Growth - Inducing Impacts

for the East San Fernando Valley Transit Corridor

March 2015

Metro®

Prepared by the
U.S. Department of Transportation
Federal Transit Administration

and the Los Angeles County
Metropolitan Transportation Agency

Memorandum

Date: June 26, 2020

Subject: Addendum to the Growth - Inducing Impacts Report for East San Fernando Valley Transit Corridor

Project Description:

The Federal Transit Administration (FTA) and Los Angeles County Metropolitan Transportation Authority (Metro) have initiated a Final Environmental Impact Statement (FEIS)/Final Environmental Impact Report (FEIR) for the East San Fernando Valley Transit Corridor Project (Project). The FEIS/FEIR is being prepared with the FTA as the Lead Agency under the National Environmental Policy Act (NEPA) and Metro as the Lead Agency under the California Environmental Quality Act (CEQA).

In response to comments received on the Draft EIS/EIR (DEIS/DEIR), on June 28, 2018 the Metro Board of Directors formally identified a modified version of Alternative 4 (identified as "Alternative 4 Modified: At-Grade LRT" in the FEIS/FEIR) as the Locally Preferred Alternative (LPA). Factors that were considered by Metro in identifying Alternative 4 Modified: At-Grade LRT as the LPA include: the greater capacity of LRT compared to the BRT alternatives, the LPA could be constructed in less time and at reduced cost compared to the DEIS/DEIR Alternative 4, fewer construction impacts compared to DEIS/DEIR Alternative 4, and strong community support for a rail alternative. Additionally, Metro determined the LPA best fulfilled the project's purpose and need.

The LPA consists of a 9.2-mile, at- grade LRT with 14 stations. Under the LPA, the LRT would be powered by electrified overhead lines and would travel 2.5 miles along the Metro-owned right-of-way used by the Antelope Valley Metrolink line and Union Pacific Railroad from the Sylmar/San Fernando Metrolink Station south to Van Nuys Boulevard. As the LPA approaches Van Nuys Boulevard it would transition to and operate in the median of Van Nuys Boulevard for approximately 6.7 miles south to the Van Nuys Metro Orange Line Station. The 9.2-mile route of the LPA is illustrated in Figure 2-1 of the FEIS/FEIR. Additional details regarding the LPA's characteristics, components, and facilities are discussed within Section 2.2 of the FEIS/FEIR.

Methodology:

A review of the above-referenced project has been conducted in order to identify any additional potential impacts to growth-inducing impacts in the project study area as a result of the LPA. The project review was done according to CEQA/NEPA guidelines, as well as the most current FTA and Metro guidelines and policies.

Result:

ICF has evaluated the impacts of the LPA and has determined they are consistent with the findings in the Growth - Inducing Impacts Report prepared for the DEIR/DEIS. Please refer to Section 4.18 Growth-Inducing Impacts of the FEIR/FEIS for an updated discussion of existing conditions and LPA impacts, as well as mitigation measures. Please also see section 4.18.3.3, for the NEPA and CEQA findings.

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Acronyms and Abbreviations

2008 RCP	2008 Regional Comprehensive Plan
2012 RTP	2012–2035 Regional Transportation Plan/Sustainable Communities Strategy
AA	Alternatives Analysis
BRT	bus rapid transit
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CPA	Community Plan Area
DEIR	Draft Environmental Impact Report
DEIS	Draft Environmental Impact Statement
FTA	Federal Transit Administration
Growth Vision	2004 Compass Blueprint Growth Vision
HOV	high-occupancy vehicle
I	Interstate [I]
LADOT	Los Angeles Department of Transportation
LRT	light rail transit
LRTP	Long-Range Transportation Plan
Metro	Los Angeles County Metropolitan Transportation Authority
MPO	Metropolitan Planning Organization
MSF	maintenance and storage facility
NEPA	National Environmental Policy Act
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAG	Southern California Association of Governments
SR	State Route
TSM	Transportation System Management
U.S.C.	United States Code

Chapter 1
Introduction

1.1 Study Background

What Is the East San Fernando Valley Transit Corridor?

The Federal Transit Administration (FTA) and Los Angeles County Metropolitan Transportation Authority (Metro) have initiated a Draft Environmental Impact Statement (DEIS)/Environmental Impact Report (DEIR) for the East San Fernando Valley Transit Corridor Project (proposed project). The DEIS/DEIR is being prepared with the FTA as the Lead Agency under the National Environmental Policy Act (NEPA) and Metro as the Lead Agency under the California Environmental Quality Act (CEQA).

The DEIS/DEIR and related engineering are being undertaken by Metro, in close coordination with the Cities of Los Angeles and San Fernando. The DEIS/DEIR will be a combined document complying with the most recent state and federal environmental laws. The proposed project's public/community outreach component is being undertaken as an integrated parallel effort to the DEIS/DEIR.

Prior to the initiation of the DEIS/DEIR, an Alternatives Analysis (AA) was received by the Metro Board in January 2013 to study the East San Fernando Valley Transit Corridor in order to define, screen, and recommend alternatives for future study.

This study enabled Metro, the City of Los Angeles, and the City of San Fernando to evaluate a range of new public transit service alternatives that can accommodate future population growth and transit demand, while being compatible with existing land uses and future development opportunities. The study considered the Sepulveda Pass Corridor, which is another Measure R project, and the proposed California High Speed Rail project. Both of these projects may be directly served by a future transit project in the study area. The Sepulveda Pass Corridor could eventually link the West Los Angeles area to the east San Fernando Valley and the California High Speed Rail Project via the project corridor. As part of the January 2013 Alternatives Analysis, most of Sepulveda Boulevard was eliminated as an alignment option, as well as the alignment extending to Lakeview Terrace. As a result of the Alternatives Analysis, modal recommendations were for BRT and LRT.

As a result of the alternatives screening process and feedback received during the public scoping period, a curb-running BRT, median-running BRT, median-running Low-Floor LRT/Tram, and a median-running LRT, were identified as the four build alternatives, along with the TSM and No-Build Alternatives to be carried forward for analysis in this DEIS/DEIR.

1.1.1 Study Area

Where Is the Study Area Located?

The East San Fernando Valley Transit Corridor Project is located in the San Fernando Valley in the County of Los Angeles. Generally, the project study area extends from the City of San Fernando and the Sylmar/San Fernando Metrolink Station in the north to the Van Nuys Metro Orange Line Station within the City of Los Angeles in the south. However, the study area used for the environmental issue

described in this report could vary from this general study area, depending on the needs of the analysis. For the purposes of the analysis contained in this report, the study area coincides with the general study area.

The eastern San Fernando Valley includes the two major north-south arterial roadways of Sepulveda and Van Nuys Boulevards, spanning approximately 10 to 12 miles and the major north-west arterial roadway of San Fernando Road.

