

8-4.3 DEMOGRAPHICS AND NEIGHBORHOODS

The history of the San Fernando Valley and the processes that led to the residential development patterns that exist today are described in Section 4.3-1 of the Final EIR. This section continues with a discussion of present-day residential neighborhoods and demographic patterns in the study area as they relate to transit dependency. Neighborhood impacts and demographic changes potentially created by the three RB alternatives are also examined.

8-4.3.1 Setting

a. Historical Development of the San Fernando Valley

The historical development of the San Fernando Valley is described in Section 4.3 of the Final EIR.

b. Neighborhood Characteristics

□ Introduction

A large number of residential areas exist within the San Fernando Valley study area. As discussed in Section 4-3.1(b) of the Final EIR, a “neighborhood” may be defined as an area of varying geographic scale that is defined by its inhabitants. For purposes of this analysis, regional neighborhoods are defined either as:

1. Those neighborhoods identified in the Final EIR, or
2. For those areas of the San Fernando Valley not considered in the Final EIR, the commonly recognized residential communities.

For the purposes of this Revised FEIR, neighborhoods have been identified on the basis of information provided in the Final EIR, collected during windshield surveys of the study area, and gathered from City of Los Angeles community plans, population and housing profiles, and land use maps. Neighborhoods along the Rapid Bus routes are described in terms of their neighborhood characters, perceived security, and existing land uses, such as residential versus commercial.

• Neighborhood Character

Neighborhood character is difficult to define; however, for purposes of this analysis, it is defined as the set of unique physical traits that create a sense of cohesiveness and place. Individual neighborhoods are shaped over time by these traits as well as delineated from one another by them. Traffic patterns, street landscaping, pedestrian activity, architectural style, size and scale of residences, and maintenance patterns of the residences, for example, all contribute to the definition of a neighborhood’s character.



- Neighborhood Security

Neighborhood security is the sense of safety and cohesiveness perceived by residents in a neighborhood.

- Study Area Neighborhoods

Single-family residential neighborhoods are the predominant land use within the San Fernando Valley study area. The following are descriptions of the identified neighborhoods within the Rapid Bus routes. It is important to remember that many of these neighborhoods encompass large sections of the San Fernando Valley, and several of them overlap. Therefore, in order to more clearly describe the communities along the Rapid Bus route corridors, a generalized map showing the locations of the larger communities is provided in **Figure 8-4.3-1** (San Fernando Valley Community Areas). Note that for all the neighborhoods listed below that were not included in the Final EIR, neighborhood descriptions are taken from the applicable City of Los Angeles community plans.¹

- Chandler/Lankershim

This neighborhood encompasses North Hollywood Park and the North Hollywood Metro Red Line Station, and stretches as far west as Colfax Avenue. Residential neighborhoods within this area are predominantly comprised of small apartments, NoHo Arts District, theaters, retail, studios, industrial, single-family tract homes built in the early 1950s. Streets are characterized by well-maintained front lawns and large street trees. Some, but not all, streets have lamps and sidewalks.

- Chandler/Burbank

This neighborhood is a relatively large area stretching between Laurel Canyon Boulevard and Woodman Avenue. It includes Valley College, Laurel Plaza, and Valley Village. Despite this area's large size, residential neighborhoods remain fairly consistent in style, landscape, and degree of home maintenance. Land uses on thoroughfares in the area are either commercial or multi-family residential; however, some major streets in this area, such as portions of Fulton Avenue, Chandler Boulevard, and Oxnard Street, contain single-family residences. The MTA ROW runs within a wide center median in Chandler Boulevard. Neighborhoods in the vicinity have developed alongside the Southern Pacific Railroad Burbank-Chandler line, and until 1991 (when the Southern Pacific began to phase out service on the line) trains ran along this route, making the MTA ROW an integral part of the neighborhood's character.

In the eastern portion of this area, north of Burbank Boulevard, houses are relatively small, single-story, and older, some dating back as far as the 1920s. Yards are well maintained, and most streets are lined with sidewalks and large trees. West of the Hollywood Freeway (SR 170) around Laurel Canyon Boulevard and Oxnard Street, there are neighborhood pockets that have a distinctively rustic feeling. There are no sidewalks and street trees almost form a canopy across

^{1/} Texts and maps of community plans are available at the City of Los Angeles website:
<http://cityplanning.lacity.org/>.



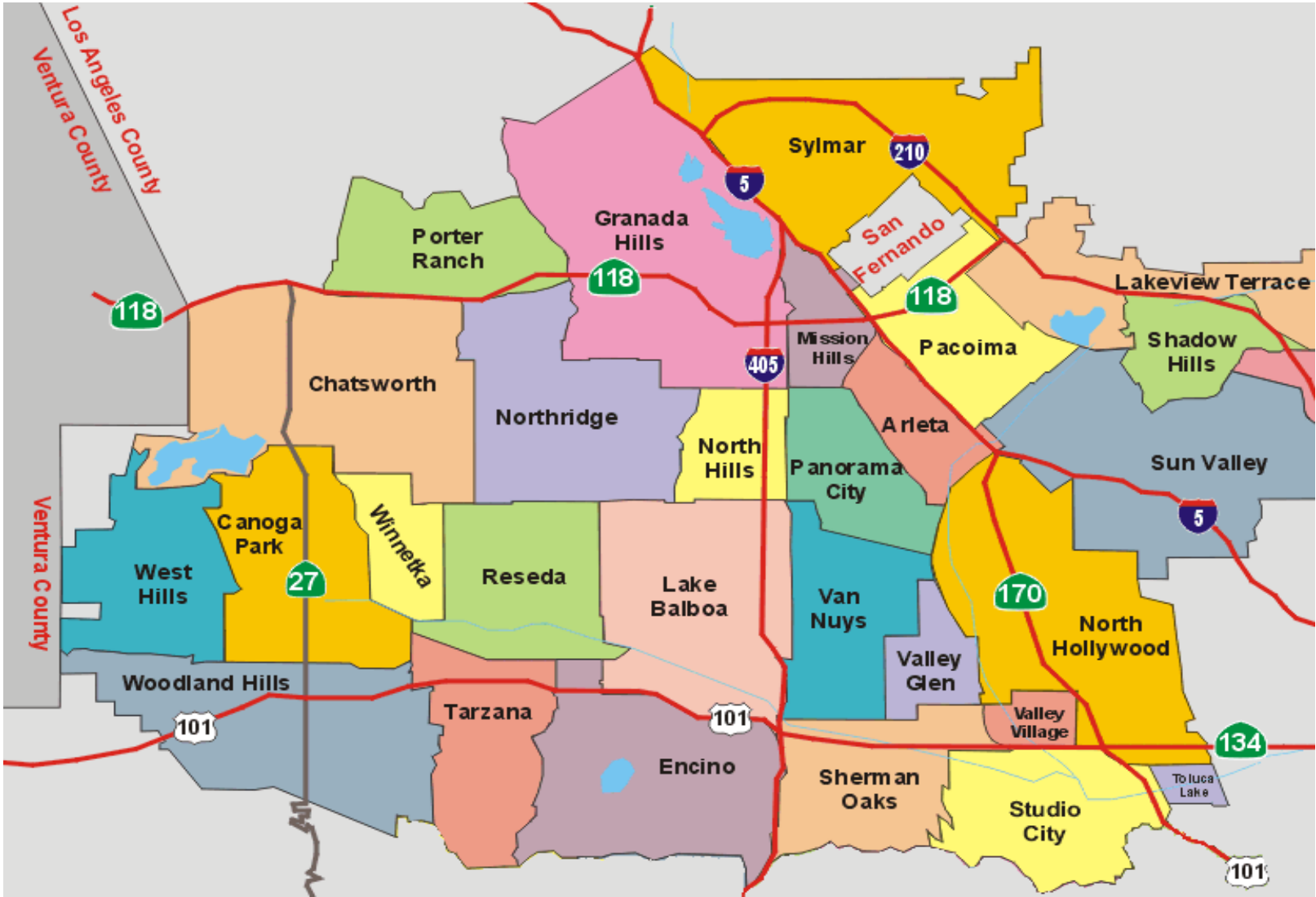


Figure 8-4.3-1: San Fernando Valley Community Areas



the street. Recently constructed multi-family residential buildings adjoin single-family residential neighborhoods at major streets, such as Burbank Boulevard and Oxnard Street. South of Chandler Boulevard around the BRT's proposed Laurel Canyon/Chandler station and in the Valley Village area, lot size as well as house size are relatively small, and streets are again lined with mature trees. The area around the BRT's proposed Laurel Canyon/Chandler station also includes some office and commercial land uses. Recently constructed multi-family residential buildings line Magnolia Boulevard and Chandler Boulevard, as well as several smaller streets that join the two. Around Chandler Boulevard, in the vicinity of Fulton Avenue, houses are relatively large compared to those in other East Valley neighborhoods. Streets are also wider, and houses are set back farther from the street than in many other neighborhoods.

