

3.14 Recreation

This section summarizes the potential impacts on existing parks and recreational facilities for the Sepulveda Transit Corridor Project (Project) alternatives, including the No Project Alternative and Alternatives 1 through 6. Information in this section is based on the *Sepulveda Transit Corridor Project Parklands Technical Report*, incorporated into this DEIR as Appendix P.

3.14.1 Regulatory and Policy Framework

3.14.1.1 Federal

In the absence of federal sponsorship, federal regulations and policies related to parks and recreation are not applicable to the Project. However, the Los Angeles County Metropolitan Transportation Authority (Metro) anticipates that federal funding for the Project will be sought and has determined that adherence to federal requirements applicable to the Project is required. Accordingly, the following federal regulations and policies have been included in the regulatory and policy framework for recreation impacts.

Uniform Relocation Assistance and Real Property Acquisition Policies Act

The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act) (42 United States Code [U.S.C.] Section 61) mandates that certain relocation services and payments be made available to eligible residents, businesses, and non-profit organizations displaced as a direct result of projects undertaken by a federal agency or with federal financial assistance. The Uniform Act provides for uniform and equitable treatment of persons displaced from their homes and businesses and establishes uniform and equitable land acquisition policies.¹ Owners and holders of real estate interests of private property have federal constitutional guarantees that their property will not be acquired, taken, or damaged for public use unless they first receive an offer of just compensation.

A just compensation amount is measured by the “fair market value” of the real estate property interests and rights acquired, where fair market value is considered to be the “highest price on the date of valuation that would be agreed to by a seller, being willing to sell, but under no particular or urgent necessity for so doing, nor obliged to sell; and a buyer, being ready, willing and able to buy but under no particular necessity for so doing, each dealing with the other with the full knowledge of all the uses and purposes for which the property is reasonably adaptable and available” (Code of Civil Procedure Section 1263.320a). The establishment of fair market value of a property is determined by an independent appraisal opinion of value of a property’s worth that is just and equitable on the open market and confirmed by an outside independent review appraisal. The Federal Transit Administration (FTA) brochure, *General Acquisition and Relocation Information* (FTA, 2015), provides a description of the process by which private property is acquired for transit projects. The Uniform Act is also codified in 49 Code of Federal Regulations (CFR) Part 24. All real estate acquisition and relocation assistance undertaken with FTA federal assistance must be compliant with this act and its implementing regulations at 49 CFR Part 24.

¹ The term “displaced person” means any person who moves from real property or moves his personal property from real property. The term “business” means any lawful activity, excepting a farm operation, conducted primarily for the purchase, sale, lease, and rental of personal and real property, and for the manufacture, processing, or marketing of products, commodities, or any other personal property; for the sale of services to the public; by a nonprofit organization; or for assisting in the purchase, sale, resale, manufacture, processing, or marketing of products, commodities, personal property, or services by the erection and maintenance of an outdoor advertising display or displays, whether or not such display or displays are located on the premises on which any of the above activities are conducted. (42 U.S.C. Ch. 61, Section 4601)

U.S. Department of Transportation Act of 1966

Section 4(f) of the U.S. Department of Transportation (USDOT) Act of 1966 (re-codified as amended at 49 U.S. Code Section 303) affords special protection to public recreational lands and facilities, including local parks and school facilities, that are open and available to the general public for recreational purposes, significant cultural resources, and national wildlife refuges. Federally funded transportation improvement projects are prohibited from using Section 4(f) lands (either directly from property take or indirectly from proximity impacts) for transportation purposes unless it can be demonstrated that no other alternative exists. Section 4(f) requirements apply to all projects requiring USDOT approval. Anticipated future involvement of USDOT agencies would trigger the requirements of Section 4(f).

Land and Water Conservation Fund Act of 1965

The Land and Water Conservation Fund Act established a funding source for both federal acquisition of park and recreation lands and matching grants to state and local governments for recreation planning, acquisition and development. Section 6(f) of the Act requires that all property acquired or developed with assisted funding from the Land and Water Conservation Fund be maintained perpetually in public outdoor recreation uses. Section 6(f) requires that conversion of lands or facilities acquired under this Land and Water Conservation Fund Act fund be coordinated with the U.S. Department of Interior, and usually requires replacement in kind. Section 6(f) requirements apply to projects subject to federal approval.

3.14.1.2 State

Public Park Preservation Act

California's Public Park Preservation Act of 1971 is codified as Public Resources Code Sections 5400-5409. Cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation for land, or both uses, are provided to replace the acquired parkland.