Several freeways traverse or border the eastern San Fernando Valley. These include the Ventura Freeway US-101, the San Diego Freeway I-405, the Golden State Freeway I-5, the Ronald Reagan Freeway SR-118, and the Foothill Freeway I-210. The Hollywood Freeway SR-170 is located east of the project study area. In addition to Metro Local and Metro Rapid bus service, the Metro Orange Line (Orange Line) Bus Rapid Transit service, the Metrolink Ventura Line commuter rail service, Amtrak inter-city rail service, and the Metrolink Antelope Valley Line commuter rail service are the major transit corridors that provide interregional trips in the area.

Land uses in the study area include neighborhood and regional commercial land uses, as well as government and residential land uses. Specifically, land uses in the study area include government services at the Van Nuys Civic Center, retail shopping along the project corridor, and medium- to high-density residential uses throughout the area. Notable land uses in the eastern San Fernando Valley include: The Village at Sherman Oaks, Panorama Mall, Whiteman Airport, Van Nuys Airport, Mission Community Hospital, Kaiser Permanente Hospital, Van Nuys Auto Row, and several schools, youth centers, and recreational centers.

1.1.2 Alternatives Considered

What Alternatives Are under Consideration?

The following six alternatives, including four build alternatives, a TSM Alternative, and the No-Build Alternative, are being evaluated as part of this study:

- No-Build Alternative
- Transportation Systems Management (TSM) Alternative
- Build Alternative 1 – Curb-Running Bus Rapid Transit (BRT) Alternative
- Build Alternative 2 – Median-Running BRT Alternative
- Build Alternative 3 – Low-Floor LRT/Tram Alternative
- Build Alternative 4 – Light Rail Transit (LRT) Alternative

All build alternatives would operate over 9.2 miles, either in a dedicated bus lane or guideway (6.7 miles) and/or in mixed-flow traffic lanes (2.5 miles), from the Sylmar/San Fernando Metrolink station to the north to the Van Nuys Metro Orange Line station to the south, with the exception of Build Alternative 4 which includes a 2.5-mile segment within Metro-owned railroad right-of-way adjacent to San Fernando Road and Truman Street and a 2.5-mile underground segment beneath portions of Panorama City and Van Nuys.

1.1.2.1 No-Build Alternative

The No-Build Alternative represents projected conditions in 2040 without implementation of the project. No new transportation infrastructure would be built within the project study area, aside from projects that are currently under construction or funded for construction and operation by 2040. This

alternative would include highway and transit projects funded by Measure R and specified in the current constrained element of the Metro 2009 Long-Range Transportation Plan (LRTP) and the 2012 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The No-Build Alternative considers the following existing transportation infrastructure and future planned projects:

- Existing Freeways – Interstate 5, and Interstate 105, State Route 118, and U.S. 101;
- Existing Transitway – Metro Orange Line;
- Existing Bus Service – Metro Rapid and Metro Local Shuttle;
- Los Angeles Department of Transportation Commuter Express, and DASH;
- Existing and Planned Bicycle Projects – Bicycle facilities on Van Nuys Boulevard and connecting east/west facilities; and
- Other Planned Projects – Various freeway and arterial roadway upgrades, expansions to the Metro Rapid Bus system, upgrades to the Metrolink system and the proposed California High Speed Rail project.

This alternative establishes a baseline for comparison to other alternatives in terms of potential environmental effects, including adverse and beneficial environmental effects.

1.1.2.2 TSM Alternative

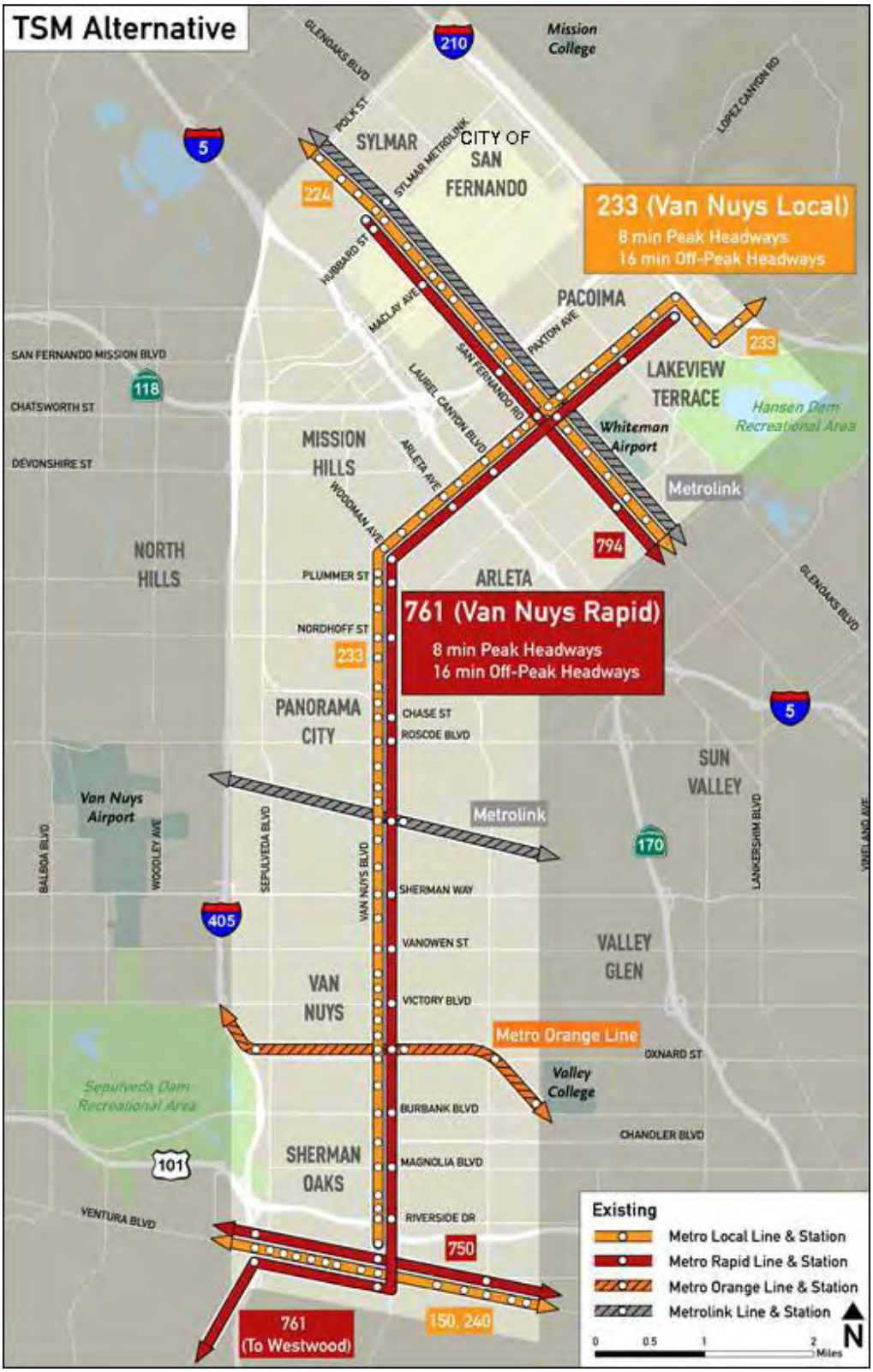
The TSM Alternative enhances the No-Build Alternative and emphasizes transportation systems upgrades, which may include relatively low-cost transit service improvements. It represents efficient and feasible improvements to transit service, such as increased bus frequencies and minor modifications to the roadway network. Additional TSM Alternative transit improvements that may be considered include, but are not limited to, traffic signalization improvements, bus stop amenities/improvements, and bus schedule restructuring (Figure 1-1).