The Chandler/Burbank neighborhood is also recognized as supporting an Orthodox Jewish community and several Orthodox Jewish institutions, including synagogues, a pre-school, and other educational and religious institutions. This community and its associated institutions are located on Chandler Boulevard and throughout the immediately adjacent streets, between Laurel Canyon Boulevard and Fulton Avenue. This neighborhood has been built up over more than 30 years. The observant community also has a pedestrian-oriented character, since religious law requires the Orthodox to walk to synagogue on the Sabbath and some holidays.

- Valley College

This is a relatively small region that encompasses those neighborhoods immediately surrounding and including Valley College. It extends between Whitsett and Woodman Avenues. Although the area is largely residential, there are many multi-family residential buildings on the major arterial streets such as Fulton Avenue, Woodman Avenue, and Oxnard Street. In addition to the college campus, the neighborhoods west of Valley College contain relatively large lots and houses, and wider streets. Landscaping, street trees, and housing style are similar to those in other parts of the study area. Erwin Park, a small neighborhood park, is an added amenity to the area.

The immediate neighborhoods are characterized by numerous cul-de-sacs and otherwise circuitous streets, which effectively insulate the neighborhoods. The MTA ROW runs through this neighborhood, and except where it intersects the commercial-oriented Burbank Boulevard/Fulton Avenue and Woodman Avenue areas, land uses abutting the MTA ROW are primarily single-family residential buildings. Fences and dense vegetation create a barrier between back yards and the ROW. As is noted for other neighborhoods, housing was developed with the railway already in place since 1893, and trains have used these tracks throughout the Valley's history.

- Oxnard/Laurel Canyon

This regional neighborhood is a large area encompassing numerous immediate neighborhoods stretching between Lankershim Boulevard and Fulton Avenue in North Hollywood. There is substantial overlap of this neighborhood with both the Chandler/Burbank and Valley College regional neighborhoods. Due to the overlap, discussion of the neighborhood character and perceived sense of security of immediate neighborhoods above applies to this neighborhood as well. Within this area there are smaller neighborhoods, such as east of Laurel Canyon and north



of Oxnard Street, that contain numerous multi-family residential dwellings. Others are more typical of the single-family residential neighborhoods found across the Valley. Most streets are tree-lined, and have sidewalks, well-maintained lawns, and tract homes built mainly in the 1950s.

- **Van Nuys**

The regional neighborhood of Van Nuys Boulevard extends between Woodman and Kester avenues in the study area, and includes the Valley Glen area. Residential areas north of the MTA ROW and west of Hazeltine Avenue are bordered on the south by light industrial and manufacturing uses. Multi-family residences have taken the place of many single-family residences in the neighborhoods north of the MTA ROW, and the streets are often mixed multi-family residential and single-family residential. South of the MTA ROW, single-family residences predominate and neighborhoods with broad front lawns and tree-lined streets are similar to other neighborhoods in the Valley. South of the MTA ROW, single-family residences are buffered from commercial uses on Oxnard Street by multi-family residential buildings. Both north and south of the MTA ROW, neighborhood security is enhanced by the fact that most local residential streets do not connect major thoroughfares, and thus do not provide easy access between regional routes. South of Oxnard Street, single-family residential neighborhoods are intact to a greater degree than north of Oxnard Street; nonresidential uses are not present and there are fewer multi-family residential buildings. As with many other neighborhoods in the Valley, the Van Nuys community developed alongside the Southern Pacific Railroad.

This neighborhood is located north of Burbank Boulevard, south of the MTA ROW and Raymer Street, east of the I-405 Freeway and Valjean Street, and west of the Tujunga Wash, and includes residential, commercial, as well some industrial zoned areas in the Van Nuys-North Sherman Oaks Community Plan. Valley College is also located within this neighborhood area. Rapid Bus routes along the east-west roadways of Sherman Way, Vanowen Street, Victory Boulevard, Oxnard Street and Burbank Boulevard are lined with multiple-family residential housing and commercial developments at major intersections. Van Nuys Boulevard, which runs north to south, is predominantly a commercial area. The MTA ROW, which lies just north of Oxnard Street in this neighborhood, is flanked by industrial development from the I-405 Freeway east to Hazeltine Avenue.

- **West Van Nuys**

White Oak Avenue bounds this area to the west, the MTA ROW to the south, Valjean Avenue, Saticoy Street, and Sepulveda Boulevard to the east, and Roscoe Boulevard to the north. This community contains significant industrial uses east of Balboa Boulevard and De Celis Place. Roscoe Avenue is lined primarily by single-family residential housing from White Oak Avenue west to Balboa Boulevard. An industrial area is located in the vicinity of the Van Nuys Airport. In this area, there is also a mobile home park. Vanowen Street and Victory Boulevard are lined primarily with single-family residential housing, with a few small pockets of commercial development and multiple-family housing units.



- Sepulveda

The Sepulveda regional neighborhood extends between Kester Avenue and the I-405 Freeway. North of the ROW, multi-family residential buildings surround Delano Park. However, multi-family residential buildings give way to traditional East Valley single-family residential neighborhoods farther north. There are fewer large street trees than in other areas, and houses show a greater variation in style and degree of alteration. South of the MTA ROW, single-family residential neighborhoods predominate and are similar to those elsewhere in the study area. Some houses are relatively large and large street trees are common. In Cameron Woods, streets are tree-lined, and houses are well maintained and uniformly set back from the street. In the southwest corner of the neighborhood there is a large, modern storage facility and parking lot. The MTA ROW runs along the southwest corner of this neighborhood behind the storage facility and parking lot. It also abuts the backyards of a row of houses on Blucher Avenue.

- Woodland Hills/Warner Center (Including Pierce College)

The Woodland Hills neighborhood is slightly different in character than other neighborhoods in the Valley. It begins at Corbin Avenue and continues west, and includes the Warner Center Area. The western section of Woodland Hills that lies within the project study area consists almost entirely of new commercial development. It is generally characterized by wide streets and large, single-story shopping centers mixed with an occasional multi-family residential building, tall corporate offices, and varied retail uses. The area becomes primarily single-family residential west of Topanga Canyon Boulevard. Here neighborhoods are largely single-family residential and well maintained (as in the rest of the Valley); however, the houses here are somewhat larger and have deeper setbacks, and were built in the late 1950s and 1960s.

The boundaries of this neighborhood run generally along Victory Avenue from Corbin Street to Topanga Canyon Boulevard, Topanga Canyon Boulevard to US 101, US 101 Freeway west to the Los Angeles City limits, and the Santa Monica Mountains on the south. This neighborhood contains a variety of predominantly single-family homes and is home to Pierce College and Warner Center. Pierce College, a 2-year community college, and the neighborhood directly north of the campus is mostly single-family residential, with well-maintained 1950s era houses. The community surrounding Pierce College also includes Little League Fields and the West Valley Occupational Center. The community along Topanga Canyon Boulevard is predominantly commercial development, including the Warner Center. The community along Owensmouth Avenue is commercial to the west and industrial to the east. Victory Boulevard, between Topanga Canyon Boulevard and De Soto Avenue, is flanked by industrial development, transitioning to single-family residential housing.

- Winnetka

One of the earliest neighborhoods to be settled, Winnetka is bound by Roscoe Boulevard on the north, Corbin Avenue on the east, Victory Boulevard on the South, and De Soto Avenue on the West. The land use along Sherman Way through this neighborhood is predominantly multi-family residential housing. A mix of multi-family housing units and single-family housing units run along Roscoe Boulevard, one of the Rapid Bus routes included in the RB-Network Alternative. Vanowen Street is flanked by single-family housing units, with a small section of



multi-family housing units along the north edge of the street, from De Soto Avenue to Mason Avenue. Victory Boulevard is bordered by single-family housing units.