Quimby Act of 1975

The Quimby Act of 1975, Government Code Section 66477, allows the legislative body of a city or county to require, by ordinance, the dedication of land, payment of fees in lieu thereof, or a combination of both for park or recreational purposes as a condition to the approval of a tentative tract map or parcel map.

3.14.1.3 Regional

Southern California Association of Governments 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments' (SCAG) *2024-2050 Regional Transportation Plan/Sustainable Communities Strategy* (2024-2050 RTP/SCS) (SCAG, 2024) is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. It embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, non-profit organizations, businesses, and local stakeholders within Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. The 2024-2050 RTP/SCS includes a core vision for "sustainable development" that aligns transportation investments and land use decisions.

Los Angeles County Metropolitan Transportation Authority's Transit to Parks Strategic Plan

Metro's *Transit to Parks Strategic Plan* (Metro, 2019b) provides a systematic plan for increasing access to parks and open space. While Los Angeles County has plenty of open space and recreational assets, these places are out of reach for many residents. The plan highlights partnerships and programs like the Transit to Trails program in the Santa Monica Mountains National Recreation Area, which provides bus transportation to the park and includes programming facilitated by a bilingual naturalist.

OurCounty: Los Angeles Countywide Sustainability Plan

The *OurCounty: Los Angeles Countywide Sustainability Plan* (Los Angeles County, 2019) sets sustainability goals and policies for Los Angeles County. It outlines ways to reduce damage to the natural environment and adapt to the changing climate while focusing on communities that have been disproportionately burdened by environmental pollution. The plan envisions streets and parks that are accessible, safe, and welcoming to everyone; air, water, and soil that are clean and healthy; affordable housing that enables all residents to thrive in place; and a just economy that runs on renewable energy instead of fossil fuels. Goal 6 is related to parks and public services: Accessible parks, beaches, recreational waters, public lands, and public spaces that create opportunities for respite, recreation, ecological discovery, and cultural activities.

Los Angeles County General Plan 2035

The *Los Angeles County General Plan 2035* would apply only to the West Los Angeles Veterans Affairs Medical Center campus (Los Angeles County, 2015). The plan provides the policy framework and establishes the long-range vision for how and where the unincorporated areas of the county will grow. The Conservation and Natural Resources Element intends to guide the County's long-range preservation of its natural resources and open space and sets policy direction for the open space and natural and energy-related resources within unincorporated Los Angeles County. The Parks and Recreation Element provides policy direction for the maintenance and expansion of the County of Los Angeles' parks and recreation system through goals and policies that address the growing and diverse recreation needs of the communities served by the County of Los Angeles. The Public Services and Facilities Element promotes the orderly and efficient planning of public facilities and infrastructure in conjunction with land use development and growth. The Safety Element aims to reduce the potential risk of death, injuries, and economic damage resulting from natural and human-made hazards.

Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment

The *Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment* (Los Angeles County Department of Parks and Recreation, 2016) documents existing parks and recreation facilities in cities and unincorporated communities and uses the data to determine the scope, scale, and location of park needs in Los Angeles County. *The Parks & Recreation Needs Assessment* also establishes new ways of understanding parks, recreation, and open space by considering parks as key infrastructure; using a new series of metrics to determine park needs; supporting a need-based allocation of funding for parks and recreation; and emphasizing community priorities and deferred maintenance projects.

Los Angeles County 2045 Climate Action Plan

The *Los Angeles County 2045 Climate Action Plan* was adopted in June 2024 and is Los Angeles County's plan for reducing greenhouse gas emission in the unincorporated areas of the County. Strategies directly related to parklands includes preserving and supporting unincorporated Los Angeles County's forests, parks, and working lands essential to reducing climate change impacts and protecting the communities, economies, and ecosystems that depend on the land.

County of Los Angeles Bicycle Master Plan

The *County of Los Angeles Bicycle Master Plan* (Los Angeles County, 2012) provides direction for improving mobility of bicyclists and encouraging more bicycle ridership within the County by expanding the existing bikeway network, connecting gaps, addressing constrained areas, providing for greater local and regional connectivity, and encouraging more residents to bicycle often. The plan proposes to build on the existing 144 miles of bikeways throughout the County of Los Angeles and install approximately 831 miles of new bikeways in the next 20 years. This also includes bicycle infrastructure improvements, bicycle-related programs, implementation strategies, and policy and design guidelines for the unincorporated communities of Los Angeles County.

