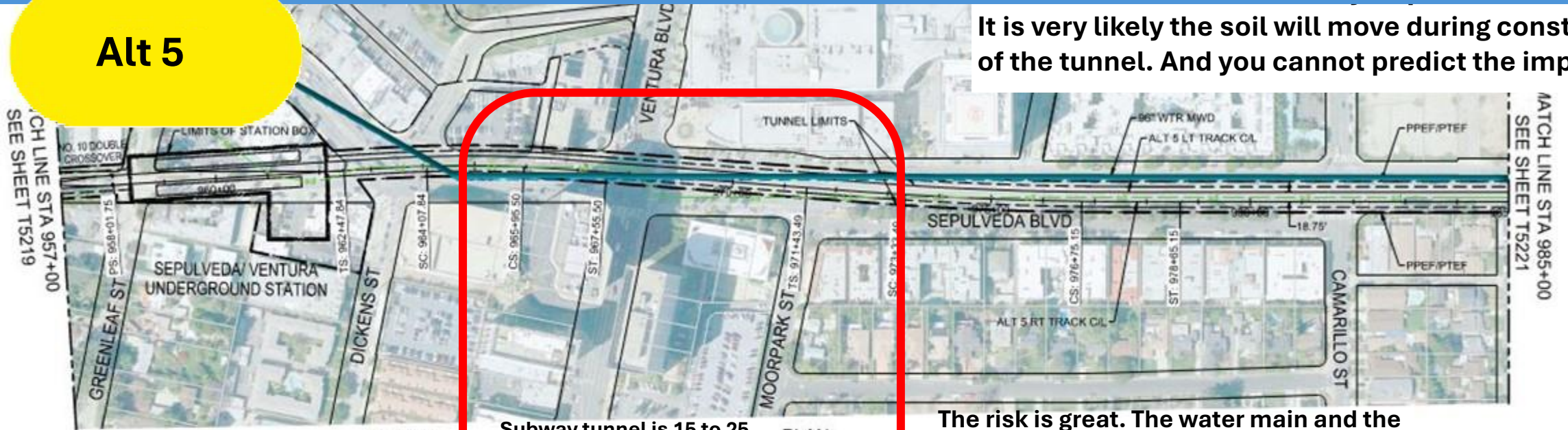


PROFILE

High Pressure Water Main Under Sepulveda

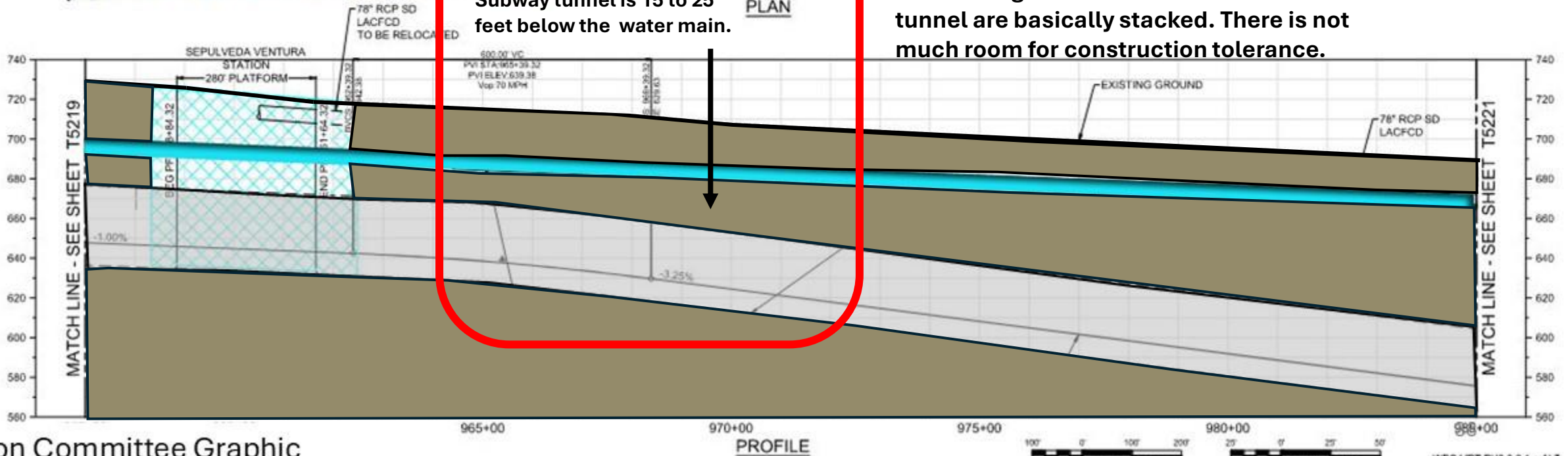
Alt 5

It is very likely the soil will move during construction of the tunnel. And you cannot predict the impact.



