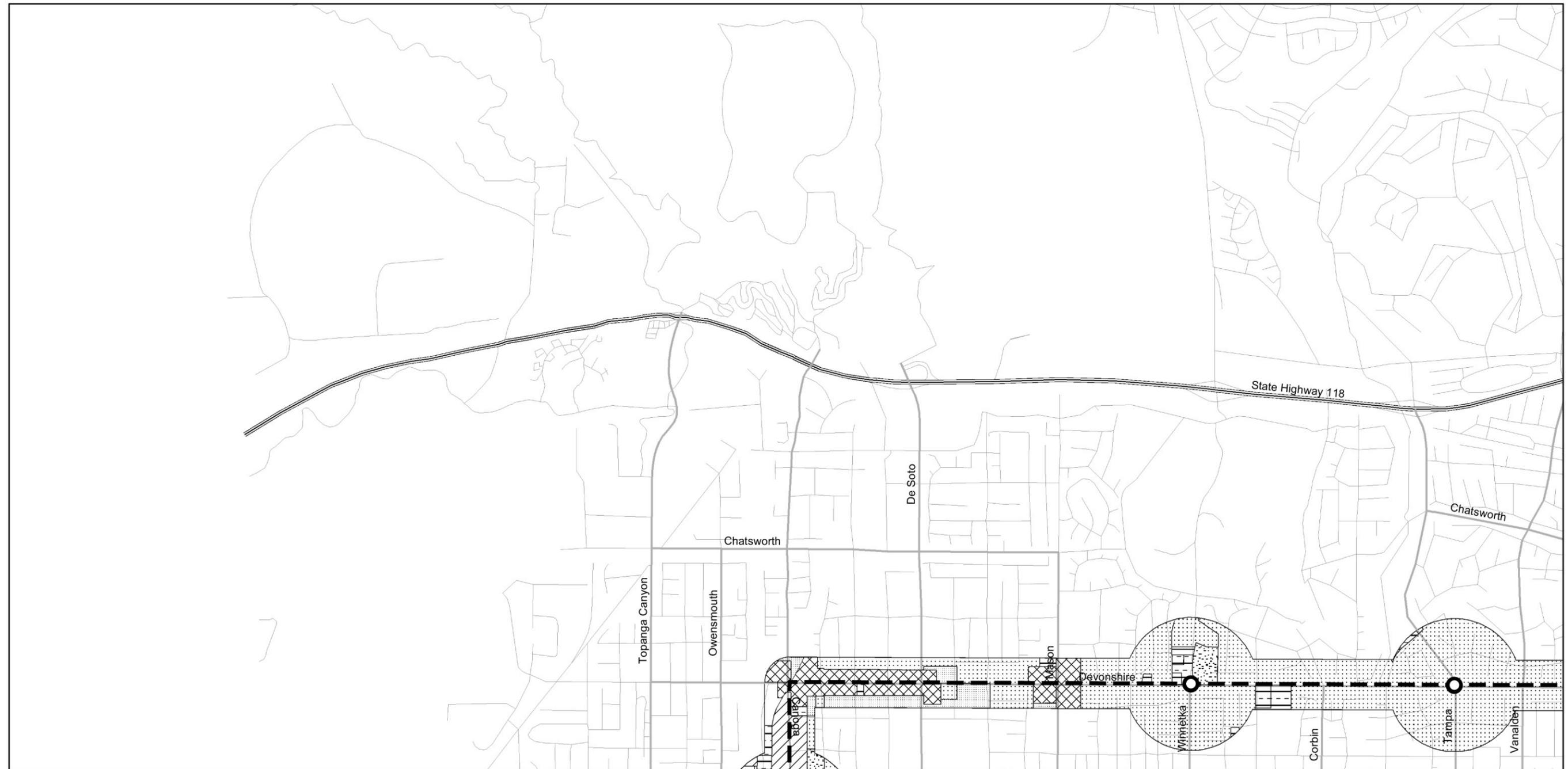
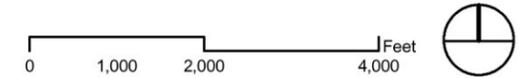


LEGEND

- — — PROPOSED RB-NETWORK ALTERNATIVE
- PROPOSED STOP LOCATION
- Single Family
- Multi Family
- Public Civic
- Commercial
- Industrial
- Open Space



Source: SCAG, 2000; Gruen Associates, 2004.

Figure 8-4.1-17: Generalized Existing Land Use - RB-Network Alternative

Victory Boulevard from Lankershim Boulevard to I-405 consists of five RB stop locations (See **Figure 8-4.1-9** and **Figure 8-4.1-10**). Closest to these RB 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 potential 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 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 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. Land uses north of Victory Boulevard are a mixture of single- and 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 8-4.1-10** and **Figure 8-4.1-11**). 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 8-4.1-10** and **Figure 8-4.1-11**). Closest to the RB 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, lies in 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 RB 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.



- Roscoe Boulevard

The Roscoe Boulevard corridor extends from San Fernando Road in the east to Topanga Canyon Boulevard in the west. It consists of a total of thirteen potential stop locations with twenty-four RB stops (See **Figure 8-4.1-12**, **Figure 8-4.1-13**, and **Figure 8-4.1-14**).

East Valley

Between San Fernando Road and Amboy Avenue, Tuxford Street/Roscoe Boulevard is mainly industrial comprising of large warehouses and auto sales and repair shops (See **Figure 8-4.1-12**). In addition, a power plant owned by the LADWP lies to the east of Amboy Avenue. West of Amboy Avenue to I-405, Roscoe Boulevard has a varied land use character. Public and commercial uses are located at major and collector streets, with single- and multi-family uses located on the blocks between them (See **Figure 8-4.1-12** and **Figure 8-4.1-13**). Public uses include J.H. Francis Polytechnic High School, Valley Beth Synagogue, Grace Community Church, Kaiser Foundation Hospital, Saint Genevieve Church and School, Presbytery of San Fernando and the Noble Early Education Center. Spreading grounds are located on the north side of Roscoe Boulevard just west of SR-170.

Between San Fernando Road and I-405, Roscoe Boulevard consists of six RB stop locations (See **Figure 8-4.1-12** and **Figure 8-4.1-13**).

The stop area at the intersection of San Fernando Road and Tuxford Street consists entirely of industrial uses. Closest to the Laurel Canyon Boulevard RB stops are the Canyon Plaza shopping mall and a fast food restaurant. The neighborhood comprises of predominantly single- and some multi-family homes, and some auto-serving commercial uses. Within the Coldwater Canyon/Sheldon Street stop area, commercial uses front on Roscoe Boulevard on its south side. To the north are spreading grounds. Other uses within the stop area include a Buddhist temple, and a single-family neighborhood. A gas station, nursery and a vacant lot are located adjacent to the potential RB stops. Land uses closest to the Woodman Avenue RB stops consist of commercial and public uses including the Kaiser Foundation Hospital. The surrounding neighborhood is a mixture of single- and multi-family residential.

The Van Nuys Boulevard stop area is largely commercial, with a few single- and multi-family homes in the neighborhood. Commercial uses in this stop area include offices, a banquet and conference hall, the Panorama Mall consisting of big box retail and the Panorama Plaza consisting of restaurants and shops. Department stores are located adjacent to the potential RB stops. The Sepulveda Boulevard stop area is also largely commercial, comprising of auto-serving uses and a shopping mall. In the stop area off of Sepulveda Boulevard is a single- and multi-family neighborhood. A car dealership and a shopping center are located closest to the potential RB stops.

West Valley

West of I-405 and up to Balboa Boulevard, land uses along Roscoe Boulevard are a mix of industrial, commercial and single-family residential, with the Van Nuys Airport also located within this stretch (See **Figure 8-4.1-13**). Commercial uses consist of a mix of large offices, big box retail and a few small-scale retail developments. Between Balboa Boulevard and Topanga



Canyon Boulevard, Roscoe Boulevard consists of a mixture of single- and multi-family residential uses with commercial and public uses at major and collector streets (See **Figure 8-4.1-13** and **Figure 8-4.1-14**). Public uses include Saint Mary and Saint Athanasius Coptic Orthodox Church, First Lutheran Church and School, Northridge Hospital Medical Center, Winnetka Avenue School, Saint Johns in the Valley United Methodist Church, and Valley Korean Central United Methodist Church.

Between I-405 and Topanga Canyon Boulevard, the Roscoe Boulevard corridor consists of seven potential stop locations (See **Figure 8-4.1-13** and **Figure 8-4.1-14**). Closest to the Woodley Avenue stops are a shopping center and industrial development. Off of Roscoe Boulevard to the north is a single- and multi-family neighborhood. The Balboa Boulevard stop area consists of commercial developments fronting on Roscoe Boulevard. The stop area comprises of industrial uses in the northeastern portion, and residential uses off of Balboa Boulevard to the west. A shopping center and a gas station are located adjacent to the potential RB stops. In the immediate vicinity of the Reseda Boulevard RB stops are commercial developments including big box retail and medical offices. The stop area is a mixture of commercial, public and residential land uses. Public uses include Northridge Hospital Medical Center and First Lutheran Church and School.

The Tampa Boulevard stops are located adjacent to commercial uses, within a single-family neighborhood. Closest to the Winnetka Avenue RB stops are commercial and public uses including Winnetka Avenue School. Other uses within the stop area include the Winnetka Community Center, and a single- and multi-family neighborhood. The De Soto Avenue RB stops are located close to strip retail, restaurants and auto-serving uses. Off of De Soto Avenue are single- and multi-family neighborhoods. The Topanga Canyon stop area also consists of commercial establishments. Within the stop area is the Topanga Terrace Nursing Center and single- and multi-family homes. A shopping center is located adjacent to the potential RB stop.

- Devonshire Street

This corridor runs on Arleta Avenue from Van Nuys Boulevard to Filmore Street then continues westwards on Devonshire Street to Canoga Avenue, and then southwards on Canoga Avenue up to Lassen Street to connect to the Chatsworth Metrolink Station. It consists of a total of nine potential stop locations including sixteen RB stops (See **Figure 8-4.1-15**, **Figure 8-4.1-16** and **Figure 8-4.1-17**).

East Valley

Between Van Nuys Boulevard and Filmore Street, Arleta Avenue has a mix of single- and multi-family residential uses, with commercial development near the proposed RB stop at Van Nuys Boulevard (See **Figure 8-4.1-15** and **Figure 8-4.1-16**). West of Filmore Street to the I-405 Freeway, Devonshire Street passes through the Pacoima Spreading Grounds and a typically single-family neighborhood, with commercial development near the proposed RB stops. Devonwood Park lies at Woodman Avenue on the south side of Devonshire Street. Devonshire Montessori School is located just east of Lemona Avenue.

This segment consists of three stop locations. The area immediately adjacent to all RB stops consists mainly of commercial development. The Van Nuys Boulevard stop area consists largely



of a single- and multi-family residential neighborhood. The RB stop lies close to auto-serving uses and single-family homes. The Woodman Avenue stop area includes Devonwood Park, Devonshire Montessori School, and the western portion of the Pacoima Spreading Grounds. Land uses adjacent to the potential RB stops include Devonwood Park and an auto-dealership. The remainder of the stop area consists of a single-family neighborhood. The Sepulveda Boulevard stop area has a mixture of commercial and residential land uses. Closest to the RB stop are a grocery store, a gas station and a few apartment buildings.

West Valley

West of I-405 to Wilbur Avenue, Devonshire Street is mainly a residential street, with some commercial and public uses interspersed at major and collector streets (See **Figure 8-4.1-16**). Commercial uses include shopping centers, restaurants, gas stations and low-rise office buildings. Public uses include Pinecrest School, Patrick Henry Middle School, First Presbyterian Weekday School, and a police station.

Between Wilbur Avenue and Mason Avenue, Devonshire Street passes behind the backyards of single-family homes (See **Figure 8-4.1-16** and **Figure 8-4.1-17**). Other uses include Egremont School, St. Stephen Presbyterian Church and School, a fire station, and a shopping center at Mason Avenue. West of Mason Avenue to Canoga Avenue, Devonshire Street consists of a mixture of single- and multi-family residential and commercial land uses. Canoga Avenue largely consists of industrial development, with some commercial development near the intersection with Devonshire Street.

West of I-405, this corridor consists of six RB stop locations (See **Figure 8-4.1-16** and **Figure 8-4.1-17**). Closest to the Woodley Avenue RB stops is commercial development. Except for the Woodley Avenue Baptist Church, the remainder of the stop area is exclusively residential comprising of single- and multi-family homes. The Balboa Boulevard and Reseda Boulevard stop areas primarily consist of commercial development. Commercial development within the Balboa Boulevard stop area includes a movie theater. In addition, this stop area also includes public/civic uses such as the Valley Korean United Methodist Church, Pinecrest School, and the Granada Hills Community Hospital. Closest to the RB stops are a gas station and a shopping center. The Reseda Boulevard stop area includes an auto shop and a car wash among other commercial developments. A shopping center and auto-serving uses are located adjacent to the potential RB stops. The Tampa Avenue and Winnetka Avenue stop areas consist exclusively of single-family homes, with the exception of St. Stephen Presbyterian Church and School, and a fire station within the Winnetka Avenue stop area. The Tampa Avenue RB stops are located adjacent to single-family homes. The Winnetka Avenue RB stops are located near St. Stephen Presbyterian Church and School and single-family homes. The RB stop adjacent to the Chatsworth Metrolink Station is located within an industrial area. There are a few single- and multi-family homes off of Canoga Avenue and Lassen Street.

