

## 8-4 AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

### 8-4.1 LAND USE AND DEVELOPMENT

This section analyzes land use impacts associated with the Three East-West Routes Alternative (RB-3), the Five East-West Routes Alternative (RB-5), and the Rapid Bus Network Alternative (RB-Network). Chapter 8-2 describes these alternatives in detail. The land use and development analysis addresses the following impacts:

1. Compatibility with existing land use, also known as “localized land use impacts,”
2. Consistency with planned land use and zoning, and
3. Bus stop area development potential.

Potential mitigation measures associated with impacts are described at the end of this section.

#### 8-4.1.1 Setting

##### 8-4.1.1.1 Regional Context

Regional context described in the Final EIR is unchanged.

##### 8-4.1.1.2 Existing Land Use Patterns

Existing land use patterns of the BRT Alternative are unchanged, and found on pages 4-3 to 4-32 of the Final EIR.

Consistent with the analysis in the Final EIR, this survey of existing land uses adjacent to the transit corridors includes the area within 500 feet of each Rapid Bus route. At proposed Rapid Bus stop (RB stop) sites, land use analysis has been conducted for an area that encompasses a quarter mile radius around the stop sites. However, as construction would only occur at the RB stops themselves and for loop detectors at intersections, the existing land use impact analysis is focused in the area immediately around the stops. Existing land use patterns in this section are based on 2000 SCAG Existing Land Use data with refinements based on review of year 2000 aerial photography and site visits. Rapid Buses would pick up and drop off passengers at “RB stops” rather than full transit “stations.” The scale and amenities provided at RB stops are similar to that of local bus stops. For comparison, the scale, operation, and amenities provided at proposed stations for the BRT alternative are similar to those provided at rail stations. Stations are located along dedicated ROWs and include amenities such as: park-and-ride lots, transit vehicles with multiple doors for passenger loading, bicycle parking, and designated kiss-and-ride drop off locations. In comparison, RB stops do not include any of these amenities.

The east-west transit corridors are described from east to west, and the north-south corridors are described from north to south. For a detailed list of community facilities within these corridors, see Section 8-4.4. For descriptive purposes, each east-west corridor has been broken into two



segments at I-405. On the existing land use maps included herein, intersections with RB stops (stop locations) are noted but the precise locations of stops along the street (RB stops) are not indicated. Please refer to Section 8-2.4, Table 8.2-2 through Table 8.2-4 for further information on the location of RB stops relative to each intersection. Section 8-2 describes non-revenue turn-arounds at the end of routes. These are not shown on the land use maps; however, land use setting and impacts are described in general in this section.

***a. RB-3 Alternative***

The RB-3 Alternative would have routes on Victory Boulevard, Vanowen Street and Sherman Way, as well as along Lankershim Boulevard to provide access to the North Hollywood Metro Red Line station. The RB-3 Alternative would have routes on Topanga Canyon Boulevard and Owensmouth Avenue to provide access to the Warner Center Transit Hub. (See **Figure 8-4.1-1**, **Figure 8-4.1-2**, and **Figure 8-4.1-3**.)<sup>1</sup>

- **Lankershim Boulevard**

Lankershim Boulevard between the North Hollywood Metro Red Line Station and Sherman Way is a largely commercial street, with uses such as small retail, gas stations, and larger auto-oriented businesses (See **Figure 8-4.1-1**). There are a few multi-family apartments fronting on Lankershim Boulevard between Erwin Street and Friar Street, and between Sherman Way and Valerio Street. Off of Lankershim Boulevard are apartment buildings and single-family homes.

This segment of Lankershim Boulevard consists of three RB stop locations, with four RB stops (See **Figure 8-4.1-1**). The proposed RB stop at the existing North Hollywood Metro Red Line station area is within a commercial district along Lankershim Boulevard. The area serves as a regional commercial center and, via the Metro Red Line, is a link between downtown Los Angeles and the Valley. Also known as the NoHo Arts District, the area contains live theaters, studios, production companies, as well as numerous restaurants and shops. New mixed-use projects are currently under construction. Included in this stop area at Tujunga Avenue is North Hollywood Park.