3.14.1.4 Local

City of Los Angeles General Plan Framework and Open Space and Conservation Element

The City of Los Angeles *Citywide General Plan Framework* (DCP, 2001a), an element of the *City of Los Angeles General Plan* (DCP, 2001b), was originally adopted in December 1996 and re-adopted in August 2001. The *Citywide General Plan Framework* provides guidance for long-term growth in the City of Los Angeles and guides the update of community plans and citywide elements. Chapter 6, Open Space and Conservation, addresses open space and recreation facilities and services provided to the City of Los Angeles. Chapter 9, Infrastructure and Public Services, addresses police protection, fire prevention, fire protection, emergency medical services, and school and library services provided to the City of Los Angeles.

City of Los Angeles Community Plans

The Land Use Element of the *City of Los Angeles General Plan* (DCP, 2001b) comprises 35 community plans, which describe the land use designations, policies, and implementation programs for each community plan area. Each community plan discusses goals, objectives, and policies for developing a public transit system that improves mobility and ensures adequate access to public services and facilities, including parks, open space, schools, libraries, police, and fire services. The Project Study Area includes the Bel Air - Beverly Crest, North Hollywood - Valley Village, Palms - Mar Vista - Del Rey, Brentwood - Pacific Palisades, Encino - Tarzana, Sherman Oaks - Studio City - Toluca Lake - Cahuenga Pass, Van Nuys - North Sherman Oaks, Mission Hills-Panorama City-North Hills, Reseda - West Van Nuys, Sun Valley - La Tuna Canyon, West Los Angeles, and Westwood Community Plan Areas (DCP, 1996a, 1996b, 1997, 1998a, 1998b, 1998c, 1998d, 1999a, 1999b, 1999c, 1999d, 1999e).

City of Los Angeles 2010 Bicycle Plan

The *City of Los Angeles 2010 Bicycle Plan* (DCP, 2011) designates a 1,684-mile bikeway system and introduces a comprehensive collection of programs and policies, including a citywide bikeway system comprising three bikeway networks throughout the City of Los Angeles, bicycle friendly streets, the bundling of programs and policies, and a multi-pronged implementation strategy. The purpose of the Bicycle Plan is to increase, improve, and enhance bicycling in the City of Los Angeles as a safe, healthy, and enjoyable means of transportation and recreation.

Mulholland Scenic Parkway Specific Plan

The *Mulholland Scenic Parkway Specific Plan* (DCP, 1992) establishes specific land use policies for the area along Mulholland Drive from approximately Calabasas to the Hollywood Hills. It regulates land uses, environmental protection measures, grading, and building standards for projects within the *Mulholland Scenic Parkway Specific Plan* area. It encourages preservation of scenic resources, recreational and

educational land uses, existing residential character, aesthetic compatibility, and protection of natural and archeological resources.

2009 Citywide Community Needs Assessment

The City of Los Angeles Department of Recreation and Parks conducted the *Citywide Community Needs Assessment* as the first step in preparing a *Citywide Recreation and Parks Master/Strategic Plan* and a *Five-Year Capital Improvement Plan* (City of Los Angeles, Department of Recreation and Parks, 2009). The *Citywide Community Needs Assessment* identifies, quantifies, and preliminarily prioritizes the tremendous need for recreation and open space in the City of Los Angeles. The Los Angeles Department of Recreation and Parks performed a high-level review to address the various facilities needing improvements to meet current and future needs, prevent future maintenance problems, and offer positive alternatives to an increasingly dense and urbanized population.

LA's Green New Deal Sustainable City pLAN 2019

LA's Green New Deal Sustainable City pLAN 2019 expands the City of Los Angeles's vision for a sustainable future and tackles the climate emergency with accelerated targets and more aggressive goals (City of Los Angeles Mayor's Office, 2019). The plan contains targets and initiatives pertaining to recreational facilities, including expanding 50 City of Los Angeles parks. The plan identifies the need to increase access to public parks and open spaces for all neighborhoods in the City of Los Angeles.

City of Santa Monica

The *City of Santa Monica General Plan* (City of Santa Monica, 2017) consists of the Land Use, Circulation, Conservation, Historic Preservation, Housing, Noise, Open Space, and Safety Elements. Together, they make up the framework for the City of Santa Monica's decision-making regarding growth and development. The mission of the Land Use and Circulation Elements (City of Santa Monica, 2010) is to create housing and social connectivity, ensure mobility, assure open space and public services, and facilitate a vibrant economy celebrating arts and culture. The Conservation Element (City of Santa Monica, 1975) includes goals and policies for planned management and preparation and utilization of natural resources. The Open Space Element (City of Santa Monica, 1997) establishes a long-range vision for the future development of parks and open spaces within the City of Santa Monica.