The TSM Alternative considers the existing bus network, enhanced operating hours, and increased bus frequencies for Rapid Line 761 and Local Line 233. Under this alternative, the Metro Rapid Line 761 and Metro Local Line 233 bus routes would retain existing stop locations. This alternative would add 20 additional buses to the existing Metro Local 233 and Metro Rapid 761 bus routes. These buses would be similar to existing Metro 60-foot articulated buses, and each bus would have the capacity to serve up to 75 passengers (57 seats x 1.30 passenger loading standard). Buses would be equipped with transit signal priority equipment to allow for improved operations and on-time performance.

The existing Metro Division 15 maintenance and storage facility (MSF) located in Sun Valley would be able to accommodate the 20 additional buses with the implementation of the TSM Alternative. Operational changes would include reduced headway (elapsed time between buses) times for Metro Rapid Line 761 and Metro Local Line 233, as follows:

- Metro Rapid Line 761 would operate with headways reduced from 10 minutes to 8 minutes during peak hours (7 a.m. to 9 a.m. and 4 p.m. to 7 p.m. on weekdays) and from 17.5 minutes to 12 minutes during off-peak hours.
- Metro Local Line 233 would operate with headways reduced from 12 minutes to 8 minutes during peak hours and from 20 minutes to 16 minutes during off-peak hours.

Figure 1-1: TSM Alternative



Source: STV, 2014.

1.1.2.3 Build Alternative 1 – Curb-Running BRT Alternative

Under the Curb-Running BRT Alternative, the BRT guideway would incorporate 6.7 miles of existing curb lanes (i.e., lanes closest to the curb) along Van Nuys Boulevard between San Fernando Road and the Metro Orange Line. This alternative would be similar to the Metro Wilshire BRT project and would operate similarly. The lanes would be curb-running bus lanes for Metro Rapid Line 761 and Metro Local Line 233, and for other transit lines that operate on short segments of Van Nuys Boulevard. In addition, this alternative would incorporate 2.5 miles of mixed-flow lanes, where buses would operate in the curb lane along San Fernando Road and Truman Street between Van Nuys Boulevard and Hubbard Avenue for Metro Line 761. Metro Line 233 would continue north on Van Nuys Boulevard to Lakeview Terrace. These improvements would result in an improved Metro Rapid Line 761 (hereafter referred to as 761X) and an improved Metro Local Line 233 (hereafter referred to as 233X). The route of the Curb-Running BRT Alternative is illustrated in Figure 1-2.

From the Sylmar/San Fernando Metrolink station:

- Metro Rapid Line 761X would operate within roadway travel lanes on Truman Street and San Fernando Road.
- At Van Nuys Boulevard, Metro Rapid Line 761X would turn southwest and travel south within a curb-running dedicated bus lane along Van Nuys Boulevard.
- The alternative would continue to be curb running along Van Nuys Boulevard until reaching the Metro Orange Line Van Nuys station where Metro Rapid Line 761X service would be integrated into mixed-flow traffic.
- Metro Line 761X would then continue south to Westwood as under existing conditions, though it should be noted that in December 2014 the Metro Rapid Line 761 will be re-routed to travel from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 would travel from Van Nuys Boulevard through the Sepulveda Pass to Westwood as part of a Metro demonstration project.

Metro Local Line 233X would operate similar to how it currently operates between the intersections of Van Nuys and Glenoaks Boulevards to the north and Van Nuys and Ventura Boulevards to the south. However, Metro Local Line 233X would operate with improvements over existing service because it would utilize the BRT guideway where its route overlaps with the guideway along Van Nuys Boulevard.

Transit service would not be confined to only the dedicated curb lanes. Buses would still have the option to operate within the remaining mixed-flow lanes to bypass right-turning vehicles, bicyclists, or another bus at a bus stop.

The Curb-Running BRT Alternative would operate in dedicated bus lanes, sharing the lanes with bicycles and right turning vehicles. However, on San Fernando Road and Truman Street, no dedicated bus lanes would be provided. The Curb-Running BRT Alternative would include 18 bus stops.

Figure 1-2: Build Alternative 1 – Curb-Running BRT Alternative

Source: KOA and ICF International, 2014.

1.1.2.4 Build Alternative 2 – Median-Running BRT Alternative

The Median-Running BRT Alternative consists of approximately 6.7 miles of dedicated median-running bus lanes between San Fernando Road and the Metro Orange Line, and would have operational standards similar to the Metro Orange Line. The remaining 2.5 miles would operate in mixed-flow traffic between the Sylmar/San Fernando Metrolink Station and San Fernando Road/Van Nuys Boulevard. The Median-Running BRT Alternative is illustrated in Figure 1-3.

Similar to the Curb-Running BRT Alternative, the Median-Running BRT (Metro Rapid Line 761X) would operate as follows from the Sylmar/San Fernando Metrolink station:

- Metro Rapid Line 761X would operate within mixed-flow lanes on Truman Street and San Fernando Road.
- At Van Nuys Boulevard, the route would turn southwest and travel south within the median of Van Nuys Boulevard in a new dedicated guideway.
- Upon reaching the Van Nuys Metro Orange Line Station, the dedicated guideway would end and the Rapid Line 761X service would then be integrated into mixed-flow traffic.
- The route would then continue south to Westwood, similar to the existing route. Similar to Build Alternative 1, it should be noted that in December 2014 the Metro Rapid Line 761 will be re-routed to travel from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 would travel from Van Nuys Boulevard through the Sepulveda Pass to Westwood as part of a Metro demonstration project.

Metro Local Line 233 would operate similar to existing conditions between the intersections of Van Nuys and Glenoaks Boulevards to the north and Van Nuys and Ventura Boulevards to the south. Rapid Bus stops that currently serve the 794 and 734 lines on the northern part of the alignment along Truman Street and San Fernando Road would be upgraded and have design enhancements that would be Americans with Disabilities Act (ADA) compliant. These stops would also serve the redirected 761X line:

1. Sylmar/San Fernando Metrolink Station
2. Hubbard Station
3. Maclay Station
4. Paxton Station
5. Van Nuys/San Fernando Station

Along the Van Nuys Boulevard segment, bus stop platforms would be constructed in the median. Seventeen new median bus stops would be included.