Within the Oxnard Street RB stop area, commercial uses front on Lankershim Boulevard, with the surrounding neighborhood comprised of both multi-family apartment buildings and single-family houses. The RB stops are located across from a parking lot and commercial uses.

The Sherman Way RB stop area is largely auto-serving industrial uses. Single- and multi-family residential uses are located in the northeastern portion of this stop area. Adjacent to the RB stop is a building materials warehouse.

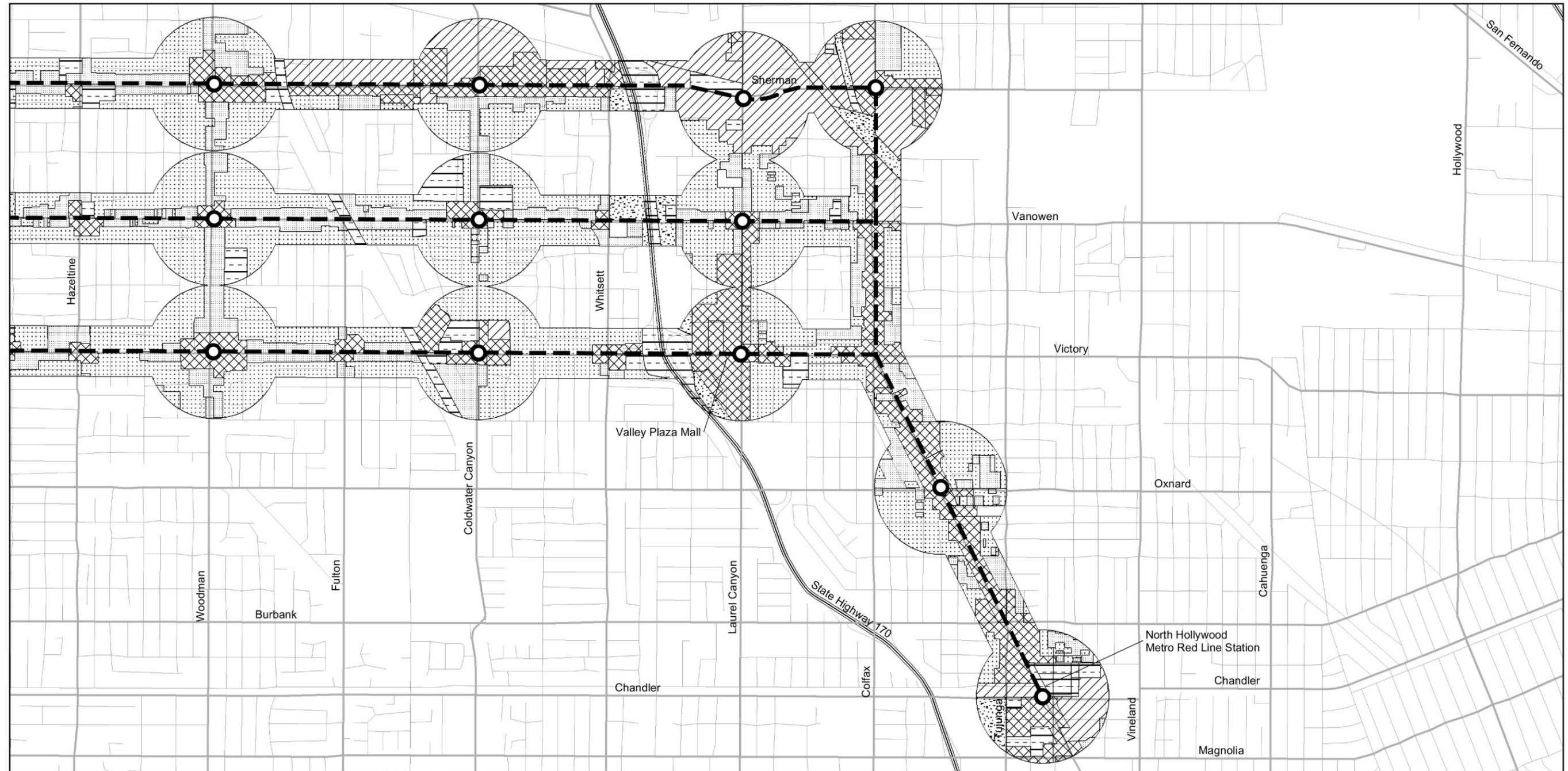
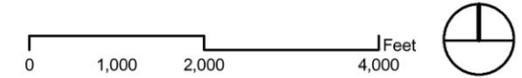
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<sup>1/</sup> Refer to Section 8-2 (Alternatives Considered) for a complete description of the RB-3 routes.