Santa Monica Mountains Conservancy Comprehensive Plan

The *Santa Monica Mountains Comprehensive Plan* (Santa Monica Mountains Comprehensive Planning Commission, 1979) guides land use management with the goal of doing the least damage to the natural and human-made environment. It aims to compromise this goal only for projects with overriding benefit and importance. Specific objectives include valuing open space and recreation, preventing urban sprawl, improving air quality, preventing noise pollution, and developing public transportation alternatives for access to the Santa Monica Mountains.

Santa Monica Mountains National Recreation Area General Management Plan

The *Santa Monica Mountains National Recreation Area General Management Plan and Environmental Impact Statement* (NPS, 2002) provides a framework for managing development, visitation, and natural and cultural resources. Issues addressed in the plan include impacts to natural and cultural resources caused by development, growing visitation and demand for outdoor recreation, lack of transportation to and within the national recreation area, and an increasing awareness about the national recreation area among residents of the Metropolitan Los Angeles area.

Sepulveda Dam Basin Master Plan

The Master Plan and Draft Environmental Assessment for the Sepulveda Dam Basin (USACE, 2011) describes the existing resources in the Sepulveda Dam Basin and provides a guide for the U.S. Army Corps of Engineers (USACE) land management responsibilities and decisions in regard to project lands, water, and associated resources. The Master Plan provides direction and guidance for land development and utilization in the Sepulveda Dam Basin pursuant to applicable federal laws, regulations, and policies.

3.14.2 Methodology

3.14.2.1 Operation

The Project Study Area served as the geographic extent for which information on existing parklands and recreational facilities was gathered. The Project Study Area for the No Project Alternative includes the Transportation Analysis Zones from Metro's travel demand model that are within 1 mile of the alignments for the project alternatives. The Resource Study Area (RSA) for evaluating impacts to parks and recreational facilities is defined as the area 0.25-miles on both sides of the alignments, a 0.5-mile radius from stations, and 0.25-miles from maintenance and storage facility (MSF) site boundaries.

Parks and recreational facilities were identified from existing sources, including planning documents and a desktop analysis of aerial maps and satellite imagery. The assessment of operational impacts includes an analysis of direct land acquisition and access disruptions within or adjacent to existing parks and recreational facilities. Generally, direct impacts to parks and recreational facilities are assessed for those facilities within 50 feet of an alternative's alignment. Parks and recreational facilities in the vicinity of stations are assessed to determine whether a project's alternatives would burden existing facilities.

3.14.2.2 Construction

The construction assessment uses the same RSA as discussed in Section 3.14.2.1. The assessment of construction-related impacts consists of an analysis of potential physical impacts based on the construction footprint and activities. These activities may include, but are not limited to, construction staging, temporary right-of-way (ROW) encroachments, and temporary access disruptions within or adjacent to existing parks and recreational uses.

3.14.2.3 CEQA Thresholds of Significance

For the purposes of this Draft Environmental Impact Report (DEIR), impacts are considered significant if the Project would:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Result in substantial adverse physical impacts associated with the provision of new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks.
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

3.14.3 Project Measures

No project measures are recommended related to parks and recreational facilities.

3.14.4 Existing Conditions

3.14.4.1 Parks and Recreational Facilities

The Project Study Area includes approximately 72 park and recreational facilities and open space areas, totaling approximately 5,091 acres. The 72 park and recreational facilities in the Project Study Area include 44 parks; 22 nature/wildlife preserves and regional open spaces; 4 public golf courses; 1 botanical garden; and 1 amusement park. Of the facilities identified, 54 are located in the City of Los Angeles, 9 are in the City of Santa Monica, 1 is in the City of Beverly Hills, and the botanical garden is located at the University of California, Los Angeles (UCLA). Several agencies own and manage the park and recreational facilities identified, including the USACE, Los Angeles County, City of Los Angeles, City of Santa Monica, Mountains Recreation and Conservation Authority, Santa Monica Mountains Conservancy, Mountains Restoration Trust, Los Angeles Neighborhood Land Trust, California Department of Parks and Recreation, UCLA, and the Colorado Center. Parks and recreational facilities, including bicycle facilities and recreational hiking trails, for the Project Study Area are shown in Figure 3.14-1 and Figure 3.14-2.