Figure 1-3: Build Alternative 2 – Median-Running BRT Alternative

Source: KOA and ICF International, 2014.

1.1.2.5 Build Alternative 3 – Low-Floor LRT/Tram Alternative

The Low-Floor LRT/Tram Alternative would operate along a 9.2-mile route from the Sylmar/San Fernando Metrolink station to the north, to the Van Nuys Metro Orange Line station to the south. The Low-Floor LRT/Tram Alternative would operate in a median dedicated guideway for approximately 6.7 miles along Van Nuys Boulevard between San Fernando Road and the Van Nuys Metro Orange Line station. The Low-Floor LRT/Tram Alternative would operate in mixed-flow traffic lanes on San Fernando Road between the intersection of San Fernando Road/Van Nuys Boulevard and just north of Wolfskill Street. Between Wolfskill Street and the Sylmar/San Fernando Metrolink station, the Low-Floor LRT/Tram would operate in a median dedicated guideway. It would include 28 stations. The route of the Low-Floor LRT/Tram Alternative is illustrated in Figure 1-4.

The Low-Floor LRT/Tram Alternative would operate along the following route:

- From the Sylmar/San Fernando Metrolink station, the Low-Floor LRT/Tram would operate within a median dedicated guideway on San Fernando Road.
- At Wolfskill Street, the Low-Floor LRT/Tram would operate within mixed-flow travel lanes on San Fernando Road to Van Nuys Boulevard.
- At Van Nuys Boulevard, the Low-Floor LRT/Tram would turn southwest and travel south within the median of Van Nuys Boulevard in a new dedicated guideway.
- The Low-Floor LRT/Tram would continue to operate in the median along Van Nuys Boulevard until reaching its terminus at the Van Nuys Metro Orange Line Station.

Based on Metro's *Operations Plan for the East San Fernando Valley Transit Corridor Project,* the Low-Floor LRT/Tram Alternative would assume a similar travel speed as the Median-Running BRT Alternative, with speed improvements of 18 percent during peak hours/peak direction and 15 percent during off-peak hours.

The Low-Floor LRT/Tram Alternative would operate using low-floor articulated vehicles that would be electrically powered by overhead wires. This alternative would include supporting facilities, such as an overhead contact system (OCS), traction power substations (TPSS), signaling, and a maintenance and storage facility (MSF).

Because the Low-Floor LRT/Tram Alternative would fulfill the current functions of the existing Metro Rapid Line 761 and Metro Local Line 233, these bus routes would be modified to maintain service only to areas outside of the project corridor.

Stations for the Low-Floor LRT/Tram Alternative would be constructed at various intervals along the entire route. There are portions of the route where stations are closer together and other portions where they are located further apart. Twenty-eight stations are proposed with the Low-Floor LRT/Tram Alternative. The 28 proposed Low-Floor LRT/Tram stations would be ADA compliant.

Figure 1-4: Build Alternative 3 – Low-Floor LRT/Tram Alternative

Source: KOA and ICF International, 2014.

1.1.2.6 Build Alternative 4 – LRT Alternative

Similar to the Low-Floor LRT/Tram Alternative, the LRT would be powered by overhead electrical wires. Under Build Alternative 4, the LRT would travel in a dedicated guideway from the Sylmar/San Fernando Metrolink station along San Fernando Road south to Van Nuys Boulevard, from San Fernando Road to the Van Nuys Metro Orange Line Station, over a distance of approximately 9.2 miles. The LRT Alternative includes a segment in exclusive right-of-way through the Antelope Valley Metrolink railroad corridor, a segment with semi-exclusive right-of-way in the middle of Van Nuys Boulevard, and an underground segment beneath Van Nuys Boulevard from just north of Parthenia Street to Hart Street. The route of the Low-Floor LRT/Tram Alternative is illustrated in Figure 1-5.

The LRT Alternative would be similar to other street-running LRT lines that currently operate in the Los Angeles area, such as the Metro Blue Line, Metro Gold Line, and Metro Exposition Line. The LRT would travel along the median for most of the route, with a subway of approximately 2.5 miles in length between Vanowen Street and Nordhoff Street. On the surface-running segment, the LRT Alternative would operate at prevailing traffic speeds and would be controlled by standard traffic signals.

Stations would be constructed at approximately 1-mile intervals along the entire route. There would be 14 stations, three of which would be underground near Sherman Way, the Van Nuys Metrolink station, and Roscoe Boulevard. Entry to the three underground stations would be provided from an entry plaza and portal. The entry portals would provide access to stairs, escalators, and elevators leading to an underground LRT station mezzanine level, which, in turn, would be connected via additional stairs, escalators, and elevators to the underground LRT station platforms

Similar to the Low-Floor LRT/Tram Alternative, the LRT Alternative would require a number of additional elements to support vehicle operations, including an OCS, TPSS, communications and signaling buildings, and an MSF.

Figure 1-5: Build Alternative 4 – LRT Alternative

Source: KOA and ICF International, 2014.

Chapter 2
Regulatory Framework/Methodology

2.1 Regulatory Framework

2.1.1 Federal Regulations

Federal regulations that would be applicable to the proposed project are described below.

2.1.1.1 National Environmental Policy Act

The regulations established by the Council on Environmental Quality regarding the implementation of NEPA require the evaluation of potential environmental consequences of proposed federal activities and programs. This provision includes a requirement to examine the indirect consequences, or secondary impacts, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future (40 Code of Federal Regulations 1508.8). Secondary impacts may include changes in land use, economic vitality and population density. These are all elements of growth.

2.1.1.2 Federal Transit Administration Guidelines

FTA guidelines require Metropolitan Planning Organizations (MPOs) to create regional growth projections by assuming future year conditions. The Southern California Association of Governments (SCAG) advises that lead agencies for individual projects use the Program Environmental Impact Report for the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as the basis for regional impact analysis. The 2012–2035 RTP/SCS examines current and future transportation plans, population and employment growth, and land use data for the SCAG region to develop projections through the year 2035. The 2012 RTP, adopted on April 4, 2012, contains projections through 2035 and serves as the basis for this analysis of growth inducing impacts.[1]

2.1.2 State Regulations

State regulations that would be applicable to the proposed project are discussed below.

2.1.2.1 California Environmental Quality Act

CEQA also requires that a project's growth inducement impacts be analyzed. CEQA Guidelines, Section 15126.2(d) state the following regarding growth inducing impacts:

> Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects that would remove obstacles to population growth. Also discuss the characteristic of some projects that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

[1] Southern California Association of Governments. *2012–2035 Regional Transportation Plan/Sustainable Communities Strategies.* Available: http://rtpscs.scag.ca.gov/Pages/default.aspx Accessed March 18, 2013.