- Canoga Park

Canoga Park is the heart of the West San Fernando Valley. Located within the boundaries of Roscoe Boulevard to the north, south to Victory Boulevard, Fallbrook Avenue to the west and De Soto Avenue to the east, this neighborhood contains a diversity of housing and commercial activity. All three Rapid Bus alternatives run through this neighborhood, with Topanga Canyon Boulevard forming the western-most boundary for the three Rapid Bus alternatives. The community along both Topanga Canyon Boulevard and Sherman Way is predominantly commercial development, which transitions to multi-family residential north of Saticoy Street along Topanga Canyon Boulevard. A mix of multi-family residential and industrial development from Topanga Canyon Boulevard east to Variel Avenue borders Roscoe Boulevard, one of the alignments for the RB-Network, and transitions back to single-family residential east of Variel Avenue. Victory Boulevard is flanked by industrial and commercial development.

- Chatsworth/Porter Ranch

The RB-Network Alternative would include routes running east-west along Devonshire Street and Roscoe Boulevard. Both roads are lined by a fairly even mix of single-family residential, which is more predominant east of Mason Avenue, and multi-family residential and commercial development west of Mason Avenue. The RB-Network Alternative would also include a route running north-south along Topanga Canyon Boulevard, which is flanked by industrial development, with a small pocket of single-family and multi-family residential housing towards the southern portion, just north of Roscoe Boulevard.

- Reseda

The boundaries of this neighborhood are generally Corbin Avenue to the west, Roscoe Boulevard to the north, the Southern Pacific Railroad right-of-way on the south and White Oak Avenue on the east. This neighborhood contains two of the Valley's busiest streets – Reseda Boulevard and Sherman Way. Reseda Boulevard is the principal north-south access route to the Ventura Freeway and the SR-118 Freeway. Sherman Way is one of the main east-west boulevard through the Valley. Commercial development is located along Reseda Boulevard and at the intersection of Reseda Boulevard and Sherman Way. These two streets have been designated as the Central Business District (CBD) for this central planning area, although the dominant land use throughout this neighborhood is single family residential. Roscoe Avenue is lined primarily by single-family residential, from Corbin Avenue west to Balboa Boulevard, at which point the land use is dominated by industrial development. Vanowen Street and Victory Boulevard are lined primarily with single-family residential, with a few small pockets of commercial development and multi-family residential.

- Sun Valley

The Sun Valley-La Tuna Canyon Community neighborhood lies in the northeast quadrant of the City of Los Angeles. Freeways that traverse the community include I-5 Freeway, the SR-170



Freeway, and the I-210 Freeway. Sun Valley-La Tuna Canyon covers 10,618 acres (17 square miles) of land. The area is comprised mostly of single-family residential, open space, and industrial uses. The community incorporates the highest concentration of mineral processing facilities in the City of Los Angeles, with rock and gravel mining operations as well as cement and concrete processing.

The RB-3 and RB-5 Rapid Bus alternatives would include a route running east to west along Sherman Way, which is flanked by industrial development. The RB-Network alternative would include a route running northwest to southeast along the MTA ROW and San Fernando Road; northwest to southeast along Laurel Canyon Boulevard; east to west along Roscoe Boulevard; and, northeast to southwest along Tuxford Street. Both San Fernando Road and Tuxford Street are flanked by industrial development. The majority of the land use along Roscoe Boulevard and Laurel Canyon Boulevard is comprised of single-family residential; however, there are pockets of multi-family residential, open space, and neighborhood commercial development.

- **Mission Hills**

The I-405, I-5, and Lassen Street bound Mission Hills. The dominant land use is single-family residential. Residential mobile home parks are located in the area north of the Ronald Reagan Freeway (SR-118). Commercial uses are primarily located along Sepulveda Boulevard with a Community Center near San Fernando Mission Boulevard and Sepulveda Boulevard. The Pacoima spreading grounds are located in the southeast quadrant of the community. The RB-Network Alternative would include a route running east to west along Devonshire Street, which is predominantly lined by single-family residential with a few pockets of multi-family residential and commercial development. This alternative would also include a route running north to south along Sepulveda Boulevard, which is flanked by commercial development at major intersections with single-family and multi-family residential between those commercial developments.

- **Panorama City**

Woodman Avenue, Brandford Street, the Tujunga Wash, the Southern Pacific Railroad ROW, and the Pacoima Wash bound Panorama City. This neighborhood contains a significant amount of multi-family residential uses near Van Nuys Boulevard and north of Roscoe Boulevard. Prime industrial uses are located to the south along the Southern Pacific Railroad ROW. The RB-Network Alternative would include a route running east to west along Roscoe Boulevard, and north to south along Van Nuys Boulevard, both avenues are an even mix of multi-family residential and commercial development.

- **North Hills**

Lassen Street, the Pacoima Wash, Roscoe Boulevard, and Bull Creek generally bound North Hills. Single-family residential uses are located to the west of the I-405 with multi-family uses located east of I-405. The RB-Network Alternative would include a route running east to west along Roscoe Boulevard, which is flanked by industrial development along the Bull Creek flood control channel and the Metrolink ROW, and primarily becomes single-family residential development from Hayvenhurst Avenue east to Haskell Avenue. At that point the dominant land use becomes commercial development with some industrial development east to the Pacoima



Wash. This alternative would also include a route running north to south along Sepulveda Boulevard, which is flanked by commercial development from Roscoe Boulevard north to Tupper Street, at which point the predominant land use becomes multi-family residential.

- Northridge

The Northridge neighborhood contains approximately 10 square miles of land area. This neighborhood is generally bounded by the Ronald Reagan (SR-118) Freeway and Devonshire Street on the north, the Los Angeles County Flood Control Channel (Bull Creek) on the east, Roscoe Boulevard on the south, and Tampa Avenue on the west. California State University at Northridge (CSUN) encompasses 353-acres in this community. CSUN is a diverse university community of nearly 28,000 students and more than 3,300 faculty and staff. The RB-Network Alternative would include routes running east to west along Devonshire Street and Roscoe Boulevard. Both roads are predominantly lined by single-family residential with pockets of multi-family residential and commercial development. This alternative would also include a route running north to south along Reseda Boulevard, which is flanked by commercial and industrial development south of Plummer Street, and multi-family residential north of Plummer Street to Devonshire Street.

- Granada Hills/Knollwood

The Granada Hills-Knollwood neighborhood contains approximately 9,651 acres. The irregularly shaped plan area is generally bounded by Devonshire and Lassen Streets on the south, the Santa Susana Mountains on the north, the Chatsworth-Porter Ranch District on the west and the I-5 Freeway and I-405 Freeway on the east. The RB-Network Alternative would include a route running east to west along Devonshire Street, which is predominantly lined by single-family residential with pockets of multi-family residential and commercial development.

- Arleta

Arleta is bounded, approximately, to the northeast and east by the I-5 Freeway, and to the south, west, and north by the neighborhoods of Mission Hills, Panorama City, and Sepulveda. The RB-Network Alternative would include a route running northeast to southwest along Van Nuys Boulevard through this neighborhood. Multi-family residential with pockets of neighborhood commercial development and a small area of single-family residential predominantly line this section of Van Nuys Boulevard.

- Pacoima

Pacoima is bounded, approximately, to the southwest by the I-5 Freeway, to the north by the City of San Fernando, Sylmar, and the SR-118 Freeway, to the east by the I-210 Freeway, and Foothill Boulevard, and to the east, and south are the Sunland-Tujunga, Shadow Hills, and Lake View Terrace community. The RB-Network Alternative would include a route running northwest to southeast along the Metrolink ROW and San Fernando Road through this neighborhood, which is flanked by industrial development and the Whiteman Airport, which lies to the northeast between Pierce Street and Osborne Street. The RB-Network Alternative would also include a route running northwest to southeast along Laurel Canyon Boulevard, which is predominantly single-family residential to the northwest, and a mix of neighborhood commercial



development and multi-family residential to the southeast. Van Nuys Boulevard is included in the area, and this boulevard is flanked by commercial development along the southwest stretch in this community, and a mix of neighborhood commercial development and multi-family residential along the northeast.

- North Hollywood

North Hollywood is generally bounded by Hatteras Street on the north, Sarah Street, Camarillo Street and the Ventura Freeway on the south, SR-170 on the west, and Cahuenga Boulevard on the east. The three Rapid Bus alternatives include east-west routes along Sherman Way, Vanowen Street, Victory Boulevard, Oxnard Street, Burbank Boulevard, and the MTA ROW/Chandler Boulevard. These roads are lined with multi-family residential with commercial developments at major intersections. Lankershim Boulevard, which runs northwest to southeast, is lined predominantly by community and neighborhood commercial development from the Ventura Freeway to Victory Boulevard. From Victory Boulevard north to the MTA ROW, Lankershim Boulevard is lined predominantly by neighborhood commercial development and industrial development.