- San Fernando Road

The San Fernando Road corridor starts at Sylmar/San Fernando Metrolink Station in the north, turns south on Hollywood Way, and then turns west on Empire Avenue to connect to the Burbank Airport Metrolink Station. It consists of a total of eight potential stop locations

including fourteen RB stops (See **Figure 8-4.1-9**, **Figure 8-4.1-12**, **Figure 8-4.1-15** and **Figure 8-4.1-16**). This corridor runs within the East Valley only.

The San Fernando Road corridor passes through the Whiteman Airport and the Burbank-Glendale-Pasadena Airport in Burbank, and consists predominantly of industrial uses with some commercial uses near the RB stops, a LADWP office, and Hansen Spreading Grounds south of Branford Street. Industrial uses include building materials shops, auto sales and repair shops, storage yards, and warehouses. Commercial uses include auto-serving shops, offices, banks, big box retail, and small-scale retail developments. The Whiteman Airport lies on the east side of San Fernando Road between Pierce Street and Osborne Street. The Burbank-Glendale-Pasadena Airport lies to the southwest of San Fernando Road between Clybourn Avenue and Hollywood Way (See **Figure 8-4.1-9** and **Figure 8-4.1-12**). South of SR-118, off of San Fernando Road is mainly a single-family residential neighborhood.

Eight stop locations are situated along the San Fernando Road corridor. An RB stop is located adjacent to the Sylmar/San Fernando Metrolink Station (See **Figure 8-4.1-16**). The stop area includes a motel, a mix of single- and multi-family residential, and industrial uses. Commercial uses, mainly in the form of retail development are located immediately adjacent to the Truman Street/Maclay Avenue RB stops. Within the stop area are the San Fernando Civic Center, which includes the City Hall, Municipal Court, and a police station (See **Figure 8-4.1-15**). Other land uses within the stop area include auto-serving commercial uses, a mixture of single- and multi-family homes, Saint Ferdinand School and Church, First Baptist Church, San Fernando Civic Center, and the San Fernando Health Center. The Van Nuys Boulevard stop area has auto-serving commercial development fronting on San Fernando Road. The remainder of the stop area includes a single-family neighborhood with a few multi-family apartment buildings (See **Figure 8-4.1-15**). Rail tracks and auto-serving commercial uses are located closest to the potential RB stops.

Closest to the Osborne Street RB stops are auto-serving commercial and industrial developments and the Whiteman Airport (See **Figure 8-4.1-15**). The stop area is predominantly single-family residential, except for a fire station located on Osborne Street. Near the Sheldon Street RB stops, commercial and industrial developments front on San Fernando Road. Off of San Fernando Road to the southwest is a single- and multi-family residential neighborhood. The surrounding area of the Tuxford Street RB stops is exclusively industrial, consisting of auto-serving and building materials shops (See **Figure 8-4.1-12**). The Sunland Boulevard stop location has commercial uses mainly in the form of small shops fronting on San Fernando Road. The stop area includes the Sun Valley Recreation Center, industrial uses, and a mixture of single- and multi-family homes (See **Figure 8-4.1-12**). Closest to the RB stops are railroad tracks and a warehouse. Near the RB stop at the Burbank Airport Metrolink Station is the Burbank-Glendale-Pasadena Airport and some office buildings (See **Figure 8-4.1-9**).

- Laurel Canyon Boulevard

The Laurel Canyon Boulevard corridor extends from Van Nuys Boulevard in the north to Ventura Boulevard in the south. It consists of a total of eight potential stop locations including fourteen RB stops (See **Figure 8-4.1-7**, **Figure 8-4.1-9**, **Figure 8-4.1-12**, and **Figure 8-4.1-15**). This corridor runs within the East Valley only.



Land uses along Laurel Canyon Boulevard are largely a mix of single- and multi-family residential, with commercial and public uses near major and collector streets, and industrial uses near Sherman Way. In addition, a few religious facilities are also located within the Laurel Canyon Boulevard corridor. These include the Methodist Church, Iglesia Evangelica Cristiana Espiritual and the Montague Charter Academy. Commercial uses consist of a mix of strip retail developments, office buildings and large shopping centers. Public uses include Pacoima Middle School, Campbell Hall High School and Chandler Residential Care and Hospital

The Van Nuys Boulevard RB stop is located across from a fast food restaurant (See **Figure 8-4.1-15**). Mary Immaculate Parish School and Church is located within the stop area. The surrounding neighborhood consists of a single-family neighborhood. Closest to the Osborne Street RB stops are a parking lot and auto-serving commercial uses (See **Figure 8-4.1-12**). The stop area consists of a mix of single- and multi-family residential. The Sheldon Street RB stops also lie across from commercial development including a restaurant within a single-family neighborhood (See **Figure 8-4.1-12**).

Closest to the Roscoe Boulevard RB stops are a gas station, the Canyon Plaza shopping mall, and some auto-serving commercial uses (See **Figure 8-4.1-12**). The neighborhood comprises of predominantly single- and some multi-family homes. The Sherman Way RB stops are located within an industrial area. The southern part of the stop area consists of a few single- and multi-family homes (See **Figure 8-4.1-9**). Closest to the Victory Boulevard RB stop are commercial developments including an office building and the Valley plaza shopping center, which is a major retail center in the East Valley (See **Figure 8-4.1-9**). Off of Laurel Canyon Boulevard to the east are predominantly single- and some multi-family homes. The immediate surrounding area of the Magnolia Boulevard RB stops consists of commercial uses including small shops and a parking lot (See **Figure 8-4.1-7**). The surrounding area consists of the Chandler Residential Care and Hospital, and a single- and multi-family neighborhood. The Ventura Boulevard RB stop is within a commercial area, which includes shops, banks, restaurants, a bookstore, a theater, and retail developments. The stop area includes institutional uses such as Osula Education Center, Carpenter Avenue School, some industrial uses, and a mix of single- and multi-family residential uses (See **Figure 8-4.1-7**). Commercial uses including offices are located adjacent to the potential RB stop.

- Van Nuys Boulevard

The Van Nuys Boulevard corridor extends from Foothill Boulevard to Ventura Boulevard, and consists of a total of fourteen potential stop locations including twenty-six RB stops (See **Figure 8-4.1-8**, **Figure 8-4.1-10**, **Figure 8-4.1-13**, and **Figure 8-4.1-15**). This corridor runs within the East Valley only.

The Van Nuys Boulevard acts as a regional commercial corridor, catering to the local neighborhood as well as supporting larger-scale businesses including several car dealerships. Some single- and multi-family homes front on Van Nuys Boulevard between Foothill Boulevard and Norris Avenue, and between the I-5 Freeway and Chase Street. A few public/civic uses are also located along Van Nuys Boulevard, which include the Bethel of the Valley Apostolic Church, First United Methodist Church of Pacoima, Hillview Mental Health Care, and a



Department of Motor Vehicles office. East Valley High School is currently under construction at Beachy Avenue.

Closest to the Foothill Boulevard RB stop are commercial developments. Off of the I-210 Freeway is a single-family neighborhood (See **Figure 8-4.1-15**). The Sylmar Health and Rehabilitation Center also lies within the stop area. The Glenoaks Boulevard RB stops are located adjacent to a fast food restaurant and retail developments (See **Figure 8-4.1-15**). Within the stop area are single- and multi-family neighborhoods. Religious institutions within the stop area include the Valley Crossroads Seventh Adventist Church and Mount Gilead Baptist Church. Closest to the San Fernando Road RB stops is auto-serving commercial development. The stop area includes a single-family neighborhood with a few multi-family apartment buildings (See **Figure 8-4.1-15**). The Laurel Canyon Boulevard RB stops are located across from small-scale retail development and auto-serving commercial uses. Mary Immaculate Parish School and Church is located within the stop area. The surrounding neighborhood consists of a single-family neighborhood (See **Figure 8-4.1-15**). The area immediately adjacent to the Arleta Avenue RB stops consists of commercial development, a church and single family homes. The stop area consists largely of a single- and multi-family residential neighborhood (See **Figure 8-4.1-15**).

The Woodman Avenue RB stops are located across from multi-family apartments and big box retail developments (See **Figure 8-4.1-13**). The stop area consists of a Department of Motor Vehicles office, and a largely single- and multi-family neighborhood. Closest to the Nordhoff Street RB stops is commercial development including a shopping centers and a gas station (See **Figure 8-4.1-13**). Iglesia Adventista and Spanish Lutheran Church are located within the stop area, which consists primarily of multi-family apartments with some single-family homes. The Roscoe Boulevard stop area is largely commercial, with a few single- and multi-family homes in the neighborhood. Commercial uses in this stop area include offices, a banquet and conference hall, the Panorama Mall consisting of big box retail and the Panorama Plaza consisting of restaurants and shops (See **Figure 8-4.1-13**). The RB stops are located near retail developments and an office building.

The Keswick Street RB stops are located across from the Van Nuys Metrolink Station and a parking lot (See **Figure 8-4.1-10**). Other uses within the stop area include LADWP facilities, some industrial developments, and multi-family residential uses. The Sherman Way RB stops lie across from commercial development. The stop area includes the Northridge Hospital Medical Center (See **Figure 8-4.1-10**). The Vanowen Street 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 (See **Figure 8-4.1-10**). The RB stops are located adjacent to commercial uses including retail developments. The Victory Boulevard stop area consists largely of civic and commercial uses including offices, banks, restaurants, local shops, and a post office. It also includes an elementary school. The RB stops are located adjacent to retail developments. The Burbank Boulevard RB stops are located within a commercial/ industrial area, with some single- and multi-family homes in the neighborhood (See **Figure 8-4.1-10**). Uses close to the RB stops include retail developments and auto-serving uses. Closest to the Ventura Boulevard RB stop are commercial uses including local shops and offices. Within the stop area are gas stations, the Temple Binas Hayinu and the United Methodist Church. Off of Ventura Boulevard is a single- and multi-family neighborhood (See **Figure 8-4.1-8**).



- Sepulveda Boulevard

The Sepulveda Boulevard corridor runs parallel to I-405, and extends from Chatsworth Street to Ventura Boulevard. It consists of a total of nine potential stop locations including sixteen RB stops (See **Figure 8-4.1-8**, **Figure 8-4.1-10**, **Figure 8-4.1-13** and **Figure 8-4.1-16**). This corridor runs within the East Valley only.

The Sepulveda Boulevard corridor has a varied land use character. Along Sepulveda Boulevard is a mixture of commercial and residential land uses, with some industrial and public/civic uses. Single- and multi-family homes are concentrated mainly on the blocks between major arterials. Commercial uses along Sepulveda Boulevard include large-scale retail, offices, motels, strip malls and restaurants. Public/civic uses include the Chapel of the Cross Lutheran Church, Sepulveda Middle School, North Hills Professional School, a fire station, and a Buddhist temple.

Closest to Chatsworth Street RB stop, at the intersection, are commercial uses including a gas station (See **Figure 8-4.1-16**). Within the stop area is the Mission Hills Inn. The stop area primarily comprises a single-family neighborhood, with a few multi-family apartments. SR-118 passes through the stop area. Near the Devonshire Street RB stops are large-scale retail developments and a parking lot. The stop area has a mixture of commercial and residential land uses (See **Figure 8-4.1-16**). Closest to the Nordhoff Street RB stops is commercial development including a shopping center (See **Figure 8-4.1-13**). The stop area consists of auto-serving commercial developments, the United Methodist Church of Sepulveda, and a mixture of predominantly multi- and some single-family residential uses. The Roscoe Boulevard stop area is also largely commercial, comprising of auto-serving uses and a shopping mall. Off of Sepulveda Boulevard is a single- and multi-family neighborhood (See **Figure 8-4.1-13**). A gas station and a shopping center are located near the potential RB stops. The Sherman Way RB stops are located close to commercial developments and a gas station. The neighborhood is primarily residential (See **Figure 8-4.1-10**).

Immediately surrounding the Vanowen Street and Victory Boulevard RB stops are commercial developments (See **Figure 8-4.1-10**). Single- and multi-family housing comprises the major land use in the surrounding neighborhood. The Vanowen Street stop area includes Will Rogers High School. Closest to the Burbank Boulevard RB stops are a gas station and a shopping center. Off of Sepulveda Boulevard to the east and southwest are single- and multi-family neighborhoods (See **Figure 8-4.1-10**). The Ventura Boulevard RB stop is also situated within a commercial area, which includes a high-rise office building and the Sherman Oaks Galleria, a shopping center. The Marriott Hotel and the First Presbyterian Church are located within the stop area. Off of Sepulveda Boulevard are single- and multi-family neighborhoods (See **Figure 8-4.1-8**).

- Reseda Boulevard

The Reseda Boulevard corridor extends from Devonshire Street in the north to Ventura Boulevard in the south. It consists of a total of seven potential stop locations including twelve RB stops (See **Figure 8-4.1-8**, **Figure 8-4.1-10**, **Figure 8-4.1-13**, and **Figure 8-4.1-16**). This corridor runs within the West Valley only.