**LEGEND**

— — — PROPOSED RB-3 ALTERNATIVE    ○ PROPOSED STOP LOCATION

Single Family    Multi Family    Public Civic    Commercial    Industrial    Open Space



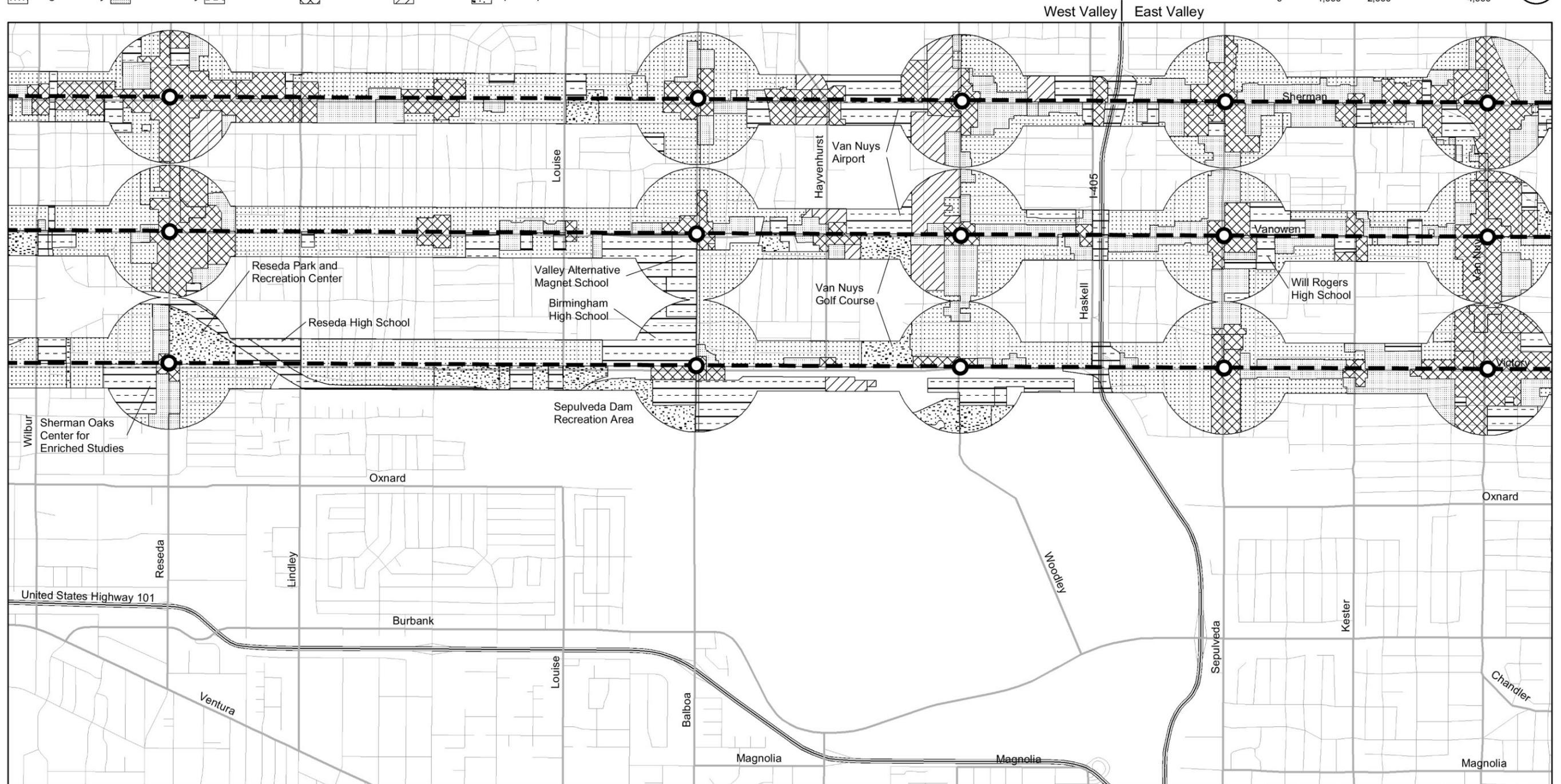
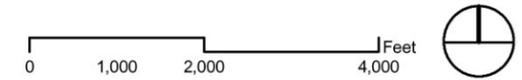
Source: SCAG, 2000; Gruen Associates, 2004.

