SEPULVEDA TRANSIT CORRIDOR - TRAIN YARD (MSF) OPTION 1

Why is Westfield Fashion Square an option for a train yard?

A short, plain-English briefing for neighbors - what Metro has said, what it has not said, and good questions to ask.

THE NUMBER THAT MATTERS

125 feet

from the site to the nearest front doors - just across Riverside Drive.

vs **1,000 feet**

the distance California's own health guidance says homes should be kept from a major rail yard.

Our homes sit about eight times closer than the state's own guidance recommends.

Tonight: Monday 16 November 2026, 5:30-7:30pm - Sherman Oaks East Valley Adult Center, 5056 Van Nuys Blvd, Building B. **Written comments:** send by Wednesday 18 November to be safe.

First: nobody has decided yet

Metro has not chosen a yard site. Westfield is one of five new options, listed first - that is not a ranking. But it is fair to ask why a shopping center in the middle of our neighborhood is on the list at all.

Why Westfield passes Metro's test

Metro is judging sites like an engineer, not like a neighbor. On that test, Westfield scores well:

- **It is big enough in one piece.** About 28.8 acres, flat and rectangular - room for the first phase, with space to grow later. Some other options are too small on their own.
- **It is close to the tunnel.** The trains will run underground beneath Van Nuys Blvd. A yard has to come up to the surface somewhere nearby - from Westfield, the link track is only about half a mile.
- **It is easy to buy.** It is already commercial land, mostly car parks, with only a few owners to deal with. No long fight to buy dozens of small plots.
- **It looks good for building work.** Frontage on the 101 and Riverside Drive means big trucks and equipment can get in and out.

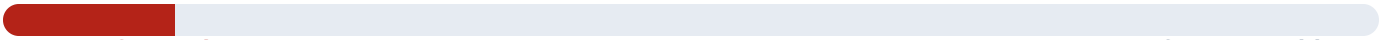
> **The catch:** Metro counts "no homes demolished" as a win. But no homes taken is not the same as no homes affected - and the distance on the front of this page is why.

125 feet vs 1,000 feet: why that gap matters

This is not a number neighbors made up. The 1,000 feet comes from California's own air-quality experts.

The **California Air Resources Board** - the state's air-quality agency - publishes an Air Quality and Land Use Handbook. Its advice is plain: **avoid putting homes, schools, daycare centers and playgrounds within 1,000 feet of a major service and maintenance rail yard.**

Why? A rail yard concentrates diesel exhaust and other air pollution in one place, day and night. The studies behind the handbook found that exposure drops sharply as you move away - by as much as **80%** at the recommended distances. Distance is the protection.



125 ft - our homes **1,000 ft - state guidance**

Two honest points. First, the handbook is guidance, not a ban - it does not make Westfield illegal. Second, it was written about not building new homes next to a yard. Here it is the other way round: the homes were here first, and the yard would come to them. The exposure the guidance warns about is exactly the same.

> **That is why this site does not work.** A site that starts about eight times inside the state's own health buffer is not a close call and it is not borderline. Unless Metro can show, in public, how people living 125 feet away would be protected, Option 1 is not a realistic site - whatever it looks like on an engineer's map.

How did we get here?

The first plan put the yard on industrial land. In the June 2025 draft study, the yard sites sat east of Van Nuys Metrolink station - including water-board land and industrial land on Orion Avenue. That is the kind of land most of us would expect a train yard to go on.

Then those sites were dropped. Metro says they were outside the first phase of the line, and clashed with other big projects there - a planned water facility, and room Metrolink needs to grow its own tracks. **So Metro started again:** in January 2026 its Board told staff to find a new yard strategy, and the five new sites - Westfield included - came out of that work.

EIR - the impact study

By law, Metro must study the effects first: noise, traffic, air, homes and businesses. The public gets to comment before anything is approved. Because the yard sites are new, that study is being redone.

IOS - the first phase

The line will be built in stages. The first stage runs from the G Line at Van Nuys to Westwood - 4 stations. The yard must be reachable from that first stage, which is why the old Metrolink sites no longer worked.

What Metro has NOT published

For the five new sites, Metro has published the list - and almost nothing behind it.

- **No long list.** We do not know which other sites were looked at - including which industrial sites.
- **No rules.** The tests or scoring used to pick the five have not been published.
- **No rejects, with reasons.** There is no public note explaining why each other site failed.
- **No side-by-side comparison.** Nothing in public weighs noise, air and 24-hour working at Westfield against an industrial site further from homes.

That paperwork may exist. But until it is public, none of us can check the choice. Asking for it is not opposing the train line. It is asking Metro to show its working.

Questions you can ask tonight

Pick one or two. Short and polite works best - and ask for the answer in writing.

1. California's guidance says homes should not be within 1,000 feet of a major rail yard. Our homes are about 125 feet away. Why is this site still on the list?
2. Which industrial sites were looked at for this yard, and why was each one ruled out?
3. Will you publish the full list of sites you considered, and the tests you used to judge them?
4. What will you measure - noise, light, air, night working - at homes 125 feet away, before you decide?
5. Why does "no homes demolished" count more than the homes right across the road who would live with it every day?
6. The first plan put the yard on industrial land. What changed - and where is that explained in writing?
7. If Westfield is chosen, what would run there at night, and what limits would neighbors actually be able to enforce?
8. When will the full comparison of all five sites be published, so we can comment on it before a decision is made?

One useful thing to say: "I support better trains. I am asking you to prove this is the right place for the yard - in public, with the evidence." Supporting the line and questioning the yard site are not opposites.

After tonight

Written comments count too, and they go on the record. Send yours by **Wednesday 18 November** to be safe, and keep a copy. If you could not get an answer tonight, put the same question in your email and ask for a written reply.

Neighbor briefing - Sepulveda Transit Corridor, MSF Option 1 (Westfield Fashion Square, Riverside Drive). Facts drawn from Metro's published scoping materials and January 2026 Board papers, and the California Air Resources Board's Air Quality and Land Use Handbook (1,000-foot guidance for major service and maintenance rail yards), as summarized in this briefing. Meeting: Monday 16 November 2026, 5:30-7:30pm, Sherman Oaks East Valley Adult Center, 5056 Van Nuys Blvd, Building B.