The Alternative 1 and Alternative 3 RSA includes approximately 15 park and recreational facilities, including 8 parks, 5 nature/wildlife preserves and regional open spaces, 1 botanical garden, and 1 amusement park, comprising approximately 1,324 acres. The parks and recreational facilities identified in the Alternative 1 RSA are all located in the City of Los Angeles. Several agencies own and manage the park and recreational facilities identified, including the USACE, Los Angeles County, City of Los Angeles, Santa Monica Mountains Conservancy, Los Angeles Neighborhood Land Trust, and UCLA.

The Alternative 4 and Alternative 5 RSA includes 13 park and recreational facilities, including 8 parks, 3 regional open spaces, 1 botanical garden and 1 amusement park, all of which comprise approximately 664 acres. Alternative 4 and Alternative 5 include temporary off-site construction staging areas. Seven park and recreational facilities are located within 0.25-miles from the proposed temporary construction staging areas. These park and recreation facilities include five parks, one regional open space, and one botanical garden. The parks and recreational facilities identified in the Alternative 4 and Alternative 5 RSA are all located in the City of Los Angeles, with the exception of one park located in the City of Santa Monica. Several agencies own and manage the park and recreational facilities identified, including the USACE, Los Angeles County, City of Los Angeles, City of Santa Monica, Santa Monica Mountains Conservancy, Los Angeles Neighborhood Land Trust, and UCLA.

**Figure 3.14-1. Parks and Recreational Facilities within the Project Study Area
 (Panorama City to Brentwood)**



Source: HTA, 2024

The Alternative 6 RSA includes 18 park and recreational facilities, including 9 parks, 8 nature/wildlife preserves and regional open spaces, and 1 botanical garden, all of which comprise approximately 384 acres. The parks and recreational facilities identified in the Alternative 6 RSA are all located in the City of Los Angeles and City of Santa Monica. Several agencies own and manage the park and recreational facilities identified, including the USACE, Los Angeles County, City of Los Angeles, City of Santa Monica, Santa Monica Mountains Conservancy, Mountains Recreation and Conservation Authority, UCLA, and the Mountains Restoration Trust.

Table 3.14-1 identifies the parks and recreational facilities within the RSAs and respective distances from each alternative alignment or station area. Table 3.14-2 identifies the parks and recreational facilities within the 0.5-mile radius of the proposed stations for each alternative.

Figure 3.14-3 and Figure 3.14-4 show park and recreation facilities for Alternative 1, Figure 3.14-5 and Figure 3.14-6 for Alternative 3, Figure 3.14-7 and Figure 3.14-8 for Alternative 4, Figure 3.14-9 and Figure 3.14-10 for Alternative 5, and Figure 3.14-11 and Figure 3.14-12 for Alternative 6.

Table 3.14-1. Parks and Recreational Facilities within the Resource Study Areas

Name	Address	Agency	Facility Type	Amenities	Size (acres) ^a	Distance from Alt. (feet) ^b
Alternatives 1 and 3						
Getty View Park & Trailhead	1399 Casiano Road, Los Angeles	SMMC	Regional Open Space	Open space	180.1	Alt. 1: 278 Alt. 3: 0
Mission Canyon Open Space	8260 Mulholland Drive	County of Los Angeles	Natural Areas	Open space	479.9	Alt. 1: 95 Alt. 3: 95
Alternatives 1, 3, 4, and 5						
Delano Park	15100 Erwin Street, Van Nuys	City of Los Angeles	Local Park	Baseball field, soccer field, playground, community center	6.1	Alt. 1: 1,916 Alt. 3: 1,916 Alt. 4: 990 Alt. 5: 990 Alt 4 & 5 N3 Staging Area: 1,269
Los Angeles Riverfront Greenway	Sherman Oaks	City of Los Angeles	Regional Open Space	Open space	6.2	Alt. 1: 995 Alt. 3: 995 Alt. 4: 66 Alt. 5: 66
Marson Park	15262 Marson Street, Panorama City	Los Angeles Neighborhood Land Trust	Local Park	Playground	0.3	Alt. 1: 327 Alt. 3: 327 Alt. 4: 436 Alt. 5: 436
Sepulveda Basin Wildlife Reserve	17017 Burbank Boulevard, Encino	USACE	Regional Open Space	Open space	327.3	Alt. 1: 319 Alt. 3: 319 Alt. 4: 678 Alt. 5: 678 Alt 4 & 5 N2 and N3 Staging Area: 915