Figure 8-4.1-1: Generalized Existing Land Use - RB-3 Alternative

**LEGEND**

— — — PROPOSED RB-3 ALTERNATIVE    ○ PROPOSED STOP LOCATION

Single Family    Multi Family    Public/ Civic    Commercial    Industrial    Open Space



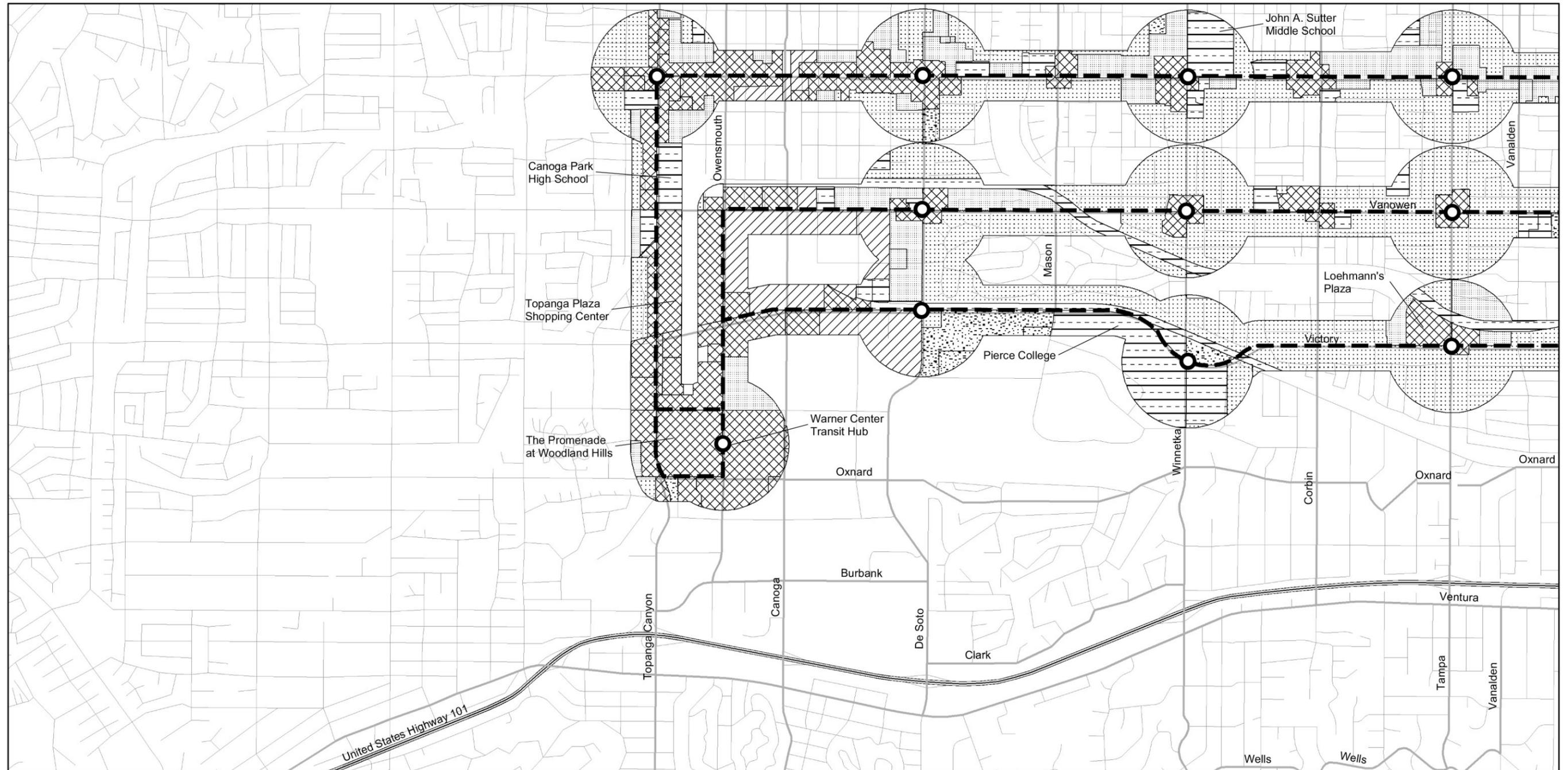
Source: SCAG, 2000; Gruen Associates, 2004.