2.1.3 Local Regulations

2.1.3.1 Metropolitan Planning Organization

SCAG's mission is to develop long-range regional plans and strategies that provide for efficient movement of people, goods, and information; enhance economic growth and international trade; and improve the quality of life in the southern California region. SCAG is the federally designated MPO for six counties in southern California (Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial.)

2.1.3.2 2008 Regional Comprehensive Plan (2008 RCP)

The 2008 Regional Comprehensive Plan (2008 RCP) is an advisory plan that addresses important regional issues like housing, traffic/transportation, water, and air quality.[2] The RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. It identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure our progress toward a more sustainable region. The Land Use chapter of the RCP addresses issues related to growth and land use in the SCAG region and describes guiding principles for development that support the overall goals of the RCP.

2.1.3.3 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy

The 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP) is a long-range regional transportation plan that is developed and updated by SCAG every four years.[3] The 2012 RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the 2012 RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs.

The growth projections included in the 2012 RTP are used as guidelines for growth in each jurisdiction. The environmental analysis utilizes these projections to establish the magnitude of impacts related to growth.

2.1.3.4 Compass Blue Print

SCAG's comprehensive growth visioning process, called the Compass Blue Print, seeks to accommodate growth while maintaining mobility, livability, prosperity, and sustainability goals for residents in the SCAG region.

The 2004 Compass Blueprint Growth Vision (Growth Vision) is a response, supported by a regional consensus, to the land use and transportation challenges facing Southern California now and in the coming years. The Growth Vision is driven by four principles:[4]

[2] Southern California Association of Governments. *2008 Regional Comprehensive Plan-Helping Communities Achieve a Sustainable Future.* Available: http://www.scag.ca.gov/rcp/index.htm Accessed March 18, 2013.
[3] Southern California Association of Governments. 2012-2035 *Regional Transportation Plan/Sustainable Communities Strategy*. Available: http://rtpscs.scag.ca.gov/Pages/About-the-RTP.aspx Accessed March 18, 2013.
[4] Southern California Association of Governments. *Compass Blue Print-About Us.* Available: http://www.compassblueprint.org/about Accessed March 18, 2013.

- Mobility - Getting where we want to go;
- Livability - Creating positive communities;
- Prosperity - Long-term health for the region; and
- Sustainability - Promoting efficient use of natural resources.

To realize these principles on the ground, the Growth Vision encourages:

- Focusing growth in existing and emerging centers and along major transportation corridors;
- Creating significant areas of mixed-use development and walkable communities;
- Targeting growth around existing and planned transit stations; and
- Preserving existing open space and stable residential areas.

2.1.3.5 City of Los Angeles Plans

City of Los Angeles Community Plans

Portions of the study area overlap with five City of Los Angeles Community Plan Areas (CPAs).[5] The community plans that apply to the study area are as follows:

- Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass Community Plan;[6]
- Encino – Tarzana Community Plan;[7]
- Van Nuys-North Sherman Oaks Community Plan;[8]
- Mission Hills – Panorama City – North Hills Community Plan;[9]
- Arleta – Pacoima Community Plan;[10] and
- Sylmar Community Plan.[11]

The community plans anticipate development around transit stations. To promote uses compatible with transit-oriented uses, the plans recommend amendments and zone changes from industrial to commercial uses for specific areas surrounding stations. Commercial uses, such as mixed-use, childcare, and retail, would promote opportunities to encourage transit use versus single occupancy vehicle trips.

The community plans designate the following goals, objectives, and policies that are applicable to transit corridors and services in the CPAs:

[5] KOA Corporation. 2011. *Van Nuys Boulevard Corridor Mobility Study, Purpose and Need Framework*. Monterey Park, CA.
[6] City of Los Angeles. 1998c. *Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass Community Plan*. Adopted May 13. Available: <http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf>. Accessed: February 13, 2013.
[7] _____. 1998a. *Encino – Tarzana Community Plan*. Adopted December 16. Available: <http://cityplanning.lacity.org/complan/pdf/enccptxt.pdf>. Accessed: February 16, 2013.
[8] _____. 1998d. *Van Nuys-North Sherman Oaks Community Plan*. Adopted September 9. Available: <http://cityplanning.lacity.org/complan/pdf/vnycptxt.pdf>. Accessed: February 13, 2013.
[9] _____. 1999b. *Mission Hills-Panorama City-North Hills Community Plan*. Adopted June 9. Available: < http://cityplanning.lacity.org/complan/pdf/msscptxt.pdf>. Accessed: February 13, 2013.
[10] _____. 1996. *Arleta-Pacoima Community Plan*. Approved November 6. Available: <http://cityplanning.lacity.org/complan/pdf/arlcptxt.pdf>. Accessed: February 13, 2013.
[11] _____. 1997. *Sylmar Community Plan*. Adopted August 8. Available: <http://cityplanning.lacity.org/complan/pdf/sylcptxt.pdf>. Accessed: February 16, 2013.

- Locate higher residential densities near commercial centers, light rail transit stations, and major bus routes where public service facilities and utilities will accommodate this development.
- Protect the identity of single-family residential areas adjacent to transit stations.
- Promote housing in mixed-use projects in transit corridors.
- Promote mixed-use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.
- Encourage large mixed-use projects and other large new development projects adjacent to transit stations to incorporate childcare and/or other appropriate human service facilities as part of the project.
- Encourage flexibility in siting libraries and similarly accessible facilities in mixed-use projects and transit-oriented districts.
- Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
- Encourage improved local and express bus service through the community and encourage bus routes to interface with freeways, high-occupancy vehicle (HOV) facilities, and rail facilities.
- Coordinate with Metro to improve local bus service to and within the community plan areas.
- Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.
- Encourage the provision of safe, attractive, and clearly identifiable transit stops with user-friendly design amenities.
- Increase the work trips and non-work trips on public transit.
- Promote pedestrian-oriented mobility and utilization of the bicycle for commuter, school, recreation use, economic activity, and access to transit facilities.

City of Los Angeles Framework Element

The Framework Element encourages new development in proximity to rail and bus transportation corridors and stations.[12] The Framework Element aims to ensure that a considerable mix of uses be accommodated to provide support services to the community and enhance activity near the stations.

2.2 Methodology

NEPA requires that the federal government use all practicable means to ensure that all Americans have safe, healthful, productive, and aesthetically and culturally pleasing surroundings (42 United States Code [U.S.C.] 4331(b)(2)). NEPA does not include specific guidance or direction with respect to evaluating alternatives and relative effects of inducing growth.

The growth inducing impact analysis is based on the established demographic characteristics within the project study area, which are identified by using the most current available data from SCAG, the California Department of Finance and the California Employment Development Department. This data is used to document changes in various trends (population, housing and employment). The

[12] City of Los Angeles. 2001a. *City of Los Angeles General Plan, Framework Element*. Re-Adopted August 8. Available: <http://cityplanning.lacity.org/cwd/framwk/contents.htm>. Accessed: February 16, 2013.

potential for the project alternatives to result in growth inducing impacts is based on their ability to influence the: (1) rate, (2) location, (3) amount and (4) type of growth in the project study area and/or Los Angeles County.