Name	Address	Agency	Facility Type	Amenities	Size (acres) ^a	Distance from Alt. (feet) ^b
Sepulveda Pass Open Space	457 N Fairfax Avenue, Los Angeles	SMMC	Regional Open Space	Open space	155.0	Alt. 1: 307 Alt. 3: 307 Alt. 4: 127 Alt. 5: 127
Sherman Oaks Castle Park	4989 Sepulveda Boulevard, Sherman Oaks	City of Los Angeles	Amusement Park	Amusement Park	5.0	Alt. 1: 0 Alt. 3: 0 Alt. 4: 51 Alt. 5: 51
Teichman Family Magnolia Park	15365 Magnolia Boulevard, Sherman Oaks	City of Los Angeles	Local Park	Basketball court	3.9	Alt. 1: 0 Alt. 3: 0 Alt. 4: 569 Alt. 5: 569
Woodley Avenue Park	6350 Woodley Avenue, Encino	USACE	Regional Recreation Park	Fitness zone, picnic shelter, playgrounds	119.8	Alt. 1: 179 Alt. 3: 179 Alt. 4: 1,185 Alt. 5: 1,185 Alt 4 & 5 N3 Staging Area: 550
Alternatives 1, 3, 4, 5, and 6						
Andres and Maria Cardenas Recreation Center	14740 Blythe Street, Panorama City	City of Los Angeles	Local Park	Skate park, splash pad, community center	0.7	Alt. 1: 702 Alt. 3: 702 Alt. 4: 695 Alt. 5: 695 Alt. 6: 2,280
Felicia Mahood Multipurpose Center	11338 Santa Monica Boulevard, Los Angeles	City of Los Angeles	Local Park	Senior Center	4.3	Alt. 1: 791 Alt. 3: 791 Alt. 4: 1,733 Alt. 5: 1,733 Alt. 6: 140
Mildred E. Mathia Botanical Garden	707 Tiverton Drive, Los Angeles	University of California, Los Angeles	Botanical Garden	Botanical garden	8.2	Alt. 1: 979 Alt. 3: 979 Alt. 4: 1,042 Alt. 5: 1,042 Alt 4 & 5 S3 Staging Area: 197 Alt. 6: 1,049
Westwood Gardens Park	1246 Glendon Avenue, Los Angeles	City of Los Angeles	Local Park	Open space	0.3	Alt. 1: 781 Alt. 3: 1,456 Alt. 4: 1,053 Alt. 5: 1,053 Alt. 6: 1,074

Name	Address	Agency	Facility Type	Amenities	Size (acres) ^a	Distance from Alt. (feet) ^b
Westwood Park	1350 Sepulveda Boulevard, Los Angeles	City of Los Angeles	Local Park	Tennis court, basketball court, baseball field, soccer field, multi-purpose field, playground, pool, gym	26.7	Alt. 1: 260 Alt. 3: 54 Alt. 4: 0 Alt. 5: 0 Alt. 6: 0
Alternative 4 and 5						
Airport Park	3201 Airport Avenue, Santa Monica	City of Santa Monica	Local Park	Soccer field, playground, dog park	8.3	Alt. 4 & 5 S1 Staging Area: 1,294
Balboa Sports Center	17015 Burbank Boulevard, Encino	USACE	Local Park	Tennis court, basketball court, baseball field, soccer field, playgrounds, gym	81.9	Alt. 4 & 5 N2 Staging Area: 563
Sepulveda Basin Recreation Area	17017 Burbank Boulevard, Encino	USACE	Regional Open Space	Baseball field, soccer field, multi-purpose field, fitness zone, skate park, dog park, senior center	268.4	Alt. 4 & 5 N1, N2 Staging Area: 0
Alternative 6						
Beverly Glen East Open Space	Los Angeles	MRCA	Natural Areas	Open space	0.4	Alt. 6: 214
Beverly Glen Park	2448 Angelo Drive, Los Angeles	MRCA	Natural Areas	Open space	95.5	Alt. 6: 453
Deervale-Stone Canyon Park	14700 Deervale Place, Sherman Oaks	City of Los Angeles	Regional Open Space	Open space	79.4	Alt. 6: 802
Fossil Ridge Park	Sherman Oaks	SMMC	Regional Open Space	Open space	57.7	Alt. 6: 1,249
Ishihara Park	2909 Exposition Boulevard, Santa Monica	City of Santa Monica	Local Park	Picnic shelter, playground	2.4	Alt. 6: 2,230
Mountains Restoration Trust Parkland	3815 Old Topanga Canyon Road, Topanga	Mountains Restoration Trust	Regional Open Space	Open space	18.1	Alt. 6: 682
Multi-Purpose Senior Citizens Center	6514 Sylmar Avenue, Van Nuys	City of Los Angeles	Local Park	Senior center	1.4	Alt. 6: 695
Oak Forest Canyon Natural Area	Sherman Oaks	MRCA	Regional Open Space	Open space	1.1	Alt. 6: 1,256