Figure 8-4.1-2: Generalized Existing Land Use - RB-3 Alternative

**LEGEND**

— — — PROPOSED RB-3 ALTERNATIVE    ○ PROPOSED STOP LOCATION

Single Family    Multi Family    Public/ Civic    Commercial    Industrial    Open Space



Source: SCAG, 2000; Gruen Associates, 2004.

Figure 8-4.1-3: Generalized Existing Land Use - RB-3 Alternative

- Victory Boulevard

The Victory Boulevard corridor extends from Lankershim Boulevard west to Owensmouth Avenue and consists of a total of eleven potential RB stop locations with twenty-two RB stops (See **Figure 8-4.1-1**, **Figure 8-4.1-2** and **Figure 8-4.1-3**).

### East Valley

Between Lankershim Boulevard and the 405 Freeway (I-405), the land uses along Victory Boulevard are largely a mixture of multi-family apartment buildings and single-family homes, with commercial uses and a few schools located near the proposed RB stops (See **Figure 8-4.1-1** and **Figure 8-4.1-2**). Commercial developments along this segment of Victory Boulevard include uses such as local shopping malls, neighborhood retail and restaurants. In this segment off of Victory Boulevard are typically single- and multi-family neighborhoods.

Victory Boulevard from Lankershim Boulevard to I-405 consists of five RB stop locations (See **Figure 8-4.1-1** and **Figure 8-4.1-2**). Closest to these stops are typically commercial developments, while the surrounding neighborhoods are comprised of single- and multi-family residential. The Laurel Canyon Boulevard stop area includes the Valley Plaza shopping center, which is a major retail center in the East Valley. Also included in the stop area is an elementary school. A department store and an office are located adjacent to the RB stops. Another elementary school lies within the Coldwater Canyon Avenue stop area. A coffee shop and a fast food restaurant are located adjacent to the proposed RB stops. The Woodman Avenue stop area is largely a mix of single- and multi-family residential uses. A gas station and an electronics store are located near the potential RB stops. The Van Nuys Boulevard stop area consists largely of civic and commercial uses including offices, banks, restaurants, local shops, and a post office. The Van Nuys Boulevard stop area also includes an elementary school. The Van Nuys Boulevard RB stops lie across from a newsstand and retail developments. In the Sepulveda Boulevard stop area, off of Sepulveda Boulevard is a predominantly single-family neighborhood with some multi-family apartments. Shopping centers are located adjacent to the potential RB stops.

### West Valley

West of I-405 to Balboa Boulevard, the MTA right-of-way (ROW) runs adjacent to Victory Boulevard on its south side. South of the MTA ROW is the Sepulveda Dam Flood Control Basin and Recreation Area and a military/reserve area. Land uses north of Victory Boulevard are a mixture of predominantly single- and some multi-family residential with some neighborhood retail commercial developments interspersed at major and collector streets.