Between Devonshire Street and Ventura Boulevard, land uses along Reseda Boulevard are mainly a mixture of commercial and multi-family residential, with a few public/civic uses. Multi-family apartment buildings front on Reseda Boulevard on blocks between major arterials. Public/civic uses within this corridor include a fire station and Our Lady of Lourdes School.

The Devonshire Street stop area primarily consists of commercial developments, which include an auto shop and a car wash (See **Figure 8-4.1-16**). The surrounding neighborhood is a mixture of single- and multi-family residential uses. Closest to the Devonshire Street RB stop are a parking lot and a pharmacy. The Nordhoff Street RB stops are located across from the Northridge University Center (a university-oriented shopping center), big box retail and offices (See **Figure 8-4.1-13**). A portion of the California State University Northridge is located within the stop area. Also within the stop area are single- and multi-family homes. In the immediate vicinity of the Roscoe Boulevard RB stops are commercial developments including a convenience store and a gas station (See **Figure 8-4.1-13**). The stop area is a mixture of commercial, public, and residential land uses. Public uses include the Northridge Hospital Medical Center and First Lutheran Church and School. Large parts of the Sherman Way and Vanowen Street stop areas consist of commercial uses. The surrounding neighborhood consists of single- and multi-family residential (See **Figure 8-4.1-10**). The Sherman Way RB stops are located adjacent to a gas station and commercial uses. The Vanowen Street RB stops are located adjacent to a restaurant and auto-serving uses.

Closest to the Victory Boulevard RB stops are a gas station and the Reseda Recreation Center (See **Figure 8-4.1-10**). The surrounding neighborhood consists of single- and multi-family residential. Sherman Oaks Center for Enriched Studies, a junior high school, lies in the Victory Boulevard stop area. The Ventura Boulevard RB stop is located within a commercial area with single- and multi-family residential uses in the neighborhood (See **Figure 8-4.1-8** and **Figure 8-4.1-10**).

- Topanga Canyon Boulevard

The Topanga Canyon Boulevard corridor extends from Lassen Street to Oxnard Street, and consists of a total of five potential stop locations including the Chatsworth Metrolink Station. (**Figure 8-4.1-11** and **Figure 8-4.1-14**). It has a total of nine RB stops. This corridor runs within the West Valley only.

Between Lassen Street and Nordhoff Street, land uses along Topanga Canyon Boulevard include industrial and commercial uses on the east side, and single- and multi-family residential uses on the west side (See **Figure 8-4.1-14**). South of Nordhoff Street and up to Saticoy Street, land uses along Topanga Canyon Boulevard are a mixture of single- and multi-family residential with commercial and public uses interspersed at major and collector streets (See **Figure 8-4.1-11** and **Figure 8-4.1-14**). The Lanark Park is located on Topanga Canyon Boulevard at Lanark Street. Between Saticoy Street and Oxnard Street, Topanga Canyon Boulevard is largely a commercial street, with the exception of two schools located south of Sherman Way (See **Figure 8-4.1-11**). Commercial uses along Topanga Canyon Boulevard include auto sales, offices, big box retail, small shops and restaurants. 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 south of Vanowen Street.



An RB stop would be located near the Chatsworth Metrolink Station. Closest to the Nordhoff Street RB stops are a gas station, a restaurant and some retail developments (See **Figure 8-4.1-14**). Within the southwestern portion of the stop area is a single-family neighborhood. Off of Topanga Canyon Boulevard to the east is an industrial area. The Roscoe Boulevard RB stops consist of commercial establishments including a gas station (See **Figure 8-4.1-14**). Within the stop area are the Topanga Terrace Nursing Center, and single- and multi-family homes. Closest to the Sherman Way and Vanowen Street RB stops are typically commercial uses including retail developments, restaurants and offices (See **Figure 8-4.1-11**). The surrounding neighborhood consists of single- and multi-family residential uses. A bank and auto-serving uses are located adjacent to the Sherman Way RB stops. A high school and an office building lie near the Vanowen Street RB stops.

- Owensmouth Avenue

Land uses along Owensmouth Avenue from Victory Boulevard to Oxnard Street are largely commercial with multi-family residential at Erwin Street (See **Figure 8-4.1-11**). 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. As stated earlier, 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.

8-4.1.1.3 Planned Land Use

This section includes relevant goals, objectives, and policies from land use planning documents that apply to areas traversed by the alignments included in this Revised FEIR. If applicable to the RB alignments considered in this Chapter, policies already described in Section 4-1.1.3 of the Final EIR have been included here, unchanged other than minor reorganization in some instances. The following land use planning documents cover the area traversed by the alignments in this Chapter and are incorporated herein as though set forth in full:

- *SCAG Regional Comprehensive Plan and Guide*
- *SCAG Regional Transportation Plan*
- *City of Los Angeles General Plan:*
 - *Los Angeles General Plan Framework*
 - *General Plan Transportation Element*
 - *Community Plans*
 - *Specific Plans*
 - *Streetscape Plans*
- *Los Angeles Municipal Zoning Code*
- *Pierce College Master Plan*
- *Amended North Hollywood Redevelopment Project Plan and the Revised Design for Development: North Hollywood Commercial Core*
- *Sepulveda Basin Master Plan*



These planning documents are available to review. Please see Section 8-6.3.6 for the locations where these documents can be reviewed. The description of each plan notes to which alternatives in this Chapter that plan would apply.

❑ SCAG Regional Comprehensive Plan and Guide (All Alternatives)

The Southern California Association of Governments (SCAG) is designated by the federal government as the region's Metropolitan Planning Organization (MPO) and Regional Transportation Planning Agency (RTPA). SCAG's *Regional Comprehensive Plan and Guide* (RCPG) provides a 20-year framework for local and regional development. The Growth Management chapter of the RCPG suggests guiding principles for development, which are intended to maintain the regional economy and quality of life, and to promote an urban form that attains mobility and clean air goals. The following land use goals are from the Growth Management chapter of the RCPG:

- Support existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled (VMT), and create opportunities for residents to walk and bike.
- Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.
- Support local plans to increase density of future development located at strategic points along regional commuter rail, transit systems, and activity centers.
- Support local jurisdiction strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.
- Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.
- Support and encourage settlement patterns that contain a range of urban densities.

❑ SCAG Regional Transportation Plan (All Alternatives)

In addition to SCAG's Regional Comprehensive Plan and Guide, SCAG is responsible for the Regional Transportation Plan (RTP). The 2001 RTP recommends strategic investments in the best performing transit projects, including Metro Rapid Bus projects, and transit service expansion to provide an attractive alternative to the use of the single-occupant vehicle. The RTP identifies a number of baseline projects needed to achieve the Plan's goal of maintaining 1997 per capita ridership levels to the year 2025. A busway in the San Fernando Valley East-West Transit Corridor from North Hollywood Metro Red Line Station to Warner Center Transit Hub is identified as a baseline project with an estimated completion in 2005. The RTP further encourages the use of park-and-ride facilities that provide access to transit corridors.

The RTP identifies the Ventura Boulevard Metro Rapid Bus routes as a part of the baseline of transit projects. Metro Rapid Bus Routes in the San Fernando Valley along Roscoe Boulevard, San Fernando Road, and Van Nuys Boulevard are identified in the financially constrained plan (projects for which funding can be reasonably expected to be available) for 2025.

□ Los Angeles General Plan Framework (All Alternatives)

The Citywide General Plan Framework, an Element of the City of Los Angeles General Plan (Framework), adopted in December 1996, guides long-range growth and development through the year 2010 by establishing citywide planning policies regarding land use, housing development, transportation, and provision of infrastructure and public services.

• Land Use

The *Framework's* land use policies designate a range of activity centers as focal points for future growth, with regional centers as hubs for bus and rail transit. Under the “Centers Concept,” new growth in commercial, industrial, and multi-family residential land uses is concentrated around pre-existing regional and community centers, limiting the spread of high-intensity land uses into predominantly single-family neighborhoods. The categories of centers, in order of increasing size, are neighborhood districts, community centers, and regional centers.

The *Framework* includes several goals, policies, and statements that call for high capacity transit systems with transit stations as a means of focusing future development around stations, thereby limiting development pressure on single-family neighborhoods. These goals, policies, and statements include:

- The Element provides a means for accommodating new population and employment in a manner, which enhances rather than degrades the environment. The City does not have the option of stopping growth and sending it elsewhere.
- A plan to spread growth among all neighborhoods negatively affects all single-family neighborhoods equally, and continue strip commercial development patterns without respect to available infrastructure and transportation facilities. A plan to focus growth preserves single-family and low density neighborhoods and affords a closer relationship with available infrastructure.
- The primary objectives of the policies in the Framework’s Land Use chapter are to support the viability of the City’s residential neighborhoods and commercial districts, and when growth occurs, to encourage sustainable growth in a number of higher-intensity commercial and mixed-use districts, centers and boulevards and industrial districts particularly in proximity to transportation corridors and transit stations.
- Concentrate commercial and office development in centers, corridors, and in proximity to transit stations.
- “Targeted growth areas” refer to those districts, centers, and boulevards where new development is encouraged and within which incentives are provided by the policies of the Framework Element. These are located in proximity to major rail and bus transit corridors and stations.
- Transit stations to function as a primary focal point of the City’s development.

Transit Oriented Districts (TODs) built around transit stations are described in the Urban Design Element of the *General Plan Framework*. The Framework sets out the policies for implementation around transit stations, such as:

- Prepare detailed plans for land use and development of transit-oriented districts.



- Work with developers and the MTA to incorporate public and neighborhood serving uses and services in structures located in proximity to transit stations, as appropriate.
- Increase the density generally within one-quarter mile of transit stations determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations.
- Design and site new development to promote pedestrian activity and provide adequate transitions with residential uses.
- Provide for the development of public streetscape improvements, where appropriate.
- Establish standards for the inclusion of bicycle and vehicular parking at and in the vicinity of transit stations, differentiating these to reflect the intended uses and character of the area in which they are located (e.g. stations in some urban areas may have limited parking, while those in suburban locations may contain extensive parking).

Figure 3-4 of the *Framework* illustrates existing Regional Centers in the Valley. The alternatives provide increased transit service to these Regional Centers in the following manner:

- RB-3 – North Hollywood, Valley Plaza/Laurel Plaza, Van Nuys Central Business District, Warner Center
- RB-5 – North Hollywood, Valley Plaza/Laurel Plaza, Van Nuys Central Business District, Warner Center
- RB-Network – North Hollywood, Valley Plaza/Laurel Plaza, Van Nuys Central Business District, Panorama City Business District, Encino Business District, Warner Center
- Transportation

With adoption of the *General Plan Transportation Element* in 1999, transportation goals, objectives, policies, and maps were removed from the *Framework*'s transportation section. The remaining text identifies a *Framework* vision that includes new innovative transit service concepts, including bus transit improvements, to foster a fully integrated multi-modal transportation system. However, the *Framework* defers to the *Transportation Element* for statements of *General Plan* transportation policy.

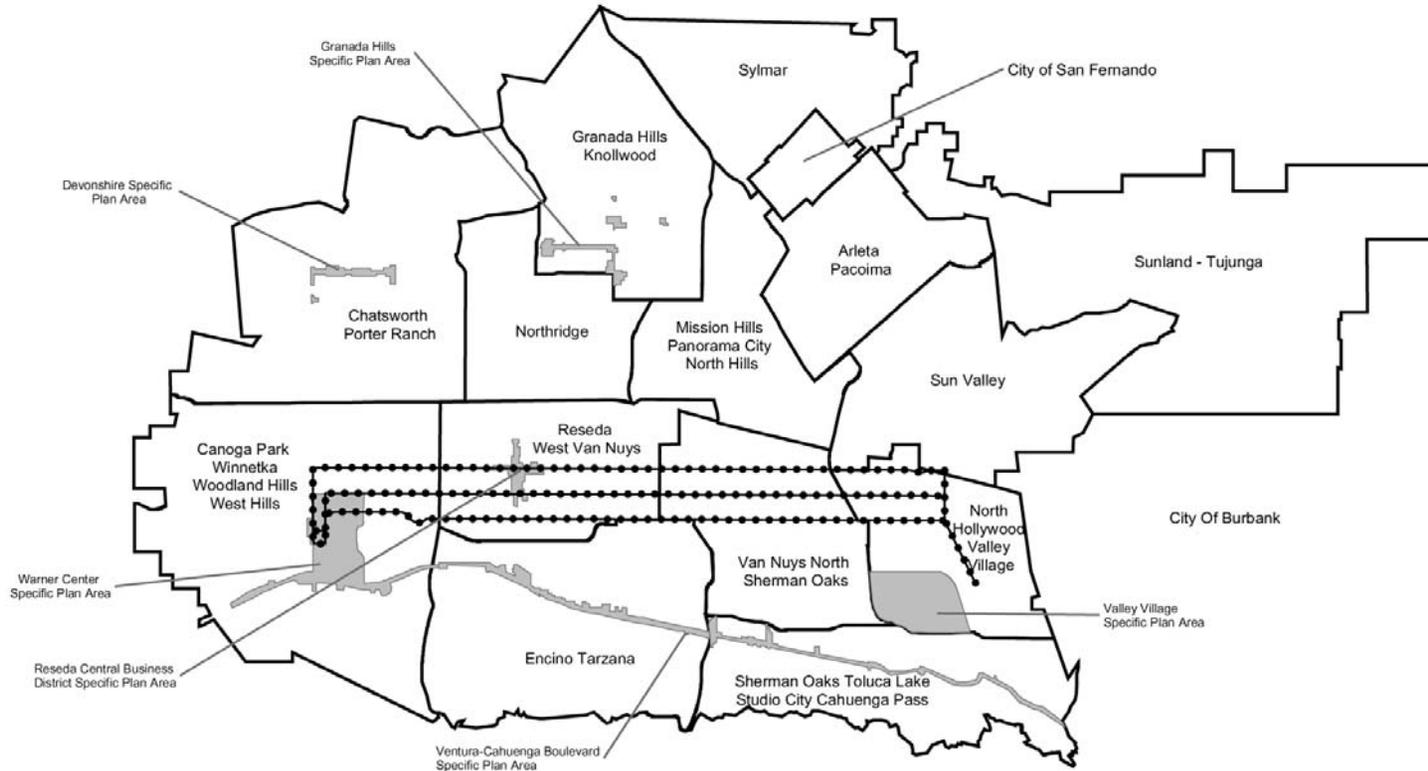
□ General Plan Transportation Element (All Alternatives)

The Transportation Element of the General Plan (adopted September 1999) identifies transportation issues, goals, policies and objectives for the City of Los Angeles. Street designations and design standards prescribed for items such as street widths, crosswalks, curbs, medians, sidewalks, signalization, street furniture, street lights, and street trees are also contained in the Transportation Element. Implementation of these standards is directed by City departments, including the Department of Transportation and the Department of Public Works.