- Valley Village

Valley Village is bounded by the Hollywood Freeway on the east, Ventura Freeway on the south, Burbank Boulevard on the north, and the Tujunga Wash on the west. Commercial development is located mainly along Laurel Canyon Boulevard, with local commercial centers developed along the main arterials. The majority of the area is developed with single-family residential along the interior streets and multi-family residential along the main arterials. The RB-5 Alternative includes a route running along the MTA ROW/Chandler Boulevard, which is in the northern area of this neighborhood, is flanked by single-family residential from the Tujunga Wash east to Whitsett Avenue. West of Whitsett Avenue, the MTA ROW/Chandler Boulevard is flanked by multi-family residential with pockets of neighborhood commercial development.

- Sherman Oaks

Sherman Oaks is bounded by Fulton Avenue on the east and the I-405 Freeway on the west. This community is comprised of a mix of low level and high-rise commercial and office developments along Ventura Boulevard. Two major north/south arterials, Van Nuys Boulevard and Sepulveda Boulevard serve as focal points for the community. The majority of single-family residential units are located south of Ventura Boulevard within the adjacent hillside areas. The majority of multi-family residential units are located north of Ventura Boulevard with high concentrations found along and between major and secondary arterials. All three Rapid Bus alternatives would include routes running along Lankershim Boulevard west, which is flanked by commercial development.

- North Sherman Oaks

This neighborhood is located south of Burbank Boulevard and north of the Ventura Freeway. In August, 1991 the City of Los Angeles extended the boundaries of Sherman Oaks (North Sherman Oaks) to the I-405 Freeway on the west, the west side of Tujunga Wash on the east, and the south side of Burbank Boulevard on the north. The boundary adjustments were made to



reflect historical boundaries evidenced by property deeds, County Assessor files, and other official records. Burbank Boulevard is primarily lined with multi-family residential with pockets of commercial development; Chandler Boulevard is flanked by single-family residential; and, Van Nuys Boulevard is predominantly commercial development.

c. Demographic Characteristics of the Study Area

In this section, demographics are analyzed for the study area as a whole and for RB stop influence areas. The study area encompasses the census tracts that adjoin the Rapid Bus routes. For the purpose of this analysis, the study area has been broken down into two major parts; the East Valley is the portion of the study area located east of the 405 Freeway, and the West Valley is the portion of the study area located west of the 405 Freeway.

A RB stop influence area is defined as the area encompassed by a 0.5-mile radius around a stop. It represents the largest probable pedestrian capture area for a RB stop. RB stop influence areas are different from primary influence areas described in Section 4-1. As discussed in Section 4-1, land use impacts are not likely to extend beyond a few blocks, and thus an analysis covering quarter mile radii around proposed BRT stations or RB stops is sufficient; however, because the pedestrian capture zone for a BRT station or RB stop could likely extend farther than a quarter of a mile, demographic data was gathered based on the 0.5 mile radius. Demographic data for current conditions was obtained from the U.S. Census Bureau (the 1990 Census).

Table 8-4.3-1 (Population, Housing, and Employment Characteristics) lists population, housing, and employment characteristics of the study area and of the City of Los Angeles. Data for the City of Los Angeles are provided in order to compare the study area with the larger urbanized area of which it is a part. The study area (which includes both the East and West Valley) has housing vacancy rates that are approximately equal to the City as a whole. The West Valley, however, has higher levels of owner-occupancy than the City of Los Angeles, and more single-family residences than the East Valley, while the East Valley has lower levels of owner-occupancy and more multi-family residences than the West Valley, but lower than the City of Los Angeles.

The City of Los Angeles, along with the Valley study area, is expected to substantially gain both population and employment over the next 20 years (see **Table 8-4.3-2** (Population and Employment Projections, 1990-2000)). The Southern California Association of Governments (SCAG) predicts that by the year 2020, the City of Los Angeles will have a total population of 4,890,900 people; an increase of 34 percent from 1994. The West Valley study area is expected to grow more quickly, with an increase of 39 percent over the same time period, and the East Valley is expected to grow more slowly, with an increase of 33 percent. The same pattern holds true for employment. The City of Los Angeles is expected to increase its employment by 30 percent over the next 20 years, while the West Valley study area employment is expected to grow 39 percent, and the East Valley study area employment is expected to grow 21 percent.



Table 8-4.3-1: Population, Housing, and Employment Characteristics

| | | City of Los Angeles | East Valley Study Area | West Valley Study Area |
|-----------------------|-----------------------------|---------------------|------------------------|------------------------|
| Population (1990) | | 3,485,398 | 1,058,554 | 737,503 |
| Employment (1994) | | 1,705,100 | 525,410 | 407,698 |
| Housing (1990) | Housing Units | 1,300,025 | 376,986 | 266,592 |
| | Occupancy (%) | 1,217,405 (94%) | 354,555 (94%) | 278,509 (95%) |
| | Vacancy (%) | 82,558 (6%) | 21,167 (6%) | 15,438 (5%) |
| | # of Single-family Units(%) | 589,591 (45%) | 103,831 (28%) | 115,701 (43%) |
| | # of Multi-family Units (%) | 686,938 (53%) | 133,777 (35%) | 73,332 (28%) |
| | # of Other (%) | 23,434 (2%) | 139,378 (37%) | 77,559 (29%) |
| | # Owner-Occupied (%) | 486,250 (40%) | 151,142 (43%) | 148,247 (53%) |
| # Renter-Occupied (%) | 731,155 (60%) | 203,413 (57%) | 130,262 (47%) | |

Sources: U.S. Census Bureau, 1990.

Table 8-4.3-2: Population and Employment Projections (1990-2020)

| | | City of Los Angeles | East Valley Study Area | West Valley Study Area |
|------------|----------------------|---------------------|------------------------|------------------------|
| Population | 1990 (U.S. Census) | 3,485,398 | 1,058,554 | 737,503 |
| | 1994 | 3,656,700 | 1,132,653 | 89,631 |
| | 2000 | 3,845,300 | 1,180,224 | 94,715 |
| | 2020 | 4,890,900 | 1,442,234 | 122,582 |
| | % Change (1990-2020) | 34% | 33% | 39% |
| Employment | 1994 | 1,705,100 | 525,410 | 407,698 |
| | 2000 | 1,851,600 | 559,562 | 457,029 |
| | 2020 | 2,209,300 | 641,817 | 580,427 |
| | % Change (1990-2020) | 30% | 21% | 39% |

Notes:
Percentages rounded to the nearest whole number.

Sources: U.S. Census Bureau, 1990.

Table 8-4.3-3 (Transit Dependency Characteristics for City of Los Angeles and San Fernando Valley) characterizes the study area in terms of transit dependency. Transit dependency is described by: (a) the population unlikely to drive (those under 16 and over 64 years of age) and (b) the number of workers using public transportation. The percentage of people under 16 and those over 64 are similar between the study area and the City of Los Angeles, although the entire study area does have a slightly larger percentage of people under 16 and a higher percentage of people over 64. The study area as a whole has almost the same percentage of workers that use public transportation than does the City of Los Angeles (roughly 13 percent as compared to the



city-wide average of 11 percent). The East Valley has a higher percentage of workers that use public transportation when compared to the West Valley (10 and 3 percent respectively).

Table 8-4.3-3 : Transit Dependency Characteristics for City of Los Angeles and San Fernando Valley

| Location | Persons Under 16 | % of Population Under 16 | Persons Over 64 | % of Population Under 64 | Workers Using Public Transportation | % of Workers Using Public Transportation |
|---------------------|------------------|--------------------------|-----------------|--------------------------|-------------------------------------|--|
| City of Los Angeles | 773,779 | 22 | 347,713 | 10 | 171,746 | 11 |
| East Valley | 136,194 | 18 | 55,058 | 16 | 16,676 | 10 |
| West Valley | 62,985 | 8 | 37,348 | 11 | 5,763 | 3 |

Source: U.S. Census Bureau, 1990, and the City of Los Angeles.

Tables 8-4.3-4, 8-4.3-5, and 8-4.3-6 characterize the transit dependency of the RB stop influence areas for the RB-3, RB-5, and RB-Network alternatives, respectively. The tables list the percentage of people under 16 and those over 64 given that people in these age groups are less likely to drive their own vehicles and are thus more likely to be transit dependent. All of the RB stop influence areas exhibit similar rates of persons under 16 and those over 64. The Roscoe/Sepulveda, Roscoe/ Van Nuys, Nordhoff/Van Nuys, Van Nuys/San Fernando, and the Van Nuys/Glenoaks RB stop areas identified for the RB-Network Alternative have slightly elevated rates of people under 16. Only the Victory/De Soto RB stop area, which is proposed for all three of the RB alternatives, has a slightly elevated rate of persons over 64. Although the percentages are slightly higher in these RB stop areas, the difference is minor and not significant.