West of Balboa Boulevard to De Soto Avenue, land uses along Victory Boulevard primarily consist of single-family residential and some multi-family residential, with commercial and public uses at major arterials (See **Figure 8-4.1-2** and **Figure 8-4.1-3**). On the south side of Victory Boulevard between Winnetka Avenue and De Soto Avenue are buildings, student parking lots and recreational open space of the Pierce College campus. From De Soto Avenue to Owensmouth Avenue, Victory Boulevard is largely commercial and industrial in nature.



Between I-405 and Owensmouth Avenue, Victory Boulevard consists of six RB stop locations (See **Figure 8-4.1-2** and **Figure 8-4.1-3**). Closest to the stops are typically commercial developments, educational institutions or other public facilities. All stop areas, with the exception of the Winnetka Avenue stop area, have a few multi-family apartment buildings. The Woodley Avenue RB stops are located adjacent to a shopping center and the MTA ROW. Near the Balboa Boulevard stop location are Birmingham High School and West Valley School, and an office building. Sherman Oaks Center for Enriched Studies, a junior high school, and Reseda Park and Recreation Center are located within the Reseda Boulevard stop area. The RB stops are located near shops, auto-serving uses and single- and multi-family residential uses. Loehmann's Plaza, a local shopping center, is located in the Tampa Avenue stop area. The potential RB stops are located near a fast food restaurant and a gas station. The Winnetka Avenue and De Soto Avenue stops would serve the 16,500-student campus of Pierce College. The Winnetka Avenue RB stops would also serve the West Valley Adult Occupational Training Center and Little League Fields. Closest to the Winnetka Avenue RB stops is an office building. The De Soto Avenue RB stops lie adjacent to the MTA ROW and Pierce College.

- Vanowen Street

The Vanowen Street corridor extends from Lankershim Boulevard to Owensmouth Avenue and consists of a total of eleven potential RB stop locations with twenty-two RB stops (See **Figure 8-4.1-1**, **Figure 8-4.1-2** and **Figure 8-4.1-3**).

### East Valley

For the most part, the segment of Vanowen Street from Lankershim Boulevard to I-405 consists of multi-family apartments fronting on the street and single-family neighborhoods behind them, with some commercial and public/civic uses interspersed at major and collector streets (See **Figure 8-4.1-1** and **Figure 8-4.1-2**). Public/civic uses in this segment include Columbus Avenue Elementary School (new construction), Department of Motor Vehicles (DMV) office, and the Valley Presbyterian Hospital.

From Lankershim Boulevard to I-405, Vanowen Street consists of five RB stop locations (See **Figure 8-4.1-1** and **Figure 8-4.1-2**). Immediately surrounding the RB stops are commercial developments. A dental clinic and an office building are located near the Laurel Canyon Boulevard RB stops. Single- and multi-family housing comprises the major land use in the surrounding neighborhood. In addition to these uses, the Coldwater Canyon stop area includes James Madison Middle School and Coldwater Canyon Elementary School; the Woodman stop area includes Kittridge Street School; and the Sepulveda stop area includes Will Rogers High School. Coldwater Canyon Boulevard RB stops are located adjacent to medical offices and apartments. Closest to the Woodman Avenue RB stops are a shopping center and a gas station. Sepulveda Boulevard RB stops are located adjacent to a shopping center and a parking lot. The Van Nuys stop area consists mainly of office buildings, big box retail, restaurants and small-scale retail developments. The Van Nuys Recreation Center also falls in this stop area. A bank and a shopping center are located closest to the Van Nuys Boulevard RB stops.



## West Valley

The land uses along Vanowen Street between I-405 and Owensmouth Avenue are very diverse. Single and multi-family homes are concentrated mainly on the blocks between major arterials. Commercial development is located along major arterials and collector streets. In addition, several religious facilities are located along this segment of Vanowen Street. Just west of the Woodley Avenue stop area is the Van Nuys Airport on the north side of Vanowen Street, and the Van Nuys Golf Course on the south side (See **Figure 8-4.1-2** and **Figure 8-4.1-3**).