Subway tunnel is 15 to 25 feet below the water main.

The risk is great. The water main and the tunnel are basically stacked. There is not much room for construction tolerance.



High Pressure Water Main Under Sepulveda

Alt 5

Federal Transit Administration
Transit Noise and Vibration Impact Assessment
May 2006

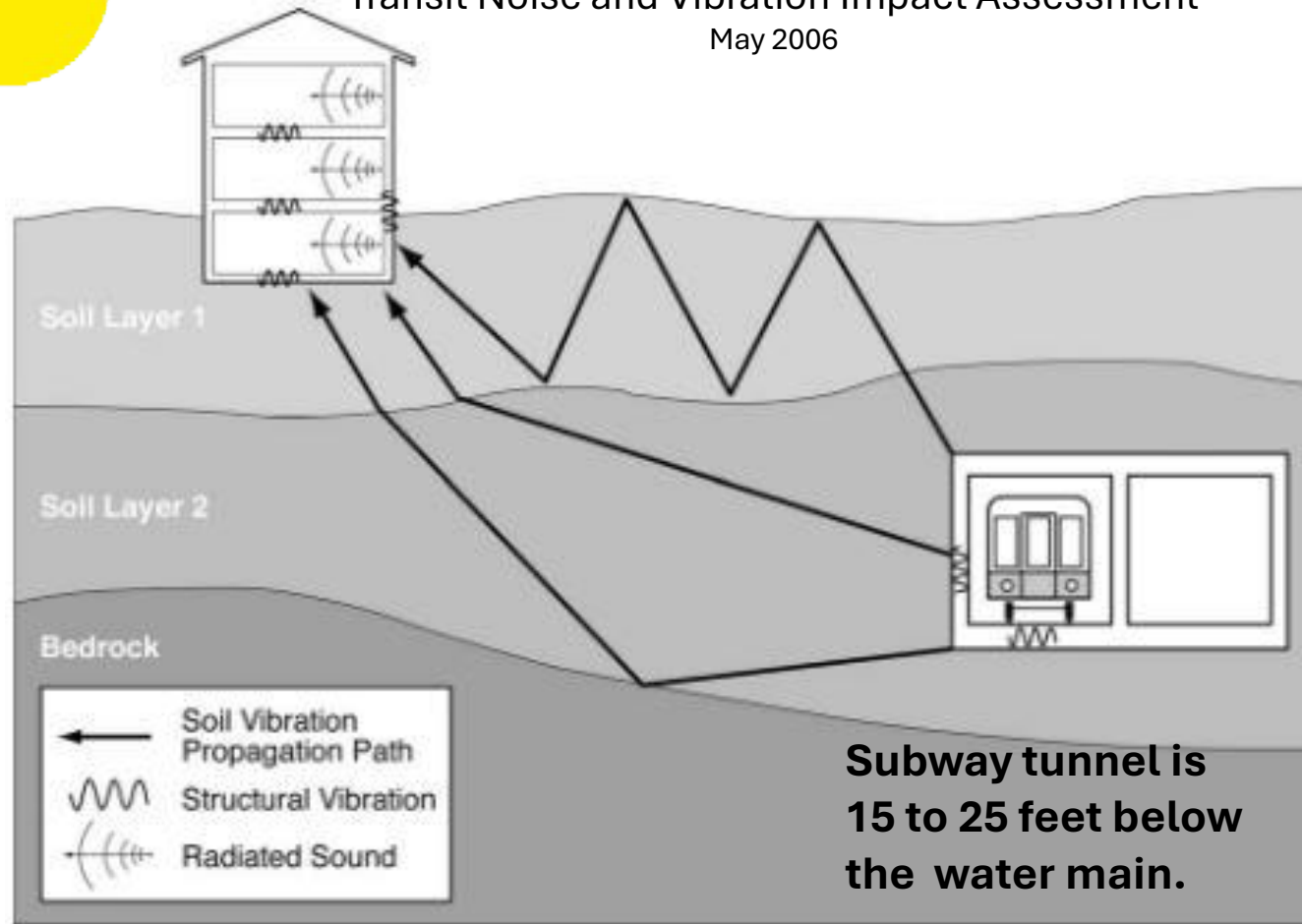
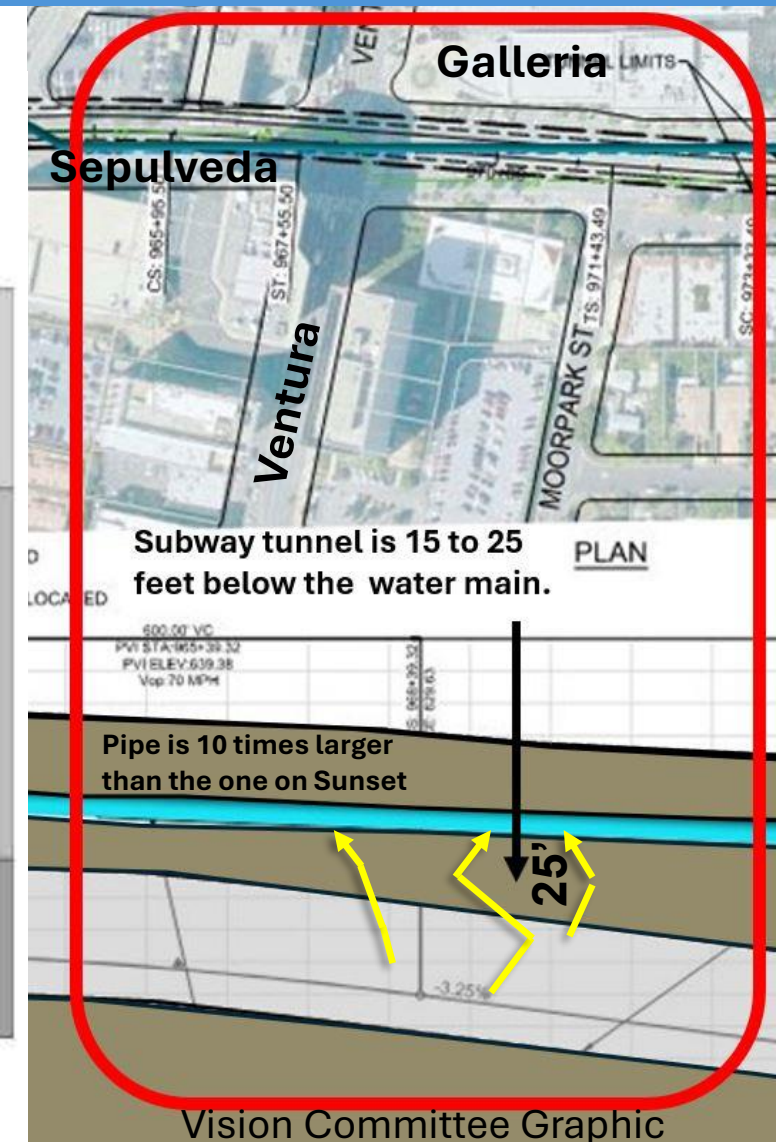