Workers that use public transportation are another transit-dependent demographic group. The RB stop influence areas are similar to one another with regard to workers that use public transportation. Only the Roscoe/Sepulveda RB stop area identified for the RB-Network Alternative has a slightly higher percentage of workers using public transportation.

Finally, the number of locations that fall within low to moderate-income levels is also indicative of transit dependency because low to moderate income areas may have higher percentages of public transportation users than higher income areas where most of the population own and drive personal vehicles. The RB-3 Alternative has 58 percent of the RB stop locations in low to moderate-income areas, and the RB-5 Alternative has 42 percent of stop locations in low to moderate-income areas.² The RB-Network Alternative has half of the stop locations in low to moderate-income areas.

^{2/} City of Los Angeles Website Community profile data.

Table 8-4.3-4 : Transit Dependency Characteristics for RB Stop Influence Areas of RB-3 Alternative

| Location | Persons Under 16 | % of the City of Los Angeles | Persons Over 64 | % of the City of Los Angeles | Workers Using Public Transportation | % of the City of Los Angeles | Areas of Low to Moderate Income |
|--|------------------|------------------------------|-----------------|------------------------------|-------------------------------------|------------------------------|---------------------------------|
| Canoga Park – Winnetka – Woodland Hills | | | | | | | |
| Sherman Way/Topanga Canyon | 3736 | 0.5 | 1156 | 0.3 | 494 | 0.3 | X |
| Sherman Way/De Soto | 3583 | 0.5 | 697 | 0.2 | 493 | 0.3 | |
| Sherman Way/Winnetka | 2793 | 0.4 | 1035 | 0.3 | 170 | 0.1 | X |
| Vanowen/De Soto | 4809 | 0.6 | 1154 | 0.3 | 714 | 0.4 | |
| Vanowen/Winnetka | 1253 | 0.2 | 610 | 0.2 | 39 | 0.0 | |
| Victory/De Soto | 2401 | 0.3 | 8013 | 2.3 | 319 | 0.2 | |
| Victory/Winnetka | 1604 | 0.2 | 776 | 0.2 | 221 | 0.1 | |
| Oxnard/Owensmouth | 1786 | 0.2 | 3268 | 0.9 | 64 | 0.0 | |
| Reseda – West Van Nuys | | | | | | | |
| Sherman Way/Tampa | 2347 | 0.3 | 1628 | 0.5 | 191 | 0.1 | |
| Sherman Way/Reseda | 4092 | 0.5 | 1778 | 0.5 | 608 | 0.4 | X |
| Sherman Way/Balboa | 2443 | 0.3 | 1722 | 0.5 | 170 | 0.1 | |
| Vanowen/Tampa | 2291 | 0.3 | 1858 | 0.5 | 208 | 0.1 | |
| Vanowen/Reseda | 4244 | 0.5 | 1613 | 0.5 | 726 | 0.4 | X |
| Vanowen/Balboa | 1743 | 0.2 | 1298 | 0.4 | 163 | 0.1 | |
| Victory/Tampa | 2003 | 0.3 | 1787 | 0.5 | 135 | 0.1 | |
| Victory/Reseda | 2518 | 0.3 | 1803 | 0.5 | 290 | 0.2 | |
| Victory/Balboa | 2489 | 0.3 | 1943 | 0.6 | 263 | 0.2 | |
| Van Nuys – North Sherman Oaks | | | | | | | |
| Sherman Way/Woodley | 3809 | 0.5 | 954 | 0.3 | 640 | 0.4 | |
| Sherman Way/Sepulveda | 4487 | 0.6 | 2391 | 0.7 | 915 | 0.5 | X |
| Sherman Way/Van Nuys | 5524 | 0.7 | 2668 | 0.8 | 1282 | 0.7 | X |
| Sherman Way/Woodman | 7069 | 0.9 | 2615 | 0.8 | 1330 | 0.8 | X |
| Vanowen/Sepulveda | 3048 | 0.4 | 2120 | 0.6 | 565 | 0.3 | X |
| Vanowen/Woodley | 3990 | 0.5 | 1053 | 0.3 | 649 | 0.4 | X |
| Vanowen/Woodman | 4726 | 0.6 | 2006 | 0.6 | 924 | 0.5 | X |
| Vanowen/Van Nuys | 5302 | 0.7 | 2980 | 0.9 | 1125 | 0.7 | X |
| Victory/Sepulveda | 4314 | 0.6 | 2182 | 0.6 | 649 | 0.4 | X |
| Victory/Van Nuys | 6463 | 0.8 | 2227 | 0.6 | 1015 | 0.6 | X |
| Victory/Woodman | 5155 | 0.7 | 2062 | 0.6 | 762 | 0.4 | |
| Victory/Woodley | 3713 | 0.5 | 1350 | 0.4 | 676 | 0.4 | X |



Table 8-4.3-4 : Transit Dependency Characteristics for RB Stop Influence Areas of RB-3 Alternative

| Location | Persons Under 16 | % of the City of Los Angeles | Persons Over 64 | % of the City of Los Angeles | Workers Using Public Transportation | % of the City of Los Angeles | Areas of Low to Moderate Income |
|---|------------------|------------------------------|-----------------|------------------------------|-------------------------------------|------------------------------|---------------------------------|
| North Hollywood – Valley Village | | | | | | | |
| Sherman Way/ Coldwater Canyon | 5205 | 0.7 | 2092 | 0.6 | 679 | 0.4 | X |
| Sherman Way/ Laurel Canyon | 5629 | 0.7 | 1029 | 0.3 | 948 | 0.6 | X |
| Vanowen/ Coldwater Canyon | 4374 | 0.6 | 1889 | 0.5 | 663 | 0.4 | X |
| Victory/ Coldwater Canyon | 5208 | 0.7 | 2548 | 0.7 | 819 | 0.5 | X |
| Victory/Laurel Canyon | 1870 | 0.2 | 1310 | 0.4 | 124 | 0.1 | X |
| Oxnard/Lankershim | 4772 | 0.6 | 1841 | 0.5 | 747 | 0.4 | X |
| Sun Valley | | | | | | | |
| Sherman Way / Lankershim | 6524 | 0.8 | 1048 | 0.3 | 1059 | 0.6 | X |

Source: U.S. Census Bureau, 1990, and the City of Los Angeles.

Table 8-4.3-5 : Transit Dependency Characteristics for RB Stop Influence Areas of RB-5 Alternative

| Location | Persons Under 16 | % of the City of Los Angeles | Persons Over 64 | % of the City of Los Angeles | Workers Using Public Transportation | % of the City of Los Angeles | Areas of Low to Moderate Income |
|--|------------------|------------------------------|-----------------|------------------------------|-------------------------------------|------------------------------|---------------------------------|
| Encino - Tarzana | | | | | | | |
| Ventura/Reseda | 2655 | 0.3 | 1741 | 0.5 | 467 | 0.3 | |
| Burbank/Balboa | 2098 | 0.3 | 2195 | 0.6 | 172 | 0.1 | |
| Canoga Park – Winnetka – Woodland Hills | | | | | | | |
| Sherman Way/ Topanga Canyon | 3736 | 0.5 | 1156 | 0.3 | 494 | 0.3 | X |
| Sherman Way/De Soto | 3583 | 0.5 | 697 | 0.2 | 493 | 0.3 | |
| Sherman Way/ Winnetka | 2793 | 0.4 | 1035 | 0.3 | 170 | 0.1 | X |
| Victory/De Soto | 2401 | 0.3 | 8013 | 2.3 | 319 | 0.2 | |
| Victory/Winnetka | 1604 | 0.2 | 776 | 0.2 | 221 | 0.1 | |
| Oxnard/Owensmouth | 1786 | 0.2 | 3268 | 0.9 | 64 | 0.0 | |
| Reseda – West Van Nuys | | | | | | | |
| Sherman Way/Tampa | 2347 | 0.3 | 1628 | 0.5 | 191 | 0.1 | |
| Sherman Way/Reseda | 4092 | 0.5 | 1778 | 0.5 | 608 | 0.4 | X |
| Sherman Way/Balboa | 2443 | 0.3 | 1722 | 0.5 | 170 | 0.1 | |
| Victory/Tampa | 2003 | 0.3 | 1787 | 0.5 | 135 | 0.1 | |
| Victory/Reseda | 2518 | 0.3 | 1803 | 0.5 | 290 | 0.2 | |