From I-405 to Owensmouth Avenue, Vanowen Street consists of six RB stop locations (See **Figure 8-4.1-2** and **Figure 8-4.1-3**). RB stops are characterized by typically commercial developments. In addition to commercial uses, the Woodley Avenue stop area includes single- and multi-family residential and industrial uses. The potential RB stops lie adjacent to retail and a utility company office building. The Balboa Boulevard stop area includes Valley Alternative Magnet School and West Valley School. Closest to the RB stops are a gas station and a restaurant. The Reseda Boulevard stop area is largely commercial with some single- and multi-family residential uses. Uses directly adjacent to the potential RB stops include a gas station and retail developments. Single- family housing comprises the major land use in the surrounding neighborhood of the Tampa Avenue and Winnetka Avenue stop areas. Closest to the Tampa Avenue RB stops is commercial development. The Winnetka Avenue RB stops are located adjacent to a gas station and a shopping center. The De Soto Avenue stop area is largely single- and multi-family residential with some industrial uses. Closest to the potential RB stops are a gas station, a fast food restaurant and a convenience store.

- **Sherman Way**

The Sherman Way corridor extends from Lankershim Boulevard to Topanga Canyon Boulevard and consists of a total of thirteen potential RB stop locations (See **Figure 8-4.1-1**, **Figure 8-4.1-2** and **Figure 8-4.1-3**).

## East Valley

Between Lankershim Boulevard and I-405, Sherman Way has a varied land use character (See **Figure 8-4.1-1** and **Figure 8-4.1-2**). West of Lankershim Boulevard and extending to Woodman Avenue, Sherman Way passes through commercial uses, which contain local shops, and industrial uses that include auto-serving and building materials shops. A few multi-family apartment buildings lie on Sherman Way near SR-170, Whitsett Avenue, and Woodman Avenue. Between Woodman Avenue and I-405, is a mixture of multi-family residential and commercial uses. A Red Cross building is located on the north side of Sherman Way between Kester Avenue and Van Nuys Boulevard. In addition, a few religious facilities are located along Sherman Way between Woodman Avenue and I-405.

From Lankershim Boulevard to I-405, Sherman Way consists of six RB stop locations (See **Figure 8-4.1-1** and **Figure 8-4.1-2**). The Lankershim Boulevard, Laurel Canyon Avenue and Coldwater Canyon Avenue stop areas largely consist of industrial developments. Closest to the Lankershim Boulevard stop is an auto-repair facility. The Laurel Canyon Avenue stops are located adjacent to retail developments and street maintenance facility. The Coldwater Canyon Avenue stop lies across from commercial developments. Closest to the Woodman Avenue, Van



Nuys Boulevard and Sepulveda Boulevard, RB stops are typically commercial uses including retail developments, restaurants and offices. The surrounding neighborhood consists of single- and multi-family residential uses. The Van Nuys stop area also includes the Northridge Hospital Medical Center.

### West Valley

West of I-405 to Topanga Canyon Boulevard, Sherman Way passes through a mixture of single- and multi-family residential and commercial developments, with a few religious facilities and schools near major and collector streets (See **Figure 8-4.1-2** and **Figure 8-4.1-3**). Single- and multi-family homes are concentrated mainly on blocks between major arterials. The Van Nuys Airport is located just west of the Woodley Avenue RB stop area. West of De Soto Avenue up to Topanga Canyon Boulevard, commercial developments consist mostly of restaurants, local shops and offices, and have their entries directly from the sidewalk creating a “streetwall.”

The segment of Sherman Way from I-405 to Topanga Canyon Boulevard in the west contains seven RB stop locations (See **Figure 8-4.1-2** and **Figure 8-4.1-3**). Large parts of the stop areas consist of commercial uses including gas stations, restaurants and shopping centers. The Woodley Avenue stop area includes industrial and a mixture of single- and multi-family residential uses. Closest to the potential RB stops are a gas station and a shopping center. Two elementary schools and a mixture of single- and multi-family residential uses are located in the Balboa Boulevard stop area. Single-story retail and a small-scale retail uses are located near the potential RB stops. The Reseda Boulevard stop area is mainly commercial, with some industrial and residential land uses. The RB stops are located adjacent to retail developments. The Tampa Avenue stops are located across from a gas station and a hospital. John A. Sutter Middle School is located in the Winnetka Avenue stop area. The RB stops are located adjacent to a shopping center, fast food restaurant and a pre-school. The De Soto Avenue stop area includes a DMV office, John Quimby Park, and a largely single- and multi-family neighborhood. The Topanga Canyon Boulevard stop area includes commercial uses including retail developments, restaurants and offices. The surrounding neighborhood consists of single- and multi-family residential uses. The RB stop is located adjacent to a fast food restaurant.