2.3 Significance Thresholds

Significance thresholds are used to determine whether a project may have a significant environmental effect. The significance thresholds, as defined by federal and state regulations and guidelines, are discussed below.

2.3.1 Federal

NEPA does not include specific significance thresholds. According to the Council on Environmental Quality Regulations for Implementing NEPA, the determination of significance under NEPA is based on context and intensity.[13] The State CEQA thresholds (described below) encompass the factors taken into account under NEPA to determine the significance of an action in terms of its context and the intensity of its impacts. Therefore, the CEQA thresholds listed below also apply to NEPA for the proposed project and its alternatives.

2.3.2 State

CEQA requires analysis of a project's potential to induce growth. CEQA Guidelines Section 15126.2(d) require that environmental documents "discuss the ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment."[14]

2.3.2.1 State CEQA Guidelines

Per the State CEQA Guidelines, the proposed project would result in a significant growth-inducing impact if it would:[15]

- Induce substantial population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

2.3.2.2 L.A. CEQA Thresholds Guide

According to the *L.A. CEQA Thresholds Guide*, a project would normally have a significant growth-inducing impact if it would:[16]

- Cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of projected occupancy/buildout and that would result in an adverse physical change in the environment;

[13] Code of Federal Regulations. *CEQ-Regulations for Implementing NEPA, 40 CFR Part 1508, Terminology and Index*. Available: <http://ceq.hss.doe.gov/nepa/regs/ceq/1508.htm>. Accessed: February 21, 2013.
[14] Association of Environmental Professionals. *2013 CEQA Statute and Guidelines.*
[15] Association of Environmental Professionals. *2013 CEQA Statute and Guidelines.*
[16] City of Los Angeles. 2006. *L.A. CEQA Thresholds Guide,*. Available: http://www.ci.la.ca.us/ead/programs/Thresholds/G-Water Resources.pdf. Accessed March 18, 2013.

- Introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and
- Cause growth to occur without implementation of the project.

Chapter 3
Affected Environment/Existing Conditions

3.1 Regional Population, Housing, and Employment

As shown in Table 3-1, the population for the SCAG region in 2008 was more than 17 million persons. The number of households in the region in 2008 was 5,814,000. Approximately 7,738,000 persons were employed at that time in the SCAG region.

The population, number of households, and employment in the SCAG region are all expected to increase by 2035. Population is expected to increase by approximately 23 percent to 22,091,000 persons. The number of households is expected to increase by 26 percent to 7,325,000 in 2035. Similarly, the number of employed persons is expected to increase to 9,441,000, which amounts to a 22 percent increase from 2008.

Table 3-1 – Regional Population, Housing, and Employment Growth

County	2008 Population	2035 Population	2008 Households	2035 Households	2008 Employment	2035 Employment
Imperial	170,000	288,000	49,000	91,000	62,000	121,000
Los Angeles	977,800	11,353,000	3,228,000	3,852,000	4,340,000	4,827,000
Orange	2,989,000	3,421,000	987,000	1,125,000	1,624,000	1,779,000
Riverside	2,128,000	3,324,000	679,000	1,092,000	664,000	1,243,000
San Bernardino	2,016,000	2,750,000	606,000	847,000	701,000	1,059,000
Ventura	813,000	954,000	266,000	318,000	348,000	411,000
SCAG Region	17.895,000	22,091,000	5,814,000	7,325,000	7,738,000	9,441,000

Source: Southern California Association of Governments 2012 Final Adopted Integrated Growth Forecast. Available: *http://www.scag.ca.gov/forecast/adoptedgrowth.htm*

3.2 Project Study Area Population, Housing, and Employment

This section provides population, housing, and employment growth estimates for the Cities of Los Angeles and San Fernando. The project study area is located primarily in the City of Los Angeles. A small portion of the project Study area is located within the City of San Fernando. Therefore, for purposes of this report, the City of Los Angeles and City of San Fernando are used to define the project study area.

Table 3-2 shows population growth projections for both the City of Los Angeles and the City of San Fernando. The population of the City of Los Angeles is estimated to increase by 550,100 persons from 2008 to 2035. This is a 15 percent change. The population in the City of San Fernando is expected to increase by 1,900 during this time period, which would result in an estimated change of 8 percent.

Table 3-2 – Project Study Area-Cities of Los Angeles and San Fernando Population Growth 2008–2035

Area	2008	2035	Population Change	Percent Change
City of Los Angeles	3,770,500	4,320,600	550,100	15
City of San Fernando	23,600	25,500	1,900	8

Source: Southern California Association of Governments 2012 Final Adopted Integrated Growth Forecast. Available: *http://www.scag.ca.gov/forecast/adoptedgrowth.htm*

Table 3-3 shows household growth projections for the City of Los Angeles and the City of San Fernando. The number of households in the City of Los Angeles is estimated to increase by 316,700 persons from 2008 to 2035, which is an estimated 25 percent increase. As shown in the table, the number of households in the City of San Fernando is also estimated to increase during this time period. Specifically, the number of households in the City of San Fernando is expected to increase by 12 percent during this same period. This would amount to an increase of 700 households by 2035.

Table 3-3 – Project Study Area-Cities of Los Angeles and San Fernando Household Growth 2008–2035

Area	2008	2035	Household Change	Percent Change
City of Los Angeles	1,309,900	1,626,600	316,700	25
City of San Fernando	5,900	6,600	700	12

Source: Southern California Association of Governments 2012 Final Adopted Integrated Growth Forecast. Available: *http://www.scag.ca.gov/forecast/adoptedgrowth.htm*

Table 3-4 shows employment growth projections for the City of Los Angeles and the City of San Fernando. The number of jobs in the City of Los Angeles is estimated to increase by 171,600 jobs by 2035, which is a 10 percent increase. During this same period, the number of jobs in the City of San Fernando is anticipated to increase by 6 percent, from 15,000 jobs in 2008 to 15,900 in 2035.

Table 3-4 – Project Study Area-Cities of Los Angeles and San Fernando Employment Growth 2008–2035

Area	2008	2035	Employment Change	Percent Change
City of Los Angeles	1,735,200	1,906,800	171,600	10
City of San Fernando	15,000	15,900	900	6

Source: Southern California Association of Governments 2012 Final Adopted Integrated Growth Forecast. Available: *http://www.scag.ca.gov/forecast/adoptedgrowth.htm*

Table 3-5 shows housing type for both the City of Los Angeles and City of San Fernando. As shown, approximately 19% of the total dwelling units located in the City of San Fernando are multi-dwelling units. Approximately 54% of the total dwelling units in the City of Los Angeles are multi-family units.