Table 8-4.3-5 : Transit Dependency Characteristics for RB Stop Influence Areas of RB-5 Alternative

| Location | Persons Under 16 | % of the City of Los Angeles | Persons Over 64 | % of the City of Los Angeles | Workers Using Public Transportation | % of the City of Los Angeles | Areas of Low to Moderate Income |
|---|------------------|------------------------------|-----------------|------------------------------|-------------------------------------|------------------------------|---------------------------------|
| Victory/Balboa | 2489 | 0.3 | 1943 | 0.6 | 263 | 0.2 | |
| Van Nuys – North Sherman Oaks | | | | | | | |
| Sherman Way/Woodley | 3809 | 0.5 | 954 | 0.3 | 640 | 0.4 | |
| Sherman Way/Sepulveda | 4487 | 0.6 | 2391 | 0.7 | 915 | 0.5 | X |
| Sherman Way/Van Nuys | 5524 | 0.7 | 2668 | 0.8 | 1282 | 0.7 | X |
| Sherman Way/Woodman | 7069 | 0.9 | 2615 | 0.8 | 1330 | 0.8 | X |
| Victory/Woodley | 3713 | 0.5 | 1350 | 0.4 | 676 | 0.4 | X |
| Victory/Sepulveda | 4314 | 0.6 | 2182 | 0.6 | 649 | 0.4 | X |
| Victory/Van Nuys | 6463 | 0.8 | 2227 | 0.6 | 1015 | 0.6 | X |
| Victory/Woodman | 5155 | 0.7 | 2062 | 0.6 | 762 | 0.4 | |
| Burbank/Sepulveda | 2174 | 0.3 | 1842 | 0.5 | 320 | 0.2 | |
| Burbank/Van Nuys | 2128 | 0.3 | 2015 | 0.6 | 345 | 0.2 | |
| Burbank/Woodman | 2252 | 0.3 | 2202 | 0.6 | 270 | 0.2 | |
| Oxnard/Sepulveda | 3596 | 0.5 | 1581 | 0.5 | 555 | 0.3 | X |
| Oxnard/Van Nuys | 5076 | 0.7 | 1807 | 0.5 | 820 | 0.5 | X |
| Oxnard/Woodman | 3690 | 0.5 | 1730 | 0.5 | 444 | 0.3 | |
| Chandler/Woodman | 2969 | 0.4 | 3323 | 1.0 | 343 | 0.2 | |
| North Hollywood – Valley Village | | | | | | | |
| Sherman Way/Coldwater Canyon | 5205 | 0.7 | 2092 | 0.6 | 679 | 0.4 | X |
| Sherman Way/Laurel Canyon | 5629 | 0.7 | 1029 | 0.3 | 948 | 0.6 | X |
| Victory/Coldwater Canyon | 5208 | 0.7 | 2548 | 0.7 | 819 | 0.5 | X |
| Victory/Laurel Canyon | 1870 | 0.2 | 1310 | 0.4 | 124 | 0.1 | X |
| Oxnard/Coldwater Canyon | 2165 | 0.3 | 1833 | 0.5 | 279 | 0.2 | |
| Oxnard/Laurel Canyon | 1870 | 0.2 | 1310 | 0.4 | 124 | 0.1 | |
| Oxnard/Lankershim | 4772 | 0.6 | 1841 | 0.5 | 747 | 0.4 | X |
| Chandler/Coldwater Canyon | 1992 | 0.3 | 2182 | 0.6 | 176 | 0.1 | |
| Chandler/Laurel Canyon | 1923 | 0.2 | 2579 | 0.7 | 424 | 0.2 | |
| Chandler/Lankershim | 3469 | 0.4 | 1353 | 0.4 | 512 | 0.3 | X |
| Burbank/Coldwater Canyon | 2053 | 0.3 | 1593 | 0.5 | 273 | 0.2 | |



Table 8-4.3-5 : Transit Dependency Characteristics for RB Stop Influence Areas of RB-5 Alternative

| Location | Persons Under 16 | % of the City of Los Angeles | Persons Over 64 | % of the City of Los Angeles | Workers Using Public Transportation | % of the City of Los Angeles | Areas of Low to Moderate Income |
|-----------------------|------------------|------------------------------|-----------------|------------------------------|-------------------------------------|------------------------------|---------------------------------|
| Burbank/Laurel Canyon | 2324 | 0.3 | 2470 | 0.7 | 387 | 0.2 | |
| Sun Valley | | | | | | | |
| Sherman Way/Vineland | 4984 | 0.6 | 788 | 0.2 | 576 | 0.3 | X |

Source: U.S. Census Bureau, 1990, and the City of Los Angeles.

Table 8-4.3-6 : Transit Dependency Characteristics for RB Stop Influence Areas of RB-Network Alternative

| Location | Persons Under 16 | % of the City of Los Angeles | Persons Over 64 | % of the City of Los Angeles | Workers Using Public Transportation | % of the City of Los Angeles | Areas of Low to Moderate Income |
|---|------------------|------------------------------|-----------------|------------------------------|-------------------------------------|------------------------------|---------------------------------|
| Encino - Tarzana | | | | | | | |
| Ventura/Reseda | 2655 | 0.3 | 1741 | 0.5 | 467 | 0.3 | |
| Ventura/Van Nuys | 1032 | 0.1 | 2132 | 0.6 | 204 | 0.1 | |
| Ventura/Sepulveda | 567 | 0.1 | 619 | 0.2 | 140 | 0.1 | |
| Canoga Park – Winnetka – Woodland Hills | | | | | | | |
| Sherman Way/Topanga Canyon | 3736 | 0.5 | 1156 | 0.3 | 494 | 0.3 | X |
| Vanowen/Topanga Canyon | 3254 | 0.4 | 2297 | 0.7 | 478 | 0.3 | X |
| Victory/De Soto | 2401 | 0.3 | 8013 | 2.3 | 319 | 0.2 | |
| Victory/Winnetka | 1604 | 0.2 | 776 | 0.2 | 221 | 0.1 | |
| Oxnard/Owensmouth | 1786 | 0.2 | 3268 | 0.9 | 64 | 0.0 | |
| Reseda – West Van Nuys | | | | | | | |
| Sherman Way/Reseda | 4092 | 0.5 | 1778 | 0.5 | 608 | 0.4 | X |
| Vanowen/Reseda | 4244 | 0.5 | 1613 | 0.5 | 726 | 0.4 | X |
| Victory/Tampa | 2003 | 0.3 | 1787 | 0.5 | 135 | 0.1 | |
| Victory/Reseda | 2518 | 0.3 | 1803 | 0.5 | 290 | 0.2 | |
| Victory/Balboa | 2489 | 0.3 | 1943 | 0.6 | 263 | 0.2 | |
| Roscoe/Woodley | 3046 | 0.4 | 1151 | 0.3 | 469 | 0.3 | |
| Roscoe/Sepulveda | 10868 | 1.4 | 1461 | 0.4 | 2325 | 1.4 | X |
| Van Nuys – North Sherman Oaks | | | | | | | |
| Sherman Way/Sepulveda | 4487 | 0.6 | 2391 | 0.7 | 915 | 0.5 | X |
| Sherman Way/Van Nuys | 5524 | 0.7 | 2668 | 0.8 | 1282 | 0.7 | X |