The Transportation Element's transportation policies seek to develop transit alignments and station locations that maximize transit service in activity centers. Modified parking requirements are called for in areas proximate to transit, in order to encourage development in existing centers. The transportation policies encourage development in these "targeted growth areas" by allowing

Legend

Community Plan Areas
 Specific Plan Areas
 RB-3 Routes



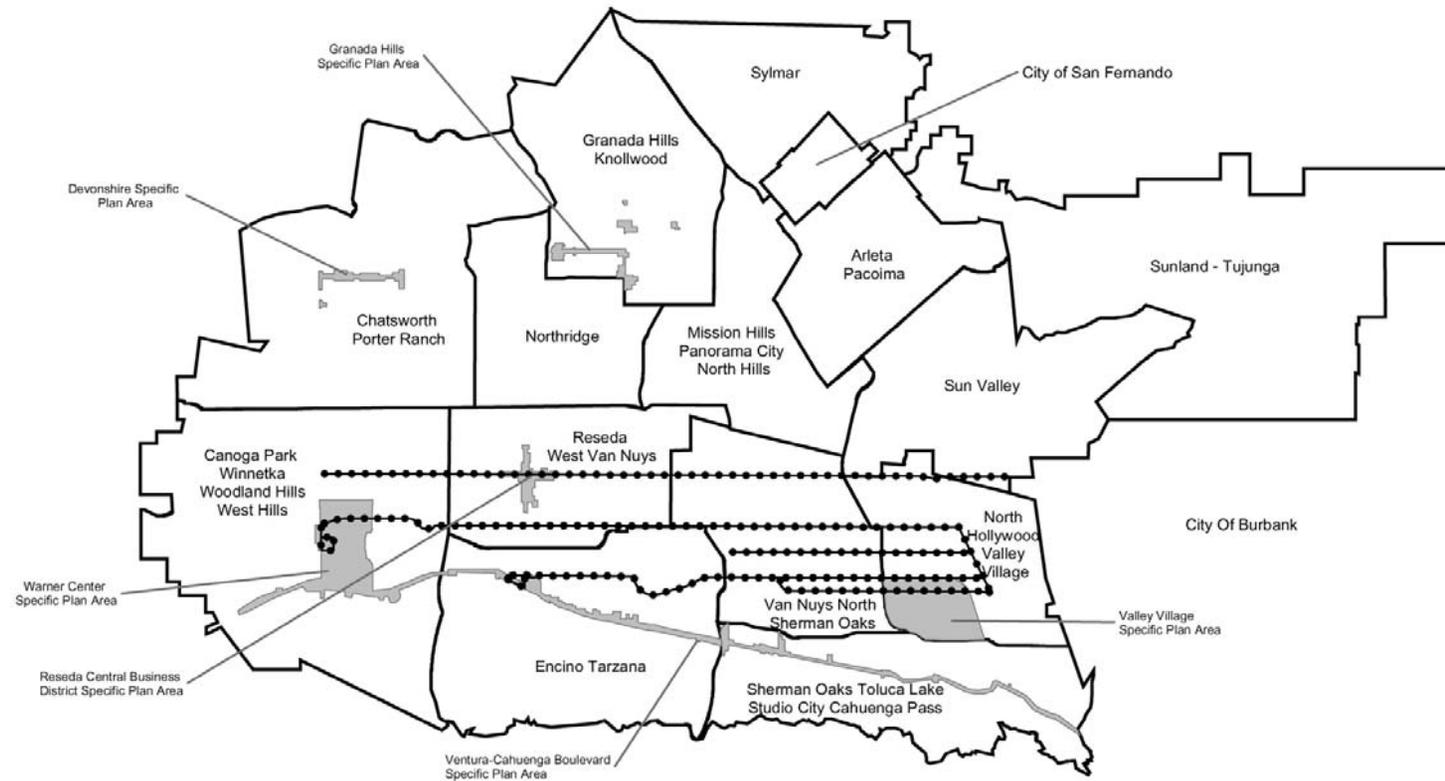
Source: Gruen Associates, 2004.

Figure 8-4.1-18: Community and Specific Planning Areas - RB-3 Alternative



Legend

Community Plan Areas
 Specific Plan Areas
 RB-5 Routes



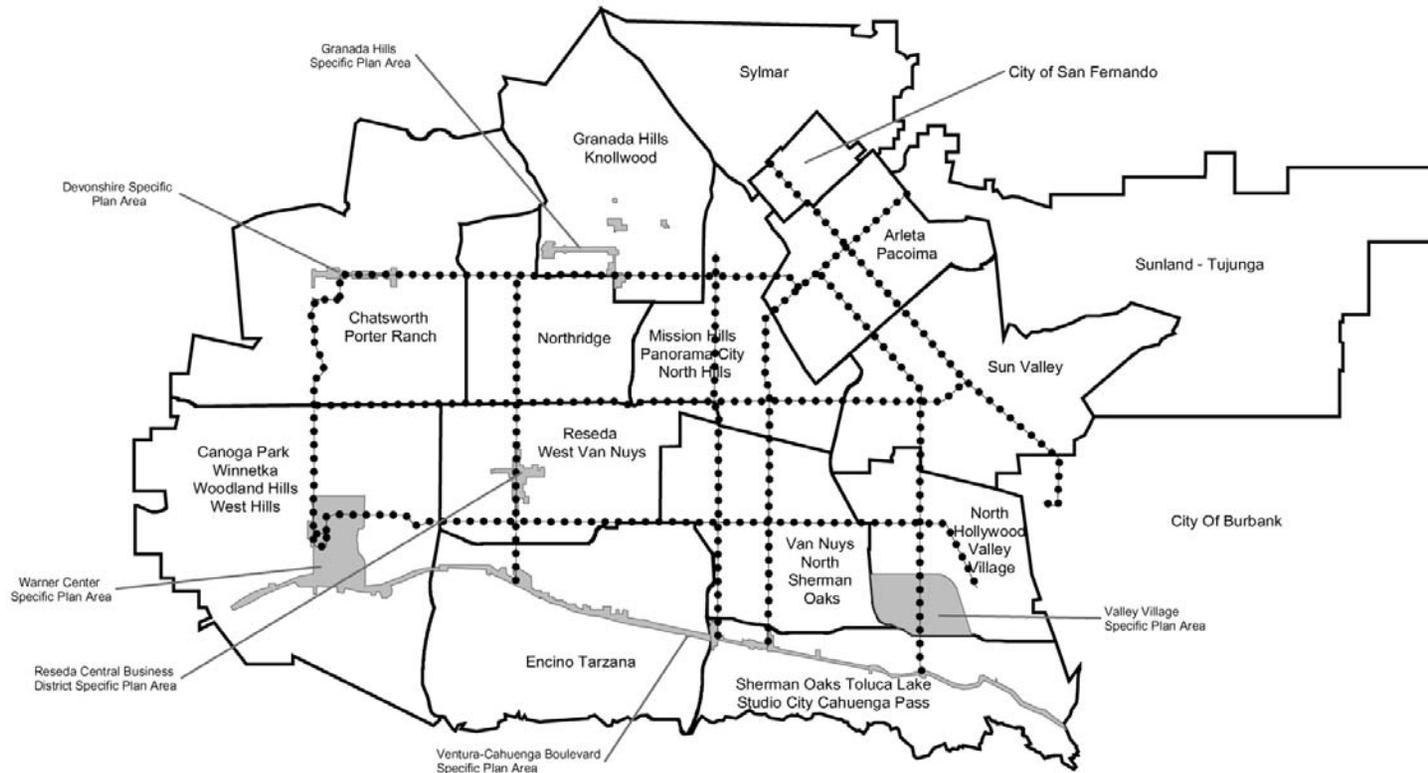
Source: Gruen Associates, 2004.

Figure 8-4.1-19: Community and Specific Planning Areas - RB-5 Alternative



Legend

Community Plan Areas
 Specific Plan Areas
 RB-Network Routes



Source: Gruen Associates, 2004.

Figure 8-4.1-20: Community and Specific Planning Areas - RB-Network Alternative



- Northridge Community Plan.
- Chatsworth-Porter Ranch Community Plan
 - Devonshire Specific Plan
- Sunland-Tujunga Community Plan
- Arleta-Pacoima Community Plan
- Granada Hills-Knollwood Community Plan
 - Granada Hills Specific Plan
- Sylmar Community Plan

Each of these Plan documents are incorporated herein as though set forth in full and are available for review. Please see Section 8-6.3.6 for the locations where these documents may be reviewed

- Policies

The following **Table 8-4.1-1** describes the goals, policies, and objectives relevant to the proposed alternatives for each community and specific plan. The table also indicates which alternatives pass through or border each plan.

Table 8-4.1-1 : City of Los Angeles Community and Specific Plan Policies

Plan Name	Affected Alternatives	Policies
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (updated May 1998)	RB-Network	<ul style="list-style-type: none"> • Coordinate with MTA to improve local bus service to and within the Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass plan area. • Recommend bus transit improvements including increased bus service along high demand routes as warranted. • Implement transit priority treatments along Ventura Boulevard and Van Nuys Boulevard. • Increase the work trips and non-work trips made on public transit. • Install street furniture that encourages pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable.
Ventura-Cahuenga Boulevard Corridor Specific Plan (updated August 2001)	RB-Network	<ul style="list-style-type: none"> • Assure that equilibrium is maintained between the transportation infrastructure and land use development in the Corridor and within each separate community of the Ventura-Cahuenga Boulevard Corridor Specific Plan area. • Provide for an effective local circulation system of streets and alleys, which is minimally impacted by the regional circulation system and reduced conflicts among motorists, pedestrians, and transit riders. • Propose transit improvements as one means for accommodating additional development and resultant trips in the Corridor.



Table 8-4.1-1 : City of Los Angeles Community and Specific Plan Policies

Plan Name	Affected Alternatives	Policies
<p>North Hollywood-Valley Village Community Plan (updated May 1996)</p>	<p>RB-3 RB-5 RB-Network</p>	<ul style="list-style-type: none"> • Preserve the low-density residential character of North Hollywood-Valley Village and protect single-family neighborhoods from encroachment by other types of uses. • Establish setback line along the railroad rights of way to aid in the beautification of the community by eliminating billboards and other unsightly structures. • Encourage high medium and medium density residential uses around the North Hollywood Business District and the Metro Red Line transit station. • Recommend a pedestrian link between the Metro Red Line station and North Hollywood Park. • Ensure that transit improvements along the MTA ROW do not divide the Orthodox Jewish community along Chandler Boulevard.
<p>Valley Village Specific Plan (adopted April 1993)</p>	<p>RB-5 RB-Network</p>	<ul style="list-style-type: none"> • Assure attractive and harmonious multiple residential and commercial developments adjacent to the existing single-family developments within the Valley Village area of the North Hollywood Community Plan area.
<p>Van Nuys-North Sherman Oaks Community Plan (adopted September 1998)</p>	<p>RB-3 RB-5 RB-Network</p>	<ul style="list-style-type: none"> • Designate the proposed Van Nuys and Sepulveda transit stations along the MTA ROW as Transit Oriented Districts (TODs). • Establish zone changes from industrial to commercial adjacent to the proposed transit stations along the MTA ROW at Van Nuys and Sepulveda Boulevards. • Provide development incentives such as parking reductions and increased intensity within a one-quarter mile radius of the stations, and a 100 percent floor area ratio (FAR) increase within 1,000 feet of stations. However, the Plan also indicates that, "in order to protect the identity of residential areas, commercial buildings adjacent to [residential] areas will step down in height." • Recommend rail transit improvements, including station stops at Fulton Avenue/Valley College, Van Nuys Blvd., and Sepulveda Blvd. • Recommend implementation of a Class I bikeway along the MTA ROW. • Coordinate bus transit improvements in the Plan area with the MTA.
<p>Reseda-West Van Nuys Community Plan (updated November 1999)</p>	<p>RB-3 RB-5 RB-Network</p>	<ul style="list-style-type: none"> • Promote housing in mixed use projects along transit corridors. • Increase residential density along transit corridors, possibly in mixed use development, protecting existing low-density residential areas. • Designate the MTA ROW as a Rapid Transit Study Route in the Plan. • Identify Pedestrian-Oriented Districts (PODs) for increased street activity. • Coordinate with the MTA to improve bus transit. • Install Class I bikeway along the MTA ROW.
<p>Reseda Central Business District (CBD) Specific Plan (updated January 2000)</p>	<p>RB-3 RB-5 RB-Network</p>	<ul style="list-style-type: none"> • Facilitate the revitalization of the CBD by encouraging commercial office and pedestrian oriented development that would stimulate economic activity and return the Reseda CBD to a position of commercial significance in the community. • Provide adequate traffic circulation improvements to accommodate demands generated by the expand use of the CBD.