Name	Address	Agency	Facility Type	Amenities	Size (acres) ^a	Distance from Alt. (feet) ^b
Oak Forest West	Sherman Oaks	SMMC	Regional Open Space	Open space	9.7	Alt. 6: 997
Ohio and Bundy Triangle	Santa Monica Boulevard; South Bundy Drive; and Ohio Avenue, Los Angeles	City of Los Angeles	Regional Open Space	Open space	0.2	Alt. 6: 547
Stoner Recreation Center	1835 Stoner Avenue, Los Angeles	City of Los Angeles	Local Park	Tennis court, basketball court, baseball field, multi-purpose field, skate park, playground, pool, gym, community center	8.7	Alt. 6: 1,027
Van Nuys Recreation Center	14201 Huston Street, Sherman Oaks	City of Los Angeles	Local Park	Tennis court, basketball court, baseball field, soccer field, fitness zone, picnic shelter, playground, pool, community center, senior center	65.5	Alt. 6: 1,018
Van Nuys Sherman Oaks Recreation Center	14301 Vanowen Street, Van Nuys	City of Los Angeles	Local Park	Tennis court, basketball court, baseball field, playground, community center	3.9	Alt. 6: 44

Source: Los Angeles County Department of Regional Planning, 2024; City of Los Angeles, 2024

^aSize (acres) refers to the full size of the resource, not the acreage within the RSA.

^bA distance of “0 feet” from the alternative indicates that the alternative would either cross over the resource or be underground through the resource.

Alt = Alternative

MRCA = Mountains Recreation and Conservation Authority

SMMC = Santa Monica Mountains Conservancy

USACE = U.S. Army Corps of Engineers

Note: The RSA for parks and recreational facilities is defined as the area 0.25-miles on both sides of the alignments, a 0.5-mile radius from stations, and 0.25-miles from MSF site boundaries.

Table 3.14-2. Parks and Recreational Facilities Within Proposed Station Areas

Stations	Parks and Recreational Facilities
Alternative 1	
Metro E Line Expo/Sepulveda	<ul style="list-style-type: none"> • Exposition Corridor Bike Path
Santa Monica Boulevard	<ul style="list-style-type: none"> • Felicia Mahood Multipurpose Center • Westwood Park • Westwood Park Bike Path
Wilshire Boulevard/Metro D Line	<ul style="list-style-type: none"> • Westwood Park • Westwood Park Bike Path
Wilshire Boulevard/VA Medical Center Bus Stop	<ul style="list-style-type: none"> • Westwood Park • Westwood Park Bike Path
Westwood Village Bus Stop	<ul style="list-style-type: none"> • Mildred E. Mathias Botanical Garden
UCLA Bus Stop	<ul style="list-style-type: none"> • Mildred E. Mathias Botanical Garden • Various UCLA bike lanes/routes
Getty Center	<ul style="list-style-type: none"> • Getty View Park and Trailhead • Casiano Fire Road • Getty View Trail • Mount Saint Mary's Fire Road • Getty Center Access
Ventura Boulevard/Sepulveda Boulevard	None
Metro G Line Sepulveda	<ul style="list-style-type: none"> • Delano Park • Sepulveda Basin Wildlife Reserve • Woodley Avenue Park • Metro G Line Bike Path
Sherman Way	None
Van Nuys Metrolink	<ul style="list-style-type: none"> • Andres and Maria Cardenas Recreation Center
Alternative 3	
Metro E Line Expo/Sepulveda	<ul style="list-style-type: none"> • Exposition Corridor Bike Path
Santa Monica Boulevard	<ul style="list-style-type: none"> • Felicia Mahood Multipurpose Center • Westwood Park • Westwood Park Bike Path
Wilshire Boulevard/Metro D Line	<ul style="list-style-type: none"> • Westwood Park • Westwood Park Bike Path
UCLA Gateway Plaza	<ul style="list-style-type: none"> • Mildred E. Mathias Botanical Garden • Various UCLA bike lanes/routes
Getty Center	<ul style="list-style-type: none"> • Getty View Park and Trailhead • Casiano Fire Road • Getty View Trail • Mount Saint Mary's Fire Road • Getty Center Access
Ventura Boulevard/Sepulveda Boulevard	None
Metro G Line Sepulveda	<ul style="list-style-type: none"> • Delano Park • Sepulveda Basin Wildlife Reserve • Woodley Avenue Park • Metro G Line Bike Path
Sherman Way	None
Van Nuys Metrolink	<ul style="list-style-type: none"> • Andres and Maria Cardenas Recreation Center