Table 8-4.3-6 : Transit Dependency Characteristics for RB Stop Influence Areas of RB-Network Alternative

| Location | Persons Under 16 | % of the City of Los Angeles | Persons Over 64 | % of the City of Los Angeles | Workers Using Public Transportation | % of the City of Los Angeles | Areas of Low to Moderate Income |
|--|------------------|------------------------------|-----------------|------------------------------|-------------------------------------|------------------------------|---------------------------------|
| Vanowen/Sepulveda | 3048 | 0.4 | 2120 | 0.6 | 565 | 0.3 | X |
| Vanowen/Van Nuys | 5302 | 0.7 | 2980 | 0.9 | 1125 | 0.7 | X |
| Victory/Woodley | 3713 | 0.5 | 1350 | 0.4 | 676 | 0.4 | X |
| Victory/Sepulveda | 4314 | 0.6 | 2182 | 0.6 | 649 | 0.4 | X |
| Victory/Van Nuys | 6463 | 0.8 | 2227 | 0.6 | 1015 | 0.6 | X |
| Victory/Woodman | 5155 | 0.7 | 2062 | 0.6 | 762 | 0.4 | |
| Burbank/Sepulveda | 2174 | 0.3 | 1842 | 0.5 | 320 | 0.2 | |
| Burbank/Van Nuys | 2128 | 0.3 | 2015 | 0.6 | 345 | 0.2 | |
| Ventura/Van Nuys | 1033 | 0.1 | 2132 | 0.6 | 204 | 0.1 | |
| North Hollywood – Valley Village | | | | | | | |
| Sherman Way/Laurel Canyon | 5629 | 0.7 | 1029 | 0.3 | 948 | 0.6 | X |
| Victory/Coldwater Canyon | 5208 | 0.7 | 2548 | 0.7 | 819 | 0.5 | X |
| Victory/Laurel Canyon | 1870 | 0.2 | 1310 | 0.4 | 124 | 0.1 | X |
| Oxnard/Lankershim | 4772 | 0.6 | 1841 | 0.5 | 747 | 0.4 | X |
| Chandler/Lankershim | 3469 | 0.4 | 1353 | 0.4 | 512 | 0.3 | X |
| Magnolia/Laurel Canyon | 1923 | 0.2 | 2579 | 0.7 | 424 | 0.2 | |
| Sun Valley | | | | | | | |
| Vanowen/Hollywood Way | 2267 | 0.3 | 1292 | 0.4 | 171 | 0.1 | |
| Ventura/Laurel Canyon | 1780 | 0.2 | 2717 | 0.8 | 94 | 0.1 | |
| Roscoe/Laurel Canyon | 3228 | 0.4 | 1219 | 0.4 | 415 | 0.2 | |
| Tuxford/San Fernando | 6283 | 0.8 | 1764 | 0.5 | 525 | 0.3 | X |
| Sheldon/Laurel Canyon | 5183 | 0.7 | 1683 | 0.5 | 441 | 0.3 | X |
| Sheldon/San Fernando | 3076 | 0.4 | 889 | 0.3 | 249 | 0.1 | |
| Sunland/San Fernando | 4992 | 0.6 | 1121 | 0.3 | 376 | 0.2 | X |
| Mission Hills – Panorama City – North Hills | | | | | | | |
| Chatsworth/Sepulveda | 3075 | 0.4 | 1854 | 0.5 | 80 | 0.0 | |
| Devonshire/Sepulveda | 2549 | 0.3 | 1496 | 0.4 | 94 | 0.1 | |
| Devonshire/Woodman | 640 | 0.1 | 288 | 0.1 | 13 | 0.0 | |
| Van Nuys/Woodman | 5692 | 0.7 | 1406 | 0.4 | 760 | 0.4 | X |
| Nordhoff/Sepulveda | 870 | 0.1 | 2068 | 0.6 | 1430 | 0.8 | X |



Table 8-4.3-6 : Transit Dependency Characteristics for RB Stop Influence Areas of RB-Network Alternative

| Location | Persons Under 16 | % of the City of Los Angeles | Persons Over 64 | % of the City of Los Angeles | Workers Using Public Transportation | % of the City of Los Angeles | Areas of Low to Moderate Income |
|----------------------------------|------------------|------------------------------|-----------------|------------------------------|-------------------------------------|------------------------------|---------------------------------|
| Nordhoff/Van Nuys | 8276 | 1.1 | 2747 | 0.8 | 1272 | 0.7 | X |
| Roscoe/Van Nuys | 8573 | 1.1 | 2640 | 0.8 | 1530 | 0.9 | X |
| Roscoe/Woodman | 4116 | 0.5 | 2090 | 0.6 | 426 | 0.2 | |
| Devonshire/Van Nuys | 5538 | 0.7 | 937 | 0.3 | 528 | 0.3 | X |
| Van Nuys/Keswick | 6909 | 0.9 | 1908 | 0.5 | 1412 | 0.8 | X |
| Northridge | | | | | | | |
| Devonshire/Reseda | 1191 | 0.2 | 737 | 0.2 | 24 | 0.0 | |
| Nordhoff/Reseda | 1188 | 0.2 | 1129 | 0.3 | 150 | 0.1 | |
| Roscoe/Reseda | 4275 | 0.6 | 1502 | 0.4 | 432 | 0.3 | X |
| Roscoe/Balboa | 4925 | 0.6 | 2159 | 0.6 | 622 | 0.4 | |
| Chatsworth – Porter Ranch | | | | | | | |
| Devonshire/Winnetka | 2037 | 0.3 | 1036 | 0.3 | 57 | 0.0 | |
| Devonshire/Tampa | 1489 | 0.2 | 738 | 0.2 | 19 | 0.0 | |
| Lassen/Canoga | 2288 | 0.3 | 1026 | 0.3 | 126 | 0.1 | |
| Nordhoff/Topanga Cyn | 2403 | 0.3 | 1439 | 0.4 | 125 | 0.1 | |
| Roscoe/Topanga Cyn | 3656 | 0.5 | 1805 | 0.5 | 337 | 0.2 | X |
| Roscoe/De Soto | 4105 | 0.5 | 1782 | 0.5 | 404 | 0.2 | X |
| Roscoe/Winnetka | 4328 | 0.6 | 1827 | 0.5 | 253 | 0.1 | |
| Roscoe/Tampa | 3363 | 0.4 | 1104 | 0.3 | 239 | 0.1 | |
| Granada Hills – Knollwood | | | | | | | |
| Devonshire/Balboa | 3140 | 0.4 | 1852 | 0.5 | 80 | 0.0 | |
| Devonshire/Woodley | 3179 | 0.4 | 1755 | 0.5 | 169 | 0.1 | |
| Arleta - Pacoima | | | | | | | |
| Roscoe/Coldwater Canyon | 5549 | 0.7 | 2900 | 0.8 | 495 | 0.3 | |
| Van Nuys/Laurel Cyn | 3031 | 0.4 | 459 | 0.1 | 265 | 0.2 | X |
| Van Nuys/San Fernando | 8449 | 1.1 | 1198 | 0.3 | 577 | 0.3 | X |
| Van Nuys/Glenoaks | 9427 | 1.2 | 1400 | 0.4 | 334 | 0.2 | X |
| Van Nuys/Foothill Blvd | 6426 | 0.8 | 1149 | 0.3 | 100 | 0.1 | X |
| Osborne/Laurel Canyon | 5834 | 0.8 | 1151 | 0.3 | 524 | 0.3 | X |
| Osborne/San Fernando | 6614 | 0.9 | 1197 | 0.3 | 604 | 0.4 | X |

Source: U.S. Census Bureau, 1990, and the City of Los Angeles.



d. Environmental Justice

This topic is required by NEPA only; hence Environmental Justice issues, such as ethnic composition and income data for the study area, are not evaluated in this CEQA document. However, locations of low to moderate-income areas within the San Fernando Valley study area are provided in **Tables 8-4.3-4, 8-4.3-5, and 8-4.3-6** as a means to describe the transit needs.

8-4.3.2 Impact Analysis Methodology and Evaluation Criteria

a. Demographics

1990 U.S. Census data, and the City of Los Angeles community profiles were used to describe the existing neighborhood and demographic characteristics of the study area, and SCAG population projections were used to describe expected growth in the area. A qualitative discussion is provided to examine the potential impacts of the project alternatives on these demographic patterns. An adverse significant impact under CEQA to an area's demographics would occur if the project were to cause the redistribution of the population, or an influx or loss of population.

b. Neighborhoods

Impacts on neighborhoods were evaluated qualitatively in terms of character, access, and security, as discussed in the following sections.

Neighborhood Character

An adverse significant impact under CEQA to a neighborhood's character would occur if the presence of the project were to change the character of a neighborhood by introducing an incompatible use to the area.

Neighborhood Access

An adverse significant impact under CEQA to neighborhood access would occur if property acquisitions or the physical presence of the project alignment or transit stops would substantially impair access to/from or within a neighborhood, or create a division within a neighborhood that was not previously present.

Neighborhood Security

An adverse significant impact under CEQA to a neighborhood's security could occur if the physical proximity of the alignment, or transit stops, to a residential neighborhood would provide substantially enhanced access to the neighborhood by people whose objective is to engage in crimes against persons or property, and also if there is opportunity to exercise that objective. Evidence of impaired security would be increased frequency of crimes against persons or property. Safety and security aspects of the project, as well as impacts to personal safety caused by the project, are addressed in Section 4-13 of the Final EIR.



c. Environmental Justice

As mentioned previously, the topic of Environmental Justice is required by NEPA only; hence the issues of ethnic composition and income data for the study area were not evaluated in this CEQA document.