Table 8-4.1-1 : City of Los Angeles Community and Specific Plan Policies

Plan Name	Affected Alternatives	Policies
<p>Encino-Tarzana Community Plan (updated December 1998)</p>	<p>RB-3 RB-5 RB-Network</p>	<ul style="list-style-type: none"> • Identify MTA ROW along Oxnard and Topham Streets as a “major development opportunity site.” • Integrating the development of the rail right-of-way with adjacent properties. • Establishing design features that complement adjacent uses for any future transit station stop. • Establish higher residential densities near commercial centers or transit stations where permitted by planned land use, which does not include areas within the Sepulveda Basin that are designated for recreational or military uses. • Coordinate with MTA to improve local bus service. • Provide transit-priority treatments along the Victory Boulevard corridor. • Develop “transit centers” adjacent to Oxnard Street and the MTA ROW to implement linkages to future mass transit service.
<p>Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan (updated August 1999)</p>	<p>RB-3 RB-5 RB-Network</p>	<ul style="list-style-type: none"> • Identify the MTA ROW as an “important development opportunity for the community.” • Recommend mixed-use development adjacent to transit stations. • Encourage higher density residential development at commercial centers and major bus routes. • Use PODs and mixed-use areas to provide alternatives to automobile-oriented commercial activity. • Coordinate with the MTA to improve bus service. • Establish of the Warner Center Transit Hub. • Encourage alternative modes of transportation to the single occupancy vehicle.
<p>Warner Center Specific Plan (updated August 2001; last updated October 2002)</p>	<p>RB-3 RB-5 RB-Network</p>	<ul style="list-style-type: none"> • Provide FAR bonuses for the provision of public space and transit station dedication in specified areas, and for child care facilities. • Designate Owensmouth Avenue as a parkway and as a future link between Warner Center and regional transit systems. • Implement transit improvements connecting Warner Center to the North Hollywood Metro Red Line <p>From 2002 version:</p> <ul style="list-style-type: none"> • Implement transit priority treatments along the Topanga Canyon Boulevard corridor and the Victory Boulevard/Vanowen Street corridor. • Support implementation by MTA of the Bus Rapid Transit project between the North Hollywood Metro Red Line station and the Warner Center Transit Hub along the former Southern Pacific Burbank-Chandler branch right-of-way and Victory Boulevard.



Table 8-4.1-1 : City of Los Angeles Community and Specific Plan Policies

Plan Name	Affected Alternatives	Policies
Sun Valley Community Plan (updated August 1999)	RB-3 RB-5 RB-Network	<ul style="list-style-type: none"> • Use public transit and other alternatives means of transportation through implementation of transportation demand management programs. • Locate higher residential densities near commercial centers, and major bus routes where public service facilities, utilities, and topography will accommodate this development. • Coordinate with MTA and LADOT to improve express and local bus service through and within the Community Plan area. • Encourage the provision of safe, attractive, and clearly identifiable transit stops with user-friendly design amenities. • Install street furniture that encourage pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable.
Mission Hills-Panorama City-North Hills Community Plan (updated June 1999)	RB-Network	<ul style="list-style-type: none"> • Locate higher residential densities near commercial centers and major bus routes where public service facilities, utilities, and topography will accommodate this development. • Coordinate with the MTA to improve local bus service to and within the Mission Hills-Panorama City-North Hills area. • Encourage the provision of safe, attractive, and clearly identifiable transit stops with user-friendly design amenities. • Develop an intermodal mass transportation plan to implement linkages to future rail service. • Install street furniture that encourage pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable.
Northridge Community Plan (updated February 1998)	RB-Network	<ul style="list-style-type: none"> • Locate higher residential densities near commercial centers, commuter rail stations, and bus routes where public facilities, utilities, and topography will accommodate this development. • Coordinate with the MTA and LADOT to improve local bus service to and within the Northridge area, including shuttle links between Northridge Fashion Center and CSUN. • Encourage the provision of safe, attractive, and clearly identifiable transit stops with user-friendly design amenities. • Develop an intermodal mass transportation plan to implement linkages to future rail service. • Install street furniture that encourage pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable.
Chatsworth-Porter Ranch Community Plan (updated September 1993)	RB-Network	<ul style="list-style-type: none"> • Encourage the expansion and improvement of public transportation service. • Add bus routes and increased bus frequency to the existing transportation system as the potential ridership increase in the Community with population growth.
Devonshire / Topanga Corridor Specific Plan (adopted September 1993)	RB-Network	<ul style="list-style-type: none"> • Insure that future commercial development in the area occurs in a manner, which is compatible with the surrounding residential community and with the capacity of the circulation system as defined in the Chatsworth-Porter Ranch Community Plan.



Table 8-4.1-1 : City of Los Angeles Community and Specific Plan Policies

Plan Name	Affected Alternatives	Policies
Sunland-Tujunga Community Plan (updated November 1997)	RB-Network	<ul style="list-style-type: none"> • Locate higher residential densities near commercial centers, commuter rail stations, and bus routes where public facilities, utilities, and topography will accommodate this development. • Coordinate with MTA and LADOT to improve express and local bus service to and within the Community Plan area. • Encourage the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities. • Install street furniture that encourage pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable.
Arleta-Pacoima Community Plan (updated November 1996)	RB-Network	<ul style="list-style-type: none"> • Encourage the expansion and improvement of public transportation service. • Improved bus service should be encouraged to more directly connect residential areas with jobs, shopping, and public facilities, and within other communities in the region.
Granada Hills-Knollwood Community Plan (updated July 1996)	RB-Network	<ul style="list-style-type: none"> • Encourage the expansion and improvement of public transportation service. • Improve buses and other modes of public transportation to provide service within the local area and convenient access to other areas of the city.
Granada Hills Specific Plan (updated June 2000)	RB-Network	<ul style="list-style-type: none"> • Promote orderly, attractive and harmonious development, minimize the negative environmental effects of development, stabilize land values and investments, and promote the general welfare of the Granada Hills community.
Sylmar Community Plan (updated August 1997)	RB-Network	<ul style="list-style-type: none"> • Coordinate with the MTA to improve local bus service to and within the Sylmar area. • Develop a new transit center at the existing Metrolink station. All current regional bus lines would be terminated or used as a transfer point at the Sylmar Transit Center. • Encourage the provision of safe, attractive and clear identifiable transit stops within user-friendly design amenities. • Focus growth, as appropriate, around transit stations, specifically near the Sylmar-San Fernando Commuter Rail Station. • Install street furniture that encourage pedestrian activity or physical and visual access to buildings and which is aesthetically pleasing, functional and comfortable.

• **Planned Land Use Designations**

In addition to land use policies, the Community and Specific Plans specify planned land use patterns for the areas they encompass. The planned land use designations for properties within each plan area indicate the intent of the City relative to future development patterns. In a mostly built-out area like the San Fernando Valley, planned land use patterns are generally very similar to existing land use patterns. In some cases, however, there are differences between existing and planned land use, such as with neighborhoods initially built as single-family but designated in plans as multifamily. Many of the locations where buses would stop (as the alternatives in this Chapter propose) are designated for commercial uses, with a more limited number of stops in front of multifamily, single family, industrial, or open space designated uses. For precise



planned land use designations, refer to the individual Community and Specific Plans (See Section 8-6.3.6 for the location at which these plans may be reviewed).

☐ City of Los Angeles Streetscape Plans (All Alternatives)

The City of Los Angeles has adopted or proposed plans focused on streetscape improvements for several districts in the San Fernando Valley. These plans include several stop areas for the alternatives proposed in this Chapter. Relevant streetscape plans include:

- Canoga Park Commercial Corridor Streetscape Plan
- Downtown Canoga Park Streetscape Plan
- Sherman Oaks Streetscape Plan
- Studio City and Cahuenga Pass Streetscape Plan
- Sun Valley Streetscape Plan
- Tarzana Streetscape Plan
- Van Nuys Central Business District Streetscape Plan

Each of these Plan documents are incorporated herein as though set forth in full and are available for review. Please see Section 8-6.3.6 for the locations where these documents may be reviewed.

The overall goal of these plans is to improve the appearance of the public realm and thereby increase the viability and pedestrian orientation of these areas. In addition to the general objective of increasing the attractiveness of street furniture in the plan areas, the plans typically direct that the installation of bus stops and shelters be coordinated with the City of Los Angeles Department of Public Works.

☐ City of Los Angeles Municipal Zoning Code (All Alternatives)

The *Los Angeles Municipal Zoning Code* regulates land use and development throughout the City. The Code identifies the uses that are allowed on parcels within the city. The zoning code is required by California law to reflect the guidance contained within the land use element of the City's General and Community Plans.

☐ Amended North Hollywood Redevelopment Project Plan and the Revised Design for Development: North Hollywood Commercial Core (All Alternatives)

The Community Redevelopment Agency (CRA) is the prime entity responsible for establishing and implementing redevelopment projects and project plans within the redevelopment areas of the City of Los Angeles. The CRA has prepared a 1997 *Amended Redevelopment Plan for the North Hollywood Redevelopment Project* containing redevelopment goals, land use designations, and implementation strategies for the project area. The general project area includes the North Hollywood Metro Red Line station and properties in the immediate area. The plan includes the following relevant goals for projects in the area:

- The preservation of historical monuments and buildings, where possible, through the maintenance and preservation of local property of historic significance.



- To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; to encourage the expansion and improvement of public transportation service in coordination with other public improvement projects.
- To develop safeguards against noise, pollution and to enhance the quality of the residential/commercial community.
- To coordinate the revitalization effort in North Hollywood with other public programs of the City of Los Angeles and the metropolitan area.

The CRA also adopted the development and design controls for a core district of the North Hollywood Redevelopment Project area in the *Revised Design for Development: North Hollywood Commercial Core* document in 1981. The plan and the development and design controls are applicable to properties east of Lankershim Boulevard between Chandler Boulevard and Magnolia Boulevard, directly south and east of the proposed BRT terminus.

☐ Sepulveda Basin Master Plan (All Alternatives)

The *Sepulveda Basin Master Plan* sets land use policy within the Sepulveda Flood Control Basin, which is owned by the Army Corps and leased to the City of Los Angeles for use as a recreation facility. The Plan is intended to guide orderly and coordinated development and management of the Basin. In the Sepulveda Basin Master Plan area, land use designations are primarily Low-Intensity Recreation and High-Intensity Recreation. This Plan also includes areas of Non-Recreational uses, including military facilities and a water reclamation plant. The City of Los Angeles land use designation of “Open Space” reflects the Corps’ land use designations contained in the *Master Plan*.

☐ Pierce College Master Plan (All Alternatives)

At the time the Final EIR was prepared, the Pierce College Master Plan was undergoing environmental review. This master plan provides for the expansion of the College and the construction of new facilities. Since the preparation of the Final EIR, the master plan was adopted and the Environmental Impact Report was certified.

8-4.1.2 Impact Analysis Methodology and Evaluation Criteria

Impacts associated with proximity to sensitive land uses can be found in other sections of this document:

- Acquisitions and Displacements, Section 8-4.2,
- Demographics and Neighborhoods, Section 8-4.3,
- Community Facilities and Services, Section 8-4.4,
- Visual and Aesthetic Conditions, Section 8.4-6,
- Noise and Vibration, Section 8-4.9,
- Safety and Security, Section 8-4.13, and
- Cultural Resources, Section 8-4.14.



8-4.1.2.1 Existing Land Use Impact Methodology and Significance Criteria

The localized land use analysis assesses if and how the Rapid Bus alternatives would alter the existing land use pattern and overall development character of the study area. The potential impact area for this portion of the analysis is defined as approximately 300 feet (two parcel depths) to either side of the corridor and within a one-quarter mile radius of the proposed RB stops. However, for the Rapid Bus alternatives, because the only improvements occur within the sidewalk right-of-way at proposed stops, the impact analysis primarily focuses on the area immediately adjacent to the stops.