Stations	Parks and Recreational Facilities
Alternative 4	
Metro E Line Expo/Sepulveda	<ul style="list-style-type: none"> Exposition Corridor Bike Path
Santa Monica Boulevard Station	<ul style="list-style-type: none"> Felicia Mahood Multipurpose Center Westwood Park Westwood Park Bike Path
Wilshire Boulevard/Metro D Line	<ul style="list-style-type: none"> Mildred E. Mathias Botanical Garden Westwood Park Westwood Gardens Park Westwood Park Bike Path
UCLA Gateway Plaza	<ul style="list-style-type: none"> Mildred E. Mathias Botanical Garden Various UCLA bike lanes/routes
Ventura Boulevard/Sepulveda Boulevard	None
Metro G Line Sepulveda	<ul style="list-style-type: none"> Delano Park Sepulveda Basin Wildlife Reserve Woodley Avenue Park Metro G Line Bike Path
Sherman Way	None
Van Nuys Metrolink	<ul style="list-style-type: none"> Andres and Maria Cardenas Recreation Center
Alternative 5	
Metro E Line Expo/Sepulveda	<ul style="list-style-type: none"> Exposition Corridor Bike Path
Santa Monica Boulevard	<ul style="list-style-type: none"> Felicia Mahood Multipurpose Center Westwood Park Westwood Park Bike Path
Wilshire Boulevard/Metro D Line	<ul style="list-style-type: none"> Mildred E. Mathias Botanical Garden Westwood Park Westwood Gardens Park Westwood Park Bike Path
UCLA Gateway Plaza	<ul style="list-style-type: none"> Mildred E. Mathias Botanical Garden Various UCLA bike lanes/routes
Ventura Boulevard/Sepulveda Boulevard	None
Metro G Line Sepulveda	<ul style="list-style-type: none"> Delano Park Sepulveda Basin Wildlife Reserve Woodley Avenue Park Metro G Line Bike Path
Sherman Way	None
Van Nuys Metrolink	<ul style="list-style-type: none"> Andres and Maria Cardenas Recreation Center
Alternative 6	
Metro E Line Expo/Bundy	<ul style="list-style-type: none"> Ishihara Park Stoner Recreation Center Exposition Corridor Bike Path
Santa Monica Boulevard	<ul style="list-style-type: none"> Felicia Mahood Multipurpose Center Ohio Bundy Triangle Stoner Recreation Center
Wilshire Boulevard/Metro D Line	<ul style="list-style-type: none"> Mildred E. Mathias Botanical Garden Westwood Park Westwood Gardens Park Westwood Park Bike Path

Stations	Parks and Recreational Facilities
UCLA Gateway Plaza	<ul style="list-style-type: none"> • Mildred E. Mathias Botanical Garden • Various UCLA bike lanes/routes
Ventura Boulevard/Van Nuys Boulevard	None
Metro G Line Van Nuys	<ul style="list-style-type: none"> • Metro G Line Bike Path
Van Nuys Metrolink	<ul style="list-style-type: none"> • Andres and Maria Cardenas Recreation Center

Source: Los Angeles County Department of Regional Planning, 2024; SCAG, 2020a; U.S. Department of Homeland Security Geospatial Management Office, 2020

UCLA = University of California, Los Angeles

VA = U.S. Department of Veterans Affairs

Notes:

1. Only Class I Bike Paths and “Various UCLA bike lanes/routes” are included in this table. Class II Bike Lanes and Class III Bike Routes are not included in this table.
2. The RSA for parks and recreational facilities is defined as the area 0.25-miles on both sides of the alignments, a 0.5-mile radius from stations, and 0.25-miles from MSF site boundaries.

Figure 3.14-3. Alternative 1: Parks and Recreational Facilities within the Resource Study Area (from Panorama City to Brentwood)



Source: HTA, 2024

Note: The RSA for parks and recreational facilities is defined as the area 0.25-miles on both sides of the alignments, a 0.5-mile radius from stations, and 0.25-miles from MSF site boundaries.