Figure 7-1. Propagation of Ground-Borne Vibration into Buildings

Problems with ground-borne vibration and noise are common when there is less than 50 feet between a subway structure and building foundations. Vibration is worse for a repetitive vibration source such as rapid transit trains that pass every 5 to 15 minutes.



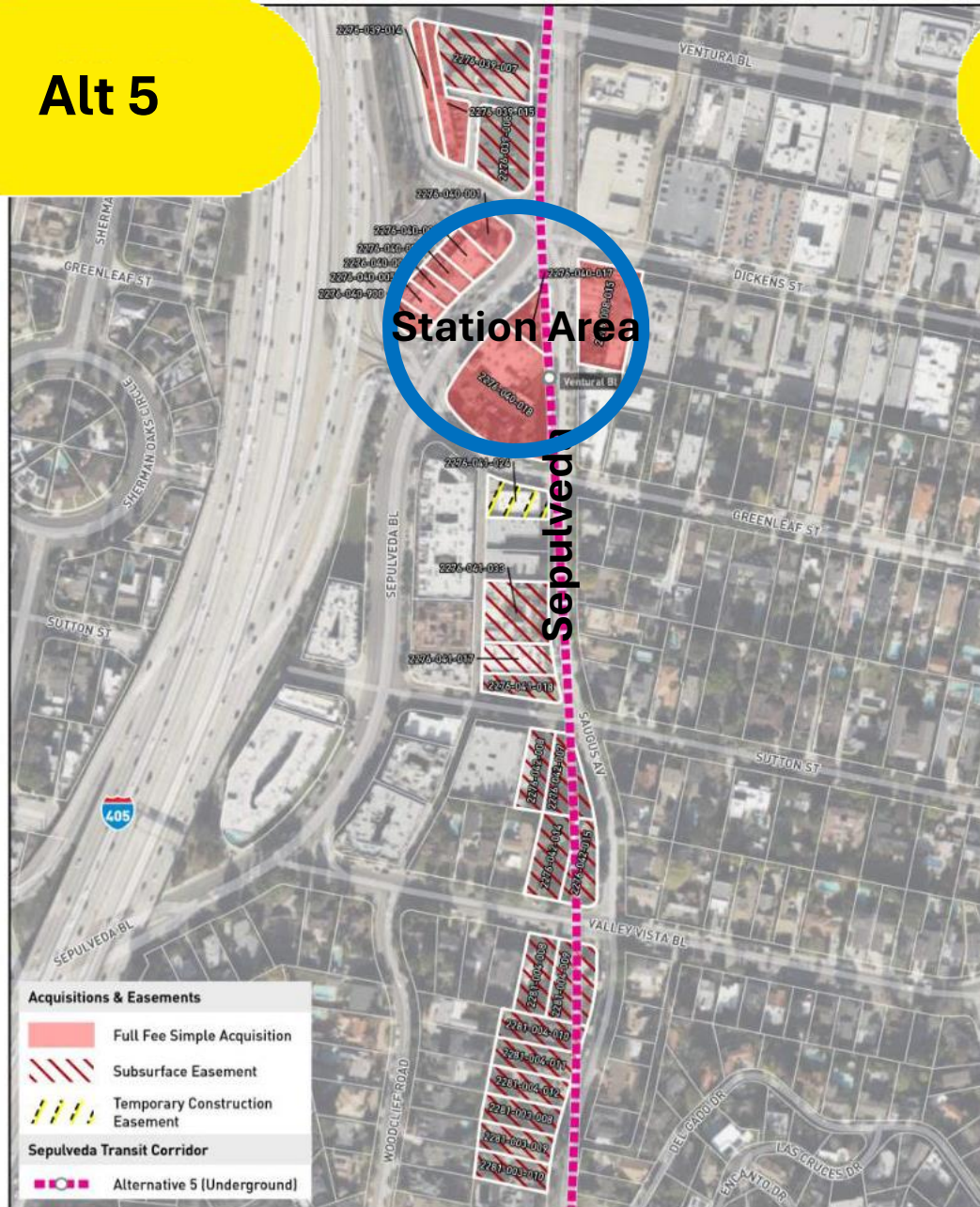
Real Estate Acquisitions & Relocations

	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Single-Family Residential Units	1	1	10	0	0
Multi-Family Residential Units	0	0	202	34	127
Estimated Individuals Relocated	3	3	531	85	343
Total Business Units	23	22	111	107	46

- > Draft EIR identifies properties that may be needed to construct and/or operate each alternative and intended use
 - Temporary (construction)
 - Permanent (operations)
 - Easements (below ground, overhead, access)
- > Draft EIR takes conservative approach
- > Many steps ahead before finalizing list of properties for acquisition based on LPA identification by Metro Board, design refinements to minimize impacts, completion of environmental process, and project approval by Metro Board
- > Consistent with Uniform Act and California Relocation Act, Metro would provide relocation assistance and compensation for displaced residents and businesses

Tunneling Lay-Down Areas & Acquisition

Alt 5



Alt 6



A different proposed solution

Alt 6R

Alternative 6 Revised

- It encourages growth in our village's commercial area,
- It does not have the water main issue
- It links to the Van Nuys Civic Center
- *Use Alternative 5 tunneling and train technology; we do not lose major retail areas for 5 plus years.*
- *Add a stop at Sherman Way*