For the purposes of determining land use compatibility, it is assumed that some land uses, including residential uses, schools, religious institutions and open space are sensitive uses that could potentially be disrupted by changes in adjacent land uses (**Table 8-4.1-2**). In these areas, it is possible to appropriately buffer the Rapid Bus alternatives to be compatible with adjacent land uses, although other impacts related to noise and changes to the visual environment may occur and are addressed in Sections 8-4.9 and 8-4.6, respectively.

Table 8-4.1-2 : Sensitive Land Uses Adjacent to the Rapid Bus and Full BRT Alternatives				
Corridors	RB-3	RB-5	RB-Network	Full BRT
East Valley				
Chandler Boulevard	Not Applicable	<ul style="list-style-type: none"> • 39.5 single-family residential blocks • 21.5 multi-family residential blocks • 5 schools: North Hollywood High School, Emek Hebrew Academy Elementary School, Valley Hillel School, Valley Bais Hedish, Valley Torah High School (under construction) 	Not Applicable	For a description of sensitive land uses adjacent to the Full BRT Alternative, see end of table.



Table 8-4.1-2 : Sensitive Land Uses Adjacent to the Rapid Bus and Full BRT Alternatives

Corridors	RB-3	RB-5	RB-Network	Full BRT
Chandler Boulevard (cont.)		<ul style="list-style-type: none"> • 8 religious institutions: Emek Hebrew Academy, Aish Hatorah, Shaarey Zedek Congregation, Chabad of North Hollywood, Kosher Information Bureau Kosher Hotline, Valley Jewish Learning Center, Toras Hashem, Yad Avraham (under construction) • 1 open space: North Hollywood Park 		
Burbank Boulevard	Not Applicable	<ul style="list-style-type: none"> • 10 single-family residential blocks • 58 multi-family residential blocks • 5 schools: Adat Ari El Day School, Burbank Boulevard Elementary School, Los Angeles Valley College, Village Glen School's Michael and Lori Mikken Education and Therapy Building, Serendipity Early Care and Education Center • 5 religious institutions: Adat Ari El Synagogue, Assemblies of God Church, Ohr Hatorah Synagogue, The Church of Jesus Christ of Latter Day Saints, Valley Cities Jewish Community Center. 	Not Applicable	Not Applicable



Table 8-4.1-2 : Sensitive Land Uses Adjacent to the Rapid Bus and Full BRT Alternatives

Corridors	RB-3	RB-5	RB-Network	Full BRT
Oxnard Street	Not Applicable	<ul style="list-style-type: none"> • 26 single-family residential blocks • 25 multi-family residential blocks • 2 schools: Los Angeles Valley College, Ulysses Grant High School • 2 religious institutions: Emanuel Lutheran Church, Ohr Simcha Congregation • 1 open space: Little League Complex 	Not Applicable	Not Applicable
Victory Boulevard	<ul style="list-style-type: none"> • 26.5 single-family residential blocks • 26.5 multi-family residential blocks • 2 schools: Victory Boulevard Elementary School, Lawrence 2000 Elementary School • 3 religious institutions: Saint Jane Frances de Chantal Church, Iglesias de Restauracion, Central Lutheran Church / Sheep Gate Evangelical Church 	<ul style="list-style-type: none"> • 26.5 single-family residential blocks • 26.5 multi-family residential blocks • 2 schools: Victory Boulevard School Elementary, Lawrence 2000 Elementary School • 3 religious institutions: Saint Jane Frances de Chantal Church, Iglesias de Restauracion, Central Lutheran Church / Sheep Gate Evangelical Church 	<ul style="list-style-type: none"> • 26.5 single-family residential blocks • 26.5 multi-family residential blocks • 2 schools: Victory Boulevard School Elementary, Lawrence 2000 Elementary School • 3 religious institutions: Saint Jane Frances de Chantal Church, Iglesias de Restauracion, Central Lutheran Church / Sheep Gate Evangelical Church 	Not Applicable
Vanowen Street	<ul style="list-style-type: none"> • 15 single-family residential blocks • 59 multi-family residential blocks 	Not Applicable	Not Applicable	Not Applicable



Table 8-4.1-2 : Sensitive Land Uses Adjacent to the Rapid Bus and Full BRT Alternatives

Corridors	RB-3	RB-5	RB-Network	Full BRT
Vanowen Street (cont.)	<ul style="list-style-type: none"> • 1 school: Columbus Avenue Elementary School (new construction) • 1 religious institution: Saint Paul Assyrian Chaldean Church • 1 open space: Van Nuys Recreation Center 			
Sherman Way	<ul style="list-style-type: none"> • 1 single-family residential block • 15 multi-family residential blocks • 5 schools: Computer School, Pinecrest School, Hazeltine Avenue Elementary School, Sun Flower Montessori School, The King's College and Seminary • 4 religious institutions: The Church on the Way, Saint Marks Episcopal Church, Seventh Day Adventist Church, Saint Andrews Lutheran Church 	<ul style="list-style-type: none"> • 1 single-family residential block • 19 multi-family residential blocks • 5 schools: Computer School, Pinecrest School, Hazeltine Avenue Elementary School, Sun Flower Montessori School, The King's College and Seminary • 4 religious institutions: The Church on the Way, Saint Marks Episcopal Church, Seventh Day Adventist Church, Saint Andrews Lutheran Church 	Not Applicable	Not Applicable
Roscoe Boulevard	Not Applicable	Not Applicable	<ul style="list-style-type: none"> • 32 single-family residential blocks • 14 multi-family blocks • 5 schools: Noble Early Education Center, East Valley Middle School (new), Saint Genevieve School, Grace Community Elementary 	Not Applicable



Table 8-4.1-2 : Sensitive Land Uses Adjacent to the Rapid Bus and Full BRT Alternatives

Corridors	RB-3	RB-5	RB-Network	Full BRT
Roscoe Boulevard (cont.)			School, John H. Francis Polytechnic High School <ul style="list-style-type: none"> • 4 religious institutions: Presbyterian of San Fernando, Saint Genevieve Church, Grace Community Church, Valley Beth Synagogue 	
Devonshire Street	Not Applicable	Not Applicable	<ul style="list-style-type: none"> • 12 single-family residential blocks • 1 multi-family residential block • 1 school: Devonshire Montessori School • 1 religious institution: Mission Hills Christian Church • 1 open space: Devonwood Park 	Not Applicable
Lankershim Boulevard	<ul style="list-style-type: none"> • 3 multi-family residential blocks • 1 school: Ameritech College 	<ul style="list-style-type: none"> • 2 multi-family residential blocks • 1 school: Ameritech College 	<ul style="list-style-type: none"> • 2 multi-family residential blocks • 1 school: Ameritech College 	Not Applicable
San Fernando Road	Not Applicable	Not Applicable	<ul style="list-style-type: none"> • 8 single family residential blocks • 1 open space: Pierce Bros Vallaha Cemetery 	Not Applicable
Laurel Canyon Boulevard	Not Applicable	Not Applicable	<ul style="list-style-type: none"> • 36 single family residential blocks • 42 multi-family residential block 3 schools: Pacoima Middle School, Campbell High School, Country Elementary School • 4 religious institutions: 	Not Applicable



Table 8-4.1-2 : Sensitive Land Uses Adjacent to the Rapid Bus and Full BRT Alternatives

Corridors	RB-3	RB-5	RB-Network	Full BRT
Laurel Canyon Boulevard (cont.)			<ul style="list-style-type: none"> • Methodist Church, Iglesia Evangelica Christiana Church, Bethany Foursquare Church, Em Hebanim Sephardic Congregation, David Familian Chapel of Adat Ari El, Messiah Lutheran Church, Familian Family Chapel • 2 open spaces: Moorpark Park, Fernangeles Park 	
Van Nuys Boulevard	Not Applicable	Not Applicable	<ul style="list-style-type: none"> • 17.5 single-family residential blocks • 22.5 multi-family residential blocks • 2 schools: East Valley High School (under construction), Mary Immaculate Elementary School 10 religious institutions: Bethel of the Valley Apostolic Church, First United Church of Pacoima, First Lutheran Church, First Baptist Church of Arleta, Bible Baptist Church, Iglesia De Cristo, Van Nuys Hispanic Foursquare, Spiritualist Chapel of Flowers, Puente del Cielo, Mary Immaculate Catholic Church • 1 open space: Van Nuys-Sherman Oaks 	Not Applicable



Table 8-4.1-2 : Sensitive Land Uses Adjacent to the Rapid Bus and Full BRT Alternatives

Corridors	RB-3	RB-5	RB-Network	Full BRT
Van Nuys Boulevard (cont.)			<ul style="list-style-type: none"> • Memorial Park 	
Sepulveda Boulevard	Not Applicable	Not Applicable	<ul style="list-style-type: none"> • 18 single-family residential blocks • 41 multi-family residential blocks • 3 schools: North Hills Professional School, Sepulveda Middle School, Montclair College Prep School • 3 religious institutions: Chapel of the Cross Lutheran Church, Cathedral of Saint Mary, Tara Center 	Not Applicable
Full BRT	Not Applicable	Not Applicable	Not Applicable	<ul style="list-style-type: none"> • 47 single-family residential blocks • 40 multi-family residential blocks • 8 schools: North Hollywood High School, Emek Hebrew Academy, Valley Torah High School, Valley Hillel School, Woodcrest School, Birmingham High School, Los Angeles Valley College, Pierce College • 10 religious institutions: Aish Hatorah, Chabad of North Hollywood, Shaarey Zedek Congregation, Valley Jewish Learning Center, St. John's Lutheran Church, Jehovah's



Table 8-4.1-2 : Sensitive Land Uses Adjacent to the Rapid Bus and Full BRT Alternatives

Corridors	RB-3	RB-5	RB-Network	Full BRT
Full BRT (cont.)				Witnesses, Ohel Rachel Synagogue, Iranian Synagogue, Namaste Interfaith Center, Yad Avraham Sephardic Synagogue • 1 open space: North Hollywood Park
West Valley				
Burbank Boulevard	Not Applicable	<ul style="list-style-type: none"> • 11 single-family residential blocks • 11 multi-family residential blocks • 3 religious institutions: Bethel Lutheran Church, Saint Paul's United Methodist Church, Paul and Haye Reisbord Community Center • 4 open spaces: Balboa and Encino Golf Course, Hjelte Sports Center, Sepulveda Dam Recreation Area, Balboa Sports Center 	Not Applicable	Not Applicable
Victory Boulevard	<ul style="list-style-type: none"> • 52 single-family residential blocks • 5 multi-family residential blocks • 5 schools: Birmingham High School, Reseda High School, Senior Enrichment Center, Sherman Oaks Center for Enriched Studies, Pierce College 	<ul style="list-style-type: none"> • 52 single-family residential blocks • 5 multi-family residential blocks • 5 schools: Birmingham High School, Reseda High School, Senior Enrichment Center, Sherman Oaks Center for Enriched Studies, Pierce College 	<ul style="list-style-type: none"> • 52 single-family residential blocks • 5 multi-family residential blocks • 5 schools: Birmingham High School, Reseda High School, Senior Enrichment Center, Sherman Oaks Center for Enriched Studies, Pierce College 	Not Applicable



Table 8-4.1-2 : Sensitive Land Uses Adjacent to the Rapid Bus and Full BRT Alternatives

Corridors	RB-3	RB-5	RB-Network	Full BRT
Victory Boulevard (Cont.)	<ul style="list-style-type: none"> • 2 religious institutions: Islamic Center of Reseda, Jewish Home for the Aging • 4 open spaces: Van Nuys Golf Course, Lake Balboa Park, Sepulveda Dam Recreation Area, Reseda Park and Recreation Center 	<ul style="list-style-type: none"> • 2 religious institutions: Islamic Center of Reseda, Jewish Home for the Aging • 4 open spaces: Van Nuys Golf Course, Lake Balboa Park, Sepulveda Dam Recreation Area, Reseda Park and Recreation Center 	<ul style="list-style-type: none"> • 2 religious institutions: Islamic Center of Reseda, Jewish Home for the Aging • 4 open spaces: Van Nuys Golf Course, Lake Balboa Park, Sepulveda Dam Recreation Area, Reseda Park and Recreation Center 	
Vanowen Street	<ul style="list-style-type: none"> • 47.5 single-family residential blocks • 25.5 multi-family residential blocks • 4 schools: Valley Alternative Magnet School, Mulholland Middle School, Lemay Elementary School, AGBU Marie Manoogian Elementary School • 5 religious institutions: Saint Michael Antiochian Orthodox Church, Christ the King Lutheran Church, Great Shepherds Church, Agbunazarian Center, Kirk the Valley Presbyterian Church 	Not Applicable	Not Applicable	Not Applicable
Sherman Way	<ul style="list-style-type: none"> • 24.5 single-family residential blocks • 26.5 multi-family blocks • 6 schools: Valley School, Saint Bridget of Sweden School, Fair Fields 	<ul style="list-style-type: none"> • 24.5 single-family residential blocks • 26.5 multi-family blocks • 6 schools: Valley School, Saint Bridget of Sweden School, Fair Fields 	Not Applicable	Not Applicable