8-4.3.3 Affected Neighborhoods

a. RB-3

The three east-west routes in this alternative would provide additional buses along existing streets that currently support bus service. The utilization of streets in this alternative consists of Sherman Way from Lankershim Boulevard to Topanga Canyon Boulevard, Topanga Canyon Boulevard from Sherman Way to the Warner Center Transit Hub, Vanowen Street and Victory Boulevard from Lankershim Boulevard to Owensmouth Avenue, Owensmouth Avenue from Vanowen Street to the Warner Center Transit Hub, and Lankershim Boulevard from Sherman Way to Chandler Boulevard. This alternative would add to the already congested traffic along the routes. Communities along this alternative are Canoga Park, Winnetka, Reseda, West Van Nuys, Van Nuys, Valley Glen, and North Hollywood.

b. RB-5

The five east-west routes in this alternative would provide additional Rapid Buses along existing streets that currently support bus service, except for a segment of Chandler Boulevard, west of Whitsett. The utilization of streets in this alternative consists of Sherman Way from Vineland Avenue to Topanga Canyon Boulevard, Topanga Canyon Boulevard from the Warner Center Transit Hub to Victory Boulevard, Victory Boulevard from Topanga Canyon Boulevard to Lankershim Boulevard, Lankershim Boulevard from Victory Boulevard to Chandler Boulevard, Oxnard Street from Sepulveda Boulevard to Lankershim Boulevard, Burbank Boulevard from Lankershim Boulevard to Ventura Boulevard, and Chandler Boulevard from Lankershim Boulevard to Van Nuys Boulevard. This alternative would add to the already congested traffic along the routes. Portions of Chandler Boulevard do not currently support bus service, and therefore this would be a new impact along that street. Communities along this alternative are Canoga Park, Winnetka, Reseda, Tarzana, Encino, West Van Nuys, Van Nuys, Valley Glen, Sherman Oaks, Valley Village, and North Hollywood.

c. RB-Network

The three east-west routes, and the six north-south routes in this alternative would provide additional Rapid Buses along existing streets that currently support bus service. The utilization of streets in this alternative consists of Lankershim Boulevard from Chandler to Victory Boulevard, Victory Boulevard from Lankershim to Owensmouth to Warner Center, Topanga Canyon from Warner Center to Devonshire, Devonshire from Topanga Canyon to Van Nuys Boulevard, Roscoe Boulevard from Topanga Canyon to San Fernando Road, Reseda Boulevard from Ventura Boulevard to Devonshire, Sepulveda Boulevard from Ventura Boulevard to Chatsworth, Van Nuys Boulevard from Ventura Boulevard to Foothill Boulevard, Laurel Canyon



Boulevard from Ventura Boulevard to Van Nuys Boulevard, and San Fernando Road from Sayre (Metrolink Station) to Hollywood Way then Hollywood Way to Vanowen (Metrolink Station). This alternative would add to the already congested traffic along the routes. Communities along this alternative are Canoga Park, Winnetka, Chatsworth, Northridge, Granada Hills, North Hills, Mission Hills, Reseda, Panorama City, West Van Nuys, Van Nuys, Arleta Pacoima, Sun Valley, Valley Glen, Sherman Oaks, Valley Village, North Hollywood, and the City of San Fernando.

8-4.3.4 Impacts

8-4.3.4.1 Study Area Demographics

Demographic characteristics for the study area are discussed above, in Section 8-4-3.1 c. Over the next 20 years, both population and employment in the City of Los Angeles and the project study area are expected to increase between 22 and 42 percent (depending on the area). The RB-3, RB-5, and RB-Network alternatives would not have a significant impact under CEQA on these projections.

a. RB-3 Alternative

The RB-3 Alternative would provide Rapid Bus service along existing streets. No redistribution of the population is anticipated as a result of the RB-3 Alternative because the identified RB stops are located on major arterial streets which already offer bus service or a high demand for bus service. Therefore, no substantial population shift is expected as a result of the RB-3 Alternative. The RB-3 Alternative is also not expected to result in a gain or loss of population in the area. No residences or businesses would be displaced by the RB-3 Alternative. Thus, the RB-3 Alternative would not result in significant impacts to demographics.

b. RB-5 Alternative

The RB-5 Alternative would provide Rapid Bus service along existing streets. No redistribution of the population is anticipated as a result of the RB-5 Alternative because the identified RB stops on major arterial streets which already offer bus service or a high demand for bus service, with the exception of along Chandler Boulevard, west of Whitsett Avenue. Therefore, no substantial population shift is expected as a result of the RB-5 Alternative. The RB-5 Alternative is also not expected to result in a gain or loss of population in the area. No residences or businesses would be displaced by the RB-5 Alternative. Thus, the RB-5 Alternative would not result in significant impacts to demographics.

c. RB-Network Alternative

The RB-Network Alternative would provide Rapid Bus service along existing streets. No redistribution of the population is anticipated as a result of the RB-Network Alternative because the identified RB stops are located on are located on major arterial streets which already offer bus service or a high demand for bus service. Therefore, no substantial population shift is expected as a result of the RB-Network Alternative. The RB-Network Alternative is also not



expected to result in a gain or loss of population in the area. No residences or businesses would be displaced by the RB-Network Alternative. Thus, the RB-Network Alternative would not result in significant impacts to demographics.

8-4.3.4.2 Neighborhoods

a. RB-3 Alternative

The RB-3 Alternative would provide Rapid Bus service along existing streets and would require only minor physical improvements, namely the construction of Rapid Bus stops and establishment of transit priority. Thus, the RB-3 Alternative would maintain existing transportation land uses and neighborhood character. The RB-3 Alternative would not substantially impair access to and from the neighborhoods adjacent to the routes and surrounding Rapid Bus stops because all existing legal crossing points (i.e. crosswalks and signalized intersections) would be maintained. The RB-3 Alternative also would not impact neighborhood security because (i) it would not create any views into residential neighborhoods, (ii) MTA, along with external agencies, would comply with all applicable laws and local ordinances established to ensure the safety and security of the public, and (iii) it would incorporate the preventative measures provided for in MTA Rapid Bus standards. Therefore, the RB-3 would not result in significant impacts to neighborhood character, access, or security.

b. RB-5 Alternative

The RB-5 Alternative would provide Rapid Bus service along existing streets and would require only minor physical improvements, namely the construction of Rapid Bus stops and establishment of transit priority. Thus, the RB-5 Alternative would maintain existing transportation land uses and neighborhood character. The RB-5 Alternative would not substantially impair access to and from the neighborhoods adjacent to the routes and surrounding Rapid Bus stops because all existing legal crossing points (i.e. crosswalks and signalized intersections) would be maintained. The RB-5 Alternative also would not impact neighborhood security because (i) it would not create any views into residential neighborhoods, (ii) MTA, along with external agencies, would comply with all applicable laws and local ordinances established to ensure the safety and security of the public, and (iii) it would incorporate the preventative measures provided for in MTA Rapid Bus standards. Therefore, the RB-5 would not result in significant impacts to neighborhood character, access, or security.

c. RB-Network Alternative

The RB-Network Alternative would provide Rapid Bus service along existing streets and would require only minor physical improvements, namely the construction of Rapid Bus stops and establishment of transit priority. Thus, the RB-Network Alternative would maintain existing transportation land uses and neighborhood character. The RB-Network Alternative would not substantially impair access to and from the neighborhoods adjacent to the routes and surrounding Rapid Bus stops because all existing legal crossing points (i.e. crosswalks and signalized intersections) would be maintained. The RB-Network Alternative also would not impact neighborhood security because (i) it would not create any views into residential neighborhoods,



(ii) MTA, along with external agencies, would comply with all applicable laws and local ordinances established to ensure the safety and security of the public, and (iii) it would incorporate the preventative measures provided for in MTA Rapid Bus standards. Therefore, the RB-Network would not result in significant impacts to neighborhood character, access, or security.

8-4.3.4.3 Environmental Justice

This topic is required by NEPA and, as mentioned previously, is not addressed in this CEQA analysis. Therefore, Environmental Justice issues were not evaluated for the RB-3, the RB-5, and the RB-Network alternatives.

8-4.3.5 Mitigation Measures

8-4.3.5.1 Demographics

No mitigation measures are required.

8-4.3.5.2 Neighborhoods

No mitigation measures are required.