Van Nuys

Ventura

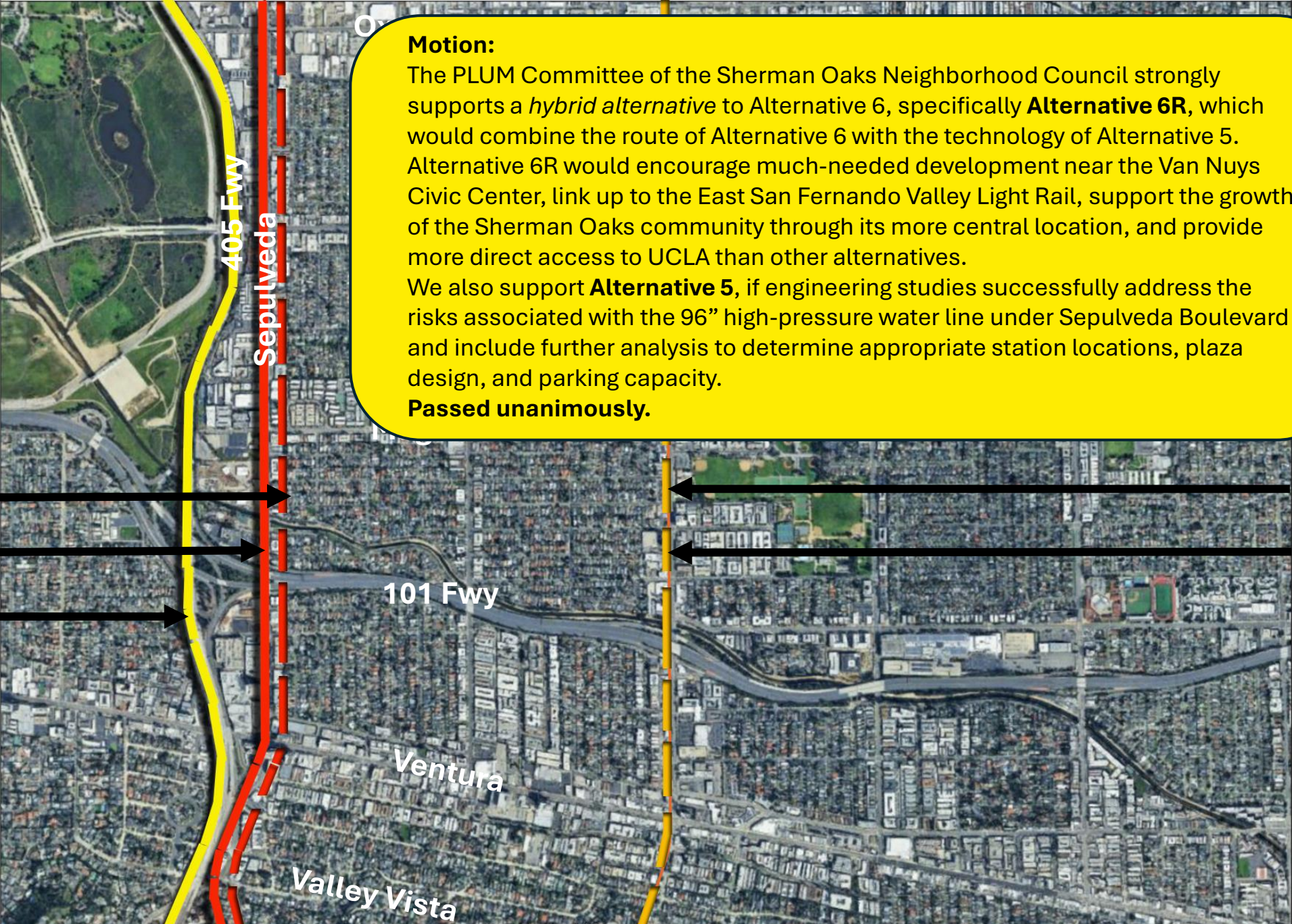
**STCP Concepts
in Sherman Oaks**

- Alts 1 & 3** are monorail above the 405 Freeway (no Alt 2)
- Alt 4** is heavy rail on elevated tracks above Sepulveda Blvd.
- Alt 5** is heavy rail subway below Sepulveda Blvd.
- Alt 6** is heavy rail subway below Van Nuys Blvd.
- Alt 6R** is Alt 5 technology below Van Nuys Blvd.

Alt 5 →

Alt 4 →

Alt 1 & 3 →



Motion:

The PLUM Committee of the Sherman Oaks Neighborhood Council strongly supports a *hybrid alternative* to Alternative 6, specifically **Alternative 6R**, which would combine the route of Alternative 6 with the technology of Alternative 5. Alternative 6R would encourage much-needed development near the Van Nuys Civic Center, link up to the East San Fernando Valley Light Rail, support the growth of the Sherman Oaks community through its more central location, and provide more direct access to UCLA than other alternatives.

We also support **Alternative 5**, if engineering studies successfully address the risks associated with the 96” high-pressure water line under Sepulveda Boulevard and include further analysis to determine appropriate station locations, plaza design, and parking capacity.

Passed unanimously.

Alt 6

Alt 6R