Table 8-4.1-2 : Sensitive Land Uses Adjacent to the Rapid Bus and Full BRT Alternatives

Corridors	RB-3	RB-5	RB-Network	Full BRT
Sherman Way (Cont.)	<p>Elementary School, Reseda Baptist School, John A. Sutter Middle School, Saint Joseph the Worker School</p> <ul style="list-style-type: none"> 5 religious institutions: Saint Marks Presbyterian Church, Saint Catherine of Sienna Catholic Church, First Baptist Church of Reseda, St. Joseph the Worker Catholic Church, Christcovenant of Love Church <p>1 open space: Louise Park</p>	<p>Elementary School, Reseda Baptist School, John A. Sutter Middle School, Saint Joseph the Worker School</p> <ul style="list-style-type: none"> 5 religious institutions: Saint Marks Presbyterian Church, Saint Catherine of Sienna Catholic Church, First Baptist Church of Reseda, St. Joseph the Worker Catholic Church, Christcovenant of Love Church <p>1 open space: Louise Park</p>		
Roscoe Boulevard	Not Applicable	Not Applicable	<ul style="list-style-type: none"> 64 single-family residential blocks 15 multi-family blocks 3 schools: Winnetka Avenue School, Joaquin Miller High School, First Lutheran Elementary School 8 religious institutions: St. Johns in the Valley United Methodist Church, Valley Korean Central United Methodist Church, Canoga Park Seventh-Day Adventist Community Church, Valley Hindu Temple, First Korean Baptist Church, Chinese Christian Alliance Church, 	Not Applicable



Table 8-4.1-2 : Sensitive Land Uses Adjacent to the Rapid Bus and Full BRT Alternatives

Corridors	RB-3	RB-5	RB-Network	Full BRT
Roscoe Boulevard (cont.)			<ul style="list-style-type: none"> • First Lutheran Church, Saint Mary and Saint Athanasius Coptic Orthodox Church 	
Devonshire Street	Not Applicable	Not Applicable	<ul style="list-style-type: none"> • 50.5 single-family residential blocks • 14.5 multi-family residential blocks (including 3 multi-family blocks on Lassen Street) • 6 schools: St. Stephen Preschool, Egremont Elem. School, Chaminade Middle School, First Presbyterian Weekday School, Patrick School, Pinecrest School-Northridge • 2 religious institutions: St. Stephen Church, Temple Ramat Zia 	Not Applicable
Reseda Boulevard	Not Applicable	Not Applicable	<ul style="list-style-type: none"> • 30 multi-family residential blocks • 2 schools: Our Lady of Lourdes School, New Horizon Christian Elementary School • 1 religious institution: Valley Vineyard Church • 1 open space: Reseda Park and Recreation Center 	Not Applicable
Topanga Canyon Boulevard	<ul style="list-style-type: none"> • 1 school: Canoga Park High School 	None	<ul style="list-style-type: none"> • 12 single-family blocks • 7 multi-family blocks • 2 schools: Canoga Park Elementary School, Canoga 	Not Applicable



Table 8-4.1-2 : Sensitive Land Uses Adjacent to the Rapid Bus and Full BRT Alternatives

Corridors	RB-3	RB-5	RB-Network	Full BRT
Topanga Canyon Boulevard (Cont.)			Park High School • 1 religious institution: The Garden Chapel 1 open space: Lanark Park	
Owensmouth Avenue	• 1 multi-family residential block	• 1 multi-family residential block	• 1 multi-family residential block	Not Applicable
Full BRT	Not Applicable	Not Applicable	Not Applicable	• 94 single-family residential blocks • 14 multi-family blocks • 3 schools: Birmingham High School, Woodcrest Elementary School, Pierce College • 1 open space: Sepulveda Dam Recreation Area

Notes:

1. Blocks are counted along both sides of the alignment.
2. Blocks which have predominantly single-family residential and some multi-family residential are counted as single-family blocks, and vice versa.
3. When approximately one-half of a block is occupied by single-family residential and the other half by multi-family residential, the block is counted as .5 single-family block and .5 multi-family block.

Source: Gruen Associates

A significant existing land use impact would occur if:

1. Sensitive adjacent land uses are not adequately buffered from or integrated with the proposed project, creating incompatibility with surrounding land uses.
2. Construction of the alignment or RB stops would require the taking of residential property adjacent to the right-of-way and the resultant land use vacancy would not be compatible with the surrounding uses,
3. A Rapid Bus alternative would result in the loss of a major portion of a particular land use within a specific area, thus substantially altering the character of the area.



8-4.1.2.2 Consistency of Alternatives with Planning and Zoning Methodology and Significance Criteria

Impacts to planned land use are identified by comparing the proposed Rapid Bus alternative with the planned use as designated in applicable planning documents, as well as existing zoning for the area. If the proposed project would result in land uses that are not consistent with adopted plans or policies, a significant impact under CEQA would occur.

8-4.1.2.3 RB Stop Area Development Potential Methodology and Significance Criteria

The potential for the area proximate to RB stop areas to reach higher concentrations of development than their surroundings is dependent primarily upon the planned land use and zoning designations around RB stops. City of Los Angeles Community Plans (the Land Use element of the *General Plan*), Specific Plans, the Sepulveda Basin Master Plan, and Redevelopment Plans, as well as zoning maps for each stop area were consulted to determine the development potential under the existing zoning within a one-quarter mile radius of the proposed transit stops. RB stops located in areas that are not currently developed to the extent possible under existing zoning, but yet are designated for commercial, industrial, or multi-family residential development, would have the greatest potential to accept increased growth.

A significant impact would occur if the potential for growth caused by a Rapid Bus alternative that results in an increased intensity of development around the RB stops that is inconsistent with the intensity and mix of uses prescribed in the pertinent General, Community, Specific, Redevelopment, and Master Plans.

8-4.1.3 Impacts

This section describes the land use impacts of the Rapid Bus alternatives based on the criteria described above.

8-4.1.3.1 Existing Land Use Impacts

The land use impacts of the BRT Alternative in the Final EIR are unchanged.

Impacts to existing land uses of the RB-3, RB-5, and the RB-Network Alternative were identified through an analysis of total sensitive land uses on each route (**Table 8-4.1-3**), a windshield survey to identify RB stop locations using Rapid Bus standards, adjacent land uses to stops, and information regarding land acquisitions (See Section 8-4.2).

a. RB-3 Alternative

The on-street operation of buses along Lankershim Boulevard, Victory Boulevard, Vanowen Street, Sherman Way, Topanga Canyon Boulevard and Owensmouth Avenue would have a relatively modest effect on land use patterns, and no significant impacts under CEQA would occur for the RB-3 Alternative.

Table 8-4.1-3 summarizes sensitive land uses along the frontage of the RB-3 routes. This alternative would include improvements to the transportation system within existing street rights-of-way. Because the expanded bus service would run on existing streets, which currently have bus service, the RB-3 Alternative would be compatible with existing land uses along the route.

Most RB stops along the RB-3 routes are located adjacent to existing commercial uses, which would be compatible with a Rapid Bus stop without buffering. In addition, the RB-3 routes locate Rapid Bus stops within the public right-of-way, and these stops are designed with supporting columns near the curb, without wall panels, and with a sloping roof to allow views to adjacent businesses, and allows for the integration of the transit facility with adjacent uses. No RB stops are planned adjacent to single-family residences.

The RB-3 Alternative would not result in the partial or full loss of land use in a specific area. As such, no significant land use impact under CEQA would occur.

b. RB-5 Alternative

Because of the on-street operation of buses along Lankershim Boulevard, Chandler Boulevard, Burbank Boulevard, Oxnard Street, Sherman Way and Owensmouth Avenue, no significant impacts under CEQA would occur for the RB-5 Alternative.

Table 8-4.1-3 summarizes sensitive land uses along the frontage of the RB-5 Alternative. This alternative would include improvements to the transportation system within existing street rights-of-way. Because the expanded bus service would run on existing streets which currently have bus service and stops within the public right-of-way, the RB-5 Alternative would be compatible with existing land uses. The portion of Chandler Boulevard between Ethel Avenue and Van Nuys Boulevard does not have existing bus service and is entirely single-family. However, bus service is not inherently incompatible with single-family land uses, and the alternative would not be incompatible with the existing land uses along this stretch of Chandler Boulevard.

Most RB stops along the RB-5 Alternative are located adjacent to existing commercial uses, which would be compatible with a Rapid Bus stop without buffering. In addition, the RB-5 routes locate Rapid Bus stops within the public right-of-way, and these stops are designed with supporting columns near the curb, without wall panels, and with a sloping roof to allow views to adjacent businesses, and allows for the integration of the transit facility with adjacent uses. No stop locations are planned adjacent to single-family residences, except for two stop locations on Chandler Boulevard and one stop location on Burbank Boulevard.

The RB-5 Alternative would not result in the partial or full loss of land use in a specific area. As such, no significant land use impact under CEQA would occur.

Table 8-4.1-3 : Comparison of East Valley, West Valley and Total Sensitive Land Uses for each Rapid Bus Alternative and BRT

	RB-3	RB-5	RB-Network	BRT
East Valley				
Single Family Residential Blocks	42.5	103	142	47
Multi Family Residential Blocks	44.5	152	158	40
Schools	9	20	17	8
Religious Institutions	8	22	25	10
Open Spaces	1	2	5	1
West Valley				
Single Family Residential Blocks	124	87.5	208.5	94
Multi Family Residential Blocks	58	43.5	42.5	14
Schools	16	11	18	3
Religious Institutions	12	10	14	0
Open Spaces	5	9	6	1
TOTAL				
Single Family Residential Blocks	166.5	190.5	350.5	141
Multi Family Residential Blocks	102.5	195.5	200.5	54
Schools	25	31	35	11
Religious Institutions	20	32	39	10
Open Spaces	6	11	11	2

c. RB-Network Alternative

The introduction of expanded regional bus service associated with the RB-Network Alternative would have a relatively modest effect on land use patterns and no significant impacts under CEQA would occur.

Table 8-4.1-3 summarizes sensitive land uses along the frontage of the RB-Network Alternative. This alternative would also include improvements to the transportation system within existing street rights-of-way. Because the expanded bus service would run on existing streets, which currently have bus service and stops within the public right-of-way, the RB-Network Alternative would be compatible with existing land uses.



Most RB stops along the RB-Network Alternative are located adjacent to existing commercial uses, which would be compatible with a Rapid Bus stop without buffering. In addition, the RB-Network Alternative locates Rapid Bus stops within the public right-of-way, and these stops are designed with supporting columns near the curb, without wall panels, and with a sloping roof to allow views to adjacent businesses, and allows for the integration of the transit facility with adjacent uses. No stop locations are planned adjacent to single-family residences except two stop locations on Devonshire Street.

The RB-Network Alternative would not result in the partial or full loss of land use in a specific area. As such, no significant land use impact under CEQA would occur.

8-4.1.3.2 Consistency of Alternatives with Planning and Zoning

The following section discusses the consistency of the alternatives described in this Chapter with the stated policies of each of the applicable land use planning documents. Each subsection describes how the alternatives are consistent or inconsistent with the relevant planning document.

□ SCAG Regional Comprehensive Plan and Guide (All Alternatives)

A summary of the manner in which the alternatives are consistent with the plans and policies of the *SCAG Regional Comprehensive Plan and Guide*, is provided in **Table 8-4.1-4**.

□ SCAG Regional Transportation Plan (All Alternatives)

Because the alternatives considered in this Chapter would be implemented in lieu of the Full BRT Alternative, and because the intent of the alternatives is to preclude the construction of the Full BRT alternative, they would be inconsistent with the SCAG 2001 *Regional Transportation Plan* and its designation of a busway through the San Fernando Valley East-West Transit Corridor as a 2025 baseline transit project, scheduled to be completed by 2005. This would result in a significant impact for the RB-3, RB-5, and RB-Network alternatives.

□ City of Los Angeles General Plan Framework (All Alternatives)

The Rapid Bus alternatives would provide access to several existing Regional Centers as designated by the Framework, and would therefore be consistent with the goal of providing access to existing centers. However, the Rapid Bus alternatives would preclude the establishment of high-capacity urban transit systems with transit stations around which future development in the San Fernando Valley would be focused. This type of high capacity transit system with concentrated development around stations is a key component of the hierarchy of transit systems and land uses envisioned by the General Plan Framework. This policy of concentrating development around transit stations was established in order to protect single-family neighborhoods from future development pressures. The Rapid Bus alternatives would instead spread out transit and development potential over multiple corridors and stops. This inconsistency with the focused development strategy encouraged in the General Plan Framework would result in a significant impact for the RB-3, RB-5, and RB-Network Alternatives.