Table 3-5 – Project Study Area-Cities of Los Angeles and San Fernando Housing Type (2011)

Project Area	Single Family Dwelling Units[a]	Multi Family Dwelling Units[b]	Other Dwelling Units[c]	TOTAL
City of Los Angeles	640,605	762,007	10,029	1,412,641
City of San Fernando	5,182	1,206	118	6,506

[a] Includes both single-family detached and attached dwelling units.

[b] Includes structures with two units or more dwelling units.

[c] Includes mobile homes, boats, RVs, vans, etc.

Source: U.S. Census Bureau, American Community Survey, 2007-2011 5-Year Estimates, Table DP04

Chapter 4
Environmental Consequences/ Environmental Impacts

4.1 No-Build Alternative

No new transportation infrastructure would be built within the project study area, aside from projects that are currently under construction or funded for construction and operation by 2040. This alternative would include highway and transit projects funded by Measure R and specified in the current constrained element of the Metro 2009 Long-Range Transportation Plan (LRTP) and the 2012 SCAG RTP/SCS. Specifically, these projects would include existing freeway, transit, bus service, and bicycle projects in addition to various upgrade and expansions.

4.1.1 Direct Impacts

Much of the project study area is characterized by urban streets and dense land uses. Under this alternative, past trends would likely continue and a substantial permanent change to the physical environment of the project study area would not occur. The No Build Alternative would not result in new homes or businesses, and therefore, would not directly induce growth.

4.1.2 Indirect Impacts

No new transportation infrastructure would be built within the project study area, aside from projects that are currently under construction or funded for construction and operation by 2040. No indirect growth inducing impacts would occur under this alternative.

4.2 Transportation System Management Alternative

The Transportation System Management (TSM) Alternative emphasizes transportation systems upgrades, which may include relatively low-cost transit service improvements. Potential efficient and feasible improvements to transit service may include increased bus frequencies, minor modifications to the roadway network, or traffic control systems. Additional TSM Alternative options that may be considered include, but are not limited to, traffic signalization improvements, bus stop amenities/improvements, and bus schedule restructuring.

4.2.1 Direct Impacts

This alternative could include transit service improvements and minor modifications to the existing transportation network. It would not include development of new housing or businesses. Although more frequent bus service may require additional bus drivers, the increase in employment is expected to be small. Given this alternative would not include new housing or businesses and any temporary or long-term increases in employment that could directly occur as a result of this alternative would be small, the TSM Alternative would not directly induce substantial growth.

4.2.2 Indirect Impacts

Given the relatively minor service and other improvements that could occur under this alternative and the fact the proposed project is located in a developed urban area, it is unlikely this alternative would indirectly induce any substantial growth.

4.3 Build Alternative 1 – Curb-Running Bus Rapid Transit Alternative

Under the Curb-Running Bus Rapid Transit (BRT) Alternative, 6.7 miles of curb lanes would be converted to dedicated curb-running bus lanes for Rapid Line 761 and Local Line 233 along Van Nuys Boulevard between San Fernando Road and the Metro Orange Line. In addition, under this alternative, the BRT guideway would incorporate 4.5 miles of mixed-flow lanes along San Fernando Road between Van Nuys Boulevard and Hubbard Street for those two bus routes. These improvements would result in an improved Rapid Line 761 and an improved Local Line 233. The dedication of the curb lane to bus service would occur from the morning through the early evening.

4.3.1 Direct Impacts

This alternative does not include the development of new housing or businesses that would directly induce growth. Additional permanent employment opportunities (bus drivers) may occur under this alternative. However, this potential increase would be relatively minor and would not result in a significant increase in the project study area population. Therefore, this alternative would not directly induce substantial residential or employment population growth.

4.3.2 Indirect Impacts

This alternative would enhance and improve the transportation system within the corridor including upgrades to existing Metro Rapid Bus stops. This would increase overall system efficiency and improve general connectivity. The increased transportation system efficiency due to this alternative may contribute to the general economic growth of businesses located within the corridor, particularly near proposed bus stations, and may encourage businesses to relocate to the project study area. As described in the Existing Conditions section, the applicable City of Los Angeles community plans include several goals, objectives, and policies that encourage development near transit stations and promote housing and mixed-use projects in transit corridors. The plans also promote pedestrian-oriented mobility and utilization of the bicycle for commuter, school, recreation use, economic activity, and access to transit facilities. Implementation of this alternative would be consistent in supporting these goals and objectives. Therefore, this alternative may indirectly result in growth along the corridor and within the project study area. However, given this alternative would be located in an urban area that contains a limited number of vacant or underutilized parcels and would not extend transit service into undeveloped areas, it would not indirectly induce growth that would substantially change existing land use and development patterns at the corridor level or induce substantial new growth or development beyond what is projected in regional or local plans.

4.4 Build Alternative 2 – Median-Running BRT Alternative

The Median-Running BRT Alternative would consist of 6.7 miles of dedicated guideway on Van Nuys Boulevard, from San Fernando Road to the Metro Orange Line, and 2.5 miles within mixed-flow lanes along San Fernando Road between the Sylmar/San Fernando Metrolink Station and Van Nuys Boulevard.

4.4.1 Direct Impacts

This alternative does not include the development of new housing or businesses that would directly induce growth. Minor increases in long-term employment would be similar to increases anticipated to occur under the Curb-Running BRT Alternative. These potential increases would not be substantial and would not result in a significant increase in the project study area population. Therefore, this alternative would not directly induce substantial residential or employment population growth.

4.4.2 Indirect Impacts

Similar to the Curb-Running BRT Alternative, this alternative would increase overall system efficiency and improve general connectivity, which may contribute to the general economic growth of businesses located within the corridor and may encourage businesses to relocate to the project study area. As described in the Existing Conditions section, the applicable City of Los Angeles community plans include several goals, objectives, and policies that encourage development near transit stations and promote housing and mixed-use projects in transit corridors. The plans also promote pedestrian-oriented mobility and utilization of the bicycle for commuter, school, recreation use, economic activity, and access to transit facilities. Implementation of Build Alternative 2 – Median-Running BRT Alternative would be consistent in supporting these goals and objectives. Therefore, similar to the Curb Running BRT Alternative, this alternative may indirectly result in growth along the corridor and within the project study area. However, given that this alternative would not extend transit service into undeveloped areas and would be located in a developed urban area that contains a limited number of vacant or underutilized parcels, it would not indirectly induce growth that would substantially change existing land use and development patterns at the corridor level or induce substantial new growth or development beyond what is projected in regional or local plans.

4.5 Build Alternative 3 – Low-Floor LRT/Tram Alternative

The Low-Floor LRT/Tram Alternative would operate in a median dedicated guideway for approximately 6.7 miles along Van Nuys Boulevard between San Fernando Road and the Metro Orange Line and in mixed-flow traffic lanes on San Fernando Road between the intersection of San Fernando Road/Van Nuys Boulevard and just north of Wolfskill Street. Between Wolfskill Street and the Sylmar/San Fernando Metrolink station, the Low-Floor LRT/Tram would operate in a median dedicated guideway.