- Topanga Canyon Boulevard

Topanga Canyon Boulevard from Oxnard Street to Sherman Way is a largely commercial street with Canoga Park High School located just north of Vanowen Street (See **Figure 8-4.1-3**). The Topanga Plaza Shopping Center and the Promenade at Woodland Hills, two major retail centers of the West Valley, are located along Topanga Canyon Boulevard. The RB stop is located adjacent to a bank.

- Owensmouth Avenue

Land uses along Owensmouth Avenue from Oxnard Street to Vanowen Street are also largely commercial with multi-family residential at Erwin Street and a few industrial developments at Vanowen Street (See **Figure 8-4.1-3**). Warner Center, a major retail/office center in the West Valley includes Owensmouth Avenue. Owensmouth Avenue consists of an RB stop at the Warner Center Transit Hub. An office building is located adjacent to the RB stop. High-rise office towers, a hotel and the Promenade at Woodland Hills surround the stop location. Multi-

family residential, primarily in the form of condominiums, has also been built at Warner Center on the east side of Owensmouth Avenue, at Erwin Street.

**b. RB-5 Alternative**

The RB-5 Alternative would have routes on: Chandler Boulevard, Burbank Boulevard, Oxnard Street, Victory Boulevard, and Sherman Way, as well as Lankershim Boulevard to link some routes to the North Hollywood Metro Red Line station (See **Figure 8-4.1-4**, **Figure 8-4.1-5** and **Figure 8-4.1-6**).<sup>2</sup>

- Lankershim Boulevard

Lankershim Boulevard between the North Hollywood Metro Red Line station and Victory Boulevard is a largely commercial street, with uses such as small retail, gas stations, and larger auto-oriented businesses (See **Figure 8-4.1-4**). There are a few multi-family apartments fronting on Lankershim Boulevard between Erwin Street and Friar Street. Off of Lankershim Boulevard are apartment buildings and single-family homes.

This segment of Lankershim Boulevard consists of two RB stop locations with three RB stops (See **Figure 8-4.1-4**).

The proposed stop at the existing North Hollywood Metro Red Line station area is within a commercial district along Lankershim Boulevard. The area serves as a regional commercial center and, via the Metro Red Line, is a link between downtown Los Angeles and the Valley. Also known as the NoHo Arts District, the area contains live theaters, studios, production companies, as well as numerous restaurants and shops. New mixed-use projects are currently under construction. Included in this stop area at Tujunga Avenue is the North Hollywood Park. Within the Oxnard Street stop area commercial uses front on Lankershim Boulevard, with the surrounding neighborhood comprised of both multi-family apartment buildings and single-family houses. The RB stops are located adjacent to a parking lot and commercial uses.

- Chandler Boulevard

The entire Chandler Boulevard corridor is within the East Valley, and extends from Lankershim Boulevard to Van Nuys Boulevard (See **Figure 8-4.1-4** and **Figure 8-4.1-5**).

Between Lankershim Boulevard and Van Nuys Boulevard, Chandler Boulevard is a largely residential street, with commercial developments interspersed at major and collector streets such as Lankershim Boulevard, Laurel Canyon Boulevard, Whittset Avenue, and Van Nuys Boulevard. In addition, religious institutions including Emek Hebrew Academy, Shaarey Zedek Congregation, and a daycare center are located along Chandler Boulevard. Single-family residential is the primary housing type with multi-family residential between SR-170 and Coldwater Canyon Boulevard. The MTA ROW lies within the median of Chandler Boulevard between the North Hollywood Metro Red Line Station and Coldwater Canyon Avenue. North Hollywood High School is located off of Chandler Boulevard at Colfax Avenue.

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<sup>2/</sup> Refer to Section 8-2 (Alternatives Considered) for a complete description of the RB-5 routes.