Table 8-4.1-4: Consistency of the Rapid Bus Alternatives with SCAG Regional Comprehensive Plan and Guide

Policy	Consistency
Support existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled (VMT), and create opportunities for residents to walk and bike.	All alternatives would increase transit service, supporting transit-oriented land use policies.
Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	All alternatives would provide increased transit service through portions of the San Fernando Valley, including through areas with potential for infill development and redevelopment.
Support local plans to increase density of future development located at strategic points along regional commuter rail, transit systems, and activity centers.	The alternatives would spread transit service across multiple corridors, reducing the intensity of activity at any one location. This in turn would be relatively less supportive of higher density development at stops. This would result in an inconsistency with the SCAG Regional Comprehensive Plan and Guide, a significant impact under CEQA.
Support local jurisdiction strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.	The alternatives would spread transit service across multiple corridors, reducing the intensity of activity at any one location. This in turn would be relatively less supportive of mixed-use and transit-oriented development at stops. This would result in an inconsistency with the SCAG Regional Comprehensive Plan and Guide, a significant impact under CEQA.
Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	The alternatives would not be inconsistent with this policy.
Support and encourage settlement patterns that contain a range of urban densities.	The alternatives, would provide increased transit service on selected corridors. However, because the Rapid Bus alternatives would preclude the construction of a major fixed-guideway transit investment in the Valley, they would be inconsistent with a desire to encourage a range of urban densities, a significant impact under CEQA.

Source: Gruen Associates, 2004.

□ City of Los Angeles General Plan Transportation Element (All Alternatives)

The Rapid Bus alternatives would be generally consistent with several relevant policies in the *Transportation Element*, such as the establishment of transit priority corridors in the San Fernando Valley and increasing transit service to existing activity centers. However, by precluding the establishment of “high-capacity” transit systems with transit stations, the Rapid Bus alternatives would conflict with the *Transportation Element’s* goal establishing high capacity transit corridors in the San Fernando Valley before 2010, as well as targeting development around stations along such corridors. The *General Plan Transportation Element*



also specifically calls for Alternative Rail Transit (ART) or busway in the MTA ROW. The alternatives considered in this Chapter would be implemented in lieu of, and in their intent preclude the construction of, the Full BRT alternative, an alternative which would provide high-capacity transit service and transit stations, along the MTA ROW. Therefore, the Rapid Bus alternatives would be inconsistent with the *Transportation Element*. This would result in a significant impact for the RB-3, RB-5, and RB-Network Alternatives.

- City of Los Angeles Community and Specific Plans (Applicable to alternatives as described below)

For all Community and Specific Plans, the establishment of on-street transit service and bus stops within the public right of way would be consistent with planned land use designations in the San Fernando Valley. Consistency with Community and Specific Plan policies as applicable is described in **Table 8-4.1-5** below.

Table 8-4.1-5 : City of Los Angeles Community and Specific Plan Policy Impact Analysis		
Plan Name	Affected Alternatives	Impact Analysis
Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass Community Plan (updated May 1998)	RB-Network	The RB-Network alternative would be consistent with the plan's policies of increasing transit service and installing functional, aesthetically pleasing street furniture in the plan area.
Ventura-Cahuenga Boulevard Corridor Specific Plan (updated August 2001)	RB-Network	The RB-Network alternative would be consistent with the plan's policies of increasing transit service and effective circulation in the plan area.
North Hollywood-Valley Village Community Plan (updated May 1996)	RB-3 RB-5 RB-Network	The RB-3, RB-5, and RB-Network alternatives would be generally consistent with the plan's policies of maximizing development around the North Hollywood Metro Red Line station and protecting existing communities.
Valley Village Specific Plan (adopted April 1993)	RB-5 RB-Network	The RB-5 and RB-Network alternatives would be consistent with the plan's policies protecting single-family neighborhoods.
Van Nuys-North Sherman Oaks Community Plan (adopted September 1998)	RB-3 RB-5 RB-Network	The RB-3, RB-5, and RB-Network alternatives would be generally consistent with the policy of increasing transit service in the community plan area. However, these alternatives, which by their intent would preclude the use of the MTA ROW for transit, would be inconsistent with the plan's call for transit stations along the MTA ROW at Fulton Avenue/Valley College, Van Nuys Blvd., and Sepulveda Blvd. This would result in a significant impact under CEQA for the three alternatives.
Reseda-West Van Nuys Community Plan (updated November 1999)	RB-3 RB-5 RB-Network	The RB-3, RB-5, and RB-Network alternatives would be generally consistent with the policy of providing increased transit service in the area. However, the dispersed transit system proposed by the alternatives would not provide major opportunities for mixed-use development and increased density along transit corridors. In addition, the alternatives would by their intent preclude the use of the MTA ROW for Rapid Transit, as called for by the plan. This would result in a significant impact under CEQA for the three alternatives.



Table 8-4.1-5 : City of Los Angeles Community and Specific Plan Policy Impact Analysis

Plan Name	Affected Alternatives	Impact Analysis
Reseda Central Business District (CBD) Specific Plan (updated January 2000)	RB-3 RB-5 RB-Network	The RB-3, RB-5, and RB-Network alternatives would be generally consistent with the plan's policies to encourage pedestrian-oriented development and traffic improvements in the area.
Encino-Tarzana Community Plan (updated December 1998)	RB-3 RB-5 RB-Network	The RB-3, RB-5, and RB-Network alternatives would be generally consistent with the policy of providing increased transit service in the area. However, because the alternatives would preclude by their intent the construction of the BRT along the MTA ROW, the alternatives would not provide opportunities for development along the MTA ROW, as called for by the plan. This would result in a significant impact under CEQA for the three alternatives.
Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan (updated August 1999)	RB-3 RB-5 RB-Network	The RB-3, RB-5, and RB-Network alternatives would be generally consistent with the policy of providing increased transit service in the area. However, because the alternatives would preclude by their intent the construction of the BRT along the MTA ROW, the alternatives would not provide opportunities for development along the MTA ROW, as called for by the plan. This would result in a significant impact under CEQA for the three alternatives.
Warner Center Specific Plan (last updated October 2002)	RB-3 RB-5 RB-Network	The RB-3, RB-5, and RB-Network alternatives would be consistent with the plans goal of implementing transit priority along the Victory/Vanowen corridor, and the RB-Network alternative only would also be consistent with implementation of a transit priority corridor along Topanga Canyon Blvd. However, because all three alternatives would by their intent preclude the construction of the BRT, they would be inconsistent with the policy to construct the BRT along the MTA ROW between North Hollywood Metro Red Line Station and Warner Center Transit Hub. This would result in a significant impact under CEQA for the three alternatives.
Sun Valley Community Plan (updated August 1999)	RB-3 RB-5 RB-Network	The RB-3, RB-5, and RB-Network alternatives would be generally consistent with the plan's goals to improve transit and install functional, attractive bus stops in the plan area. The alternatives would not be inconsistent with the plan's goal of locating higher density development near major bus routes.
Mission Hills-Panorama City-North Hills Community Plan (updated June 1999)	RB-Network	The RB-Network alternative would be generally consistent with the plan's goals to improve transit and install functional, attractive bus stops in the plan area. The alternative would not be inconsistent with the plan's goal of locating higher density development near major bus routes.
Northridge Community Plan (updated February 1998)	RB-Network	The RB-Network alternative would be generally consistent with the plan's goals to improve transit and install functional, attractive bus stops in the plan area. The alternative would not be inconsistent with the plan's goal of locating higher density development near major bus routes.
Chatsworth-Porter Ranch Community Plan (updated September 1993)	RB-Network	The RB-Network alternative would be generally consistent with the plan's goals to improve transit in the plan area.
Devonshire / Topanga Corridor Specific Plan (adopted September 1993)	RB-Network	The RB-Network alternative would not be inconsistent with the plan's goals regarding commercial development patterns in the plan area.



Table 8-4.1-5 : City of Los Angeles Community and Specific Plan Policy Impact Analysis

Plan Name	Affected Alternatives	Impact Analysis
Sunland-Tujunga Community Plan (updated November 1997)	RB-Network	The RB-Network alternative would be generally consistent with the plan's goals to improve transit and install functional, attractive bus stops in the plan area. The alternative would not be inconsistent with the plan's goal of locating higher density development near major bus routes.
Arleta-Pacoima Community Plan (updated November 1996)	RB-Network	The RB-Network alternative would be generally consistent with the plan's goals to improve transit in the plan area.
Granada Hills-Knollwood Community Plan (updated July 1996)	RB-Network	The RB-Network alternative would be generally consistent with the plan's goals to improve transit in the plan area.
Granada Hills Specific Plan (updated June 2000)	RB-Network	The RB-Network alternative would not be inconsistent with the plan's goals regarding development patterns in the plan area.
Sylmar Community Plan (updated August 1997)	RB-Network	The RB-Network alternative would be generally consistent with the plan's goals to improve transit and install functional, attractive bus stops in the plan area. The alternative would not be inconsistent with the plan's goal of locating higher density development near major bus routes.

City of Los Angeles Streetscape Plans (All Alternatives)

The Rapid Bus alternatives considered would be generally consistent with the streetscape plans adopted or proposed in several locations along the bus routes. The contemporary, visually appealing design of Metro Rapid Bus shelters would be consistent with the various plans' overall goal improving the appearance of the public realm. The installation of Rapid Bus shelters would need to be coordinated with the City's Department of Public Works in order to determine optimum placement and compatibility with overall design concepts for each streetscape plan area. Thus, the Rapid Bus alternatives would not create a significant streetscape impact.

City of Los Angeles Zoning Code (All Alternatives)

The Rapid Bus alternatives would operate on-street in mixed traffic, and have bus stops within the public sidewalk right-of-way and would therefore be consistent with surrounding zoning. Thus, the Rapid Bus alternatives would not create a significant zoning code impact.

Amended North Hollywood Redevelopment Project Plan and the Revised Design for Development: North Hollywood Commercial Core (All Alternatives)

The alternatives considered in this Chapter would be generally consistent with the policies of the *North Hollywood Redevelopment Plan* and the *Revised Design For Development*, inasmuch as the three Rapid Bus alternatives would add additional vehicles to existing congested streets rather than create an exclusive right-of-way for new transit service, the alternatives may be less supportive of the objective of a traffic system adequate to accommodate traffic. However, the



traffic analysis in Section 8-3 did not identify any unmitigated significant traffic impacts associated with the three Rapid Bus alternatives. Thus, the three Rapid Bus alternatives would not cause a significant impact relative to these plans.

Sepulveda Basin Master Plan (All Alternatives)

All of the alternatives considered in this Chapter would be consistent with the policies of the *Sepulveda Basin Master Plan*.

Pierce College Master Plan (All Alternatives)

The Victory Boulevard route runs adjacent to Pierce College. However, the RB routes run entirely within the street and would not affect Pierce College property. Therefore, all of the Rapid Bus alternatives considered in this Chapter would be consistent with the policies of the *Pierce College Master Plan*.

8-4.1.3.3 RB Stop Area Development Potential

Using the significance criteria established in section 8-4.1.2.3, the additional alternatives included in this Revised FEIR would not cause significant negative impacts relative to development potential. Metro Rapid Bus stops, as would be constructed for the alternatives, would not stimulate development to a level inconsistent with applicable planned land use designations, nor would they focus development around true transit stations as called for in the *General Plan Framework and Transportation Element*. Factors limiting the potential for Metro Rapid Bus stops to stimulate development beyond planned levels include:

- The dispersed nature of the Rapid Bus network proposed for each alternative, with a large number of RB-stops with limited passenger capacity along multiple routes, diminishes the levels of activity at individual stops. These lower activity levels would not stimulate development on private property beyond planned levels.
- Rapid Bus stops would be constructed within existing sidewalk rights-of-way, typically in the location of existing bus stops. Real estate would not be acquired for full stations, park-and-ride lots, or for joint development. Therefore, MTA-owned land could not be used for potential future joint development, limiting the potential for new development, which could exceed planned intensities/densities.
- The Rapid Bus alternatives would run on-street along paralleling existing local on-street bus service. The only exception would be along Chandler Boulevard west of Whitsett Avenue, which is a largely single-family neighborhood where increased levels of development would not be permitted to occur.
- Rapid Bus stops would provide minimal public amenities. This reduced level of public investment in any single location would not stimulate additional investment on nearby private property that would cause development to exceed planned intensities.



8-4.1.4 Mitigation Measures

8-4.1.4.1 Localized Impacts

The localized impacts of the RB-3 Alternative, RB-5 Alternative and RB-Network Alternative are described in Section 8-4.1.3.1. There would be some change in land uses associated with development of the RB stops; however, impacts would be less-than-significant. No mitigation measures would be required.

8-4.1.4.2 Planning and Zoning (consistency)

As described in Section 8-4.1.3.2, the RB-3, RB-5, and RB-Network alternatives would be inconsistent with portions of the following relevant plans because the alternatives would either be inconsistent with policies that encourage high-capacity transit corridors and stations as focal points for future development in the San Fernando Valley or with policies encouraging the construction of a transit system and/or transit stations specifically in the MTA ROW:

- SCAG Regional Comprehensive Plan and Guide
- SCAG 2001 Regional Transportation Plan
- City of Los Angeles General Plan Transportation Element
- Van Nuys-North Sherman Oaks Community Plan
- Reseda-West Van Nuys Community Plan
- Encino-Tarzana Community Plan
- Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan
- Warner Center Specific Plan

The three Rapid Bus alternatives would be inconsistent with the goals and policies of the above-mentioned plans. There are no feasible mitigation measures to eliminate, or substantially reduce, the significant land use impact.