4.5.1 Direct Impacts

The Low-Floor LRT/Tram Alternative does not include the development of new housing or businesses that would directly induce growth. This alternative would result in new permanent employment opportunities (train operators and maintenance and storage facility [MSF] employees).

However, this anticipated increase in long-term employment would be relatively minor and would not result in a significant increase in the project study area population. Therefore, this alternative would not directly induce substantial residential or employment population growth.

4.5.2 Indirect Impacts

The Low-Floor LRT/Tram Alternative would provide a new method of travel within the corridor and improve the efficiency of the existing transportation network, which may be a catalyst for economic growth that would benefit existing area businesses and encourage other businesses to relocate to the project study area. As described in the Existing Conditions section, the relevant City of Los Angeles community plans encourage development near transit stations and promote housing and mixed-use projects in transit corridors. Implementation of Build Alternative 3 would be consistent in supporting these goals and objectives. Therefore, this alternative may indirectly result in growth along the corridor and within the project study area. However, similar to Build Alternatives 1 and 2, this alternative would not extend transit service to undeveloped areas and would be located in a developed urban area that contains a limited number of vacant or underutilized parcels. As a consequence, it would not indirectly induce growth that would substantially change existing land use and development patterns at the corridor level or induce substantial new growth or development beyond what is projected in regional or local plans.

4.6 Build Alternative 4 – Light Rail Transit Alternative

This alternative includes development of a light rail transit (LRT) line that would travel in a dedicated guideway from the Sylmar/San Fernando Metrolink station along San Fernando Road south to Van Nuys Boulevard, from San Fernando Road to the Metro Orange Line Station, over a distance of approximately 9.2 miles. The LRT Alternative includes and underground segment beneath Van Nuys Boulevard from just north of Parthenia Street to Hart Street.

4.6.1 Direct Impacts

Similar to the other build alternatives, the LRT Alternative does not include the development of new housing or businesses that would directly induce growth. This alternative, similar to Build Alternative 3 – Low-Floor LRT/Tram Alternative, could directly result in an increase in permanent employment opportunities due to hiring of LRT operators and MSF personnel. However, the direct increase in employment would be relatively minor in comparison to the number of employees in the project study area and would not result in a significant increase in the study area population. Therefore, this alternative would not directly induce substantial residential or employment population growth.

4.6.2 Indirect Impacts

This LRT alternative would provide a new mode of transit that would be an important link in the regional transportation network, increasing overall system efficiency. The transportation system improvements could be a catalyst for growth in the corridor and project study area that could benefit local businesses as well as encourage other businesses to relocate to the area. As described in the Existing Conditions section, the relevant City of Los Angeles community plans encourage development near transit stations and promote housing and mixed-use projects in transit corridors. Implementation of Build Alternative 3 would be consistent in supporting these goals and objectives.

Implementation of this alternative could attract transit-supportive development, providing new employment opportunities and services. The pattern of land development could be affected by a greater concentration and intensity of land use activities along the project alignment, particularly near proposed station areas, which could become centers of neighborhood activity, including increased pedestrian and bicycle activity. Underutilized parcels or buildings in the project study area may increase in desirability. However, as noted above for the other build alternatives, because this alternative would not extend transit service to an undeveloped area and because the alignment is located in a developed urban area with a limited number of vacant or underutilized parcels, it would not indirectly induce growth that would result in a substantial change in land use development patterns or indirectly result in substantial increases in employment or residential populations beyond what is projected in regional or local plans.

4.7 Construction Impacts

4.7.1 No-Build Alternative

Under the No-Build Alternative, no new transportation infrastructure would be built within the project study area, aside from projects that are currently under construction or funded for construction and operation by 2040. Because the No-Build does not propose new construction, it would not be growth inducing.

4.7.2 TSM Alternative

This Alternative would consist primarily of low-cost transit service improvements. Physical improvements to the transportation network would be minor. Therefore, construction activities associated with this alternative would be minimal and no growth inducement impacts would occur as result.

4.7.3 Build Alternatives 1 through 4

The growth inducement potential of construction activities under each build alternative would vary depending on the extent, duration, cost, and number of construction jobs generated by each alternative. The LRT Alternative would be the most costly and take the longest to construct, and consequently it would generate the greatest number of construction jobs. However, it is not expected that the increase in construction jobs under any of the build alternatives would result in substantial increases in project study area populations because of the fact that there is a large pool of skilled and unskilled construction workers in Los Angeles County within commuting distance of the project and because of the temporary nature of construction jobs. Consequently, it is unlikely few if any construction workers employed by the proposed project would relocate to the project study area. Therefore, proposed construction activities would not result in a substantial increase in the project study area population.

4.8 Cumulative Impacts

The study area for cumulative growth inducement effects consists of the Cities of Los Angeles and San Fernando.

4.8.1 No-Build Alternative

Since the No-Build Alternative would not directly or indirectly induce growth, it would not contribute to any growth inducement effects.

4.8.2 TSM Alternative

Since the TSM Alternative consists primarily of low-cost transit service improvements and may include minor physical improvements to the transportation network, it would not induce growth and consequently would not contribute to any cumulative growth inducement effects.

4.8.3 Build Alternatives 1 through 4

The build alternatives do not include the development of new housing or businesses that would directly induce growth. Therefore, the build alternatives would not directly contribute to cumulative growth inducement effects in the study area. However, as acknowledged in the impacts discussions above, proposed project improvements to the transit system and increases in transportation network efficiency and connectivity could be a catalyst for new development in the project study area. The indirect growth inducement effects of the proposed build alternative could contribute to growth induced either directly or indirectly by other infrastructure projects and by new residential and business development projects in the cumulative impacts study area. This induced growth could be substantial and result in significant adverse impacts to the environment. However, it should be noted that in general, this cumulative induced growth is accounted for in local (i.e., City of Los Angeles community plans and City of San Fernando General Plan) and regional (i.e., SCAG RCP and RTP/SCS) plans (see Tables 3-2 through 3-4 above). Pursuant to Section 15130 of the State CEQA Guidelines, "no further cumulative impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have already been adequately addressed, as defined in section 15152(f), in a certified EIR for that plan."

Chapter 5
Mitigation Measures

5.1 Compliance Requirements and Design Features

No compliance requirements and design features are required.

5.2 Operational Mitigation Measures

No operational mitigation measures are required.

5.3 Construction Mitigation Measures

No construction mitigation measures are required.

Chapter 6
Impacts Remaining After Mitigation

No mitigation measures would be required. Impacts would be less than significant.

Chapter 7
CEQA Determination

Impacts would be considered less than significant.

Chapter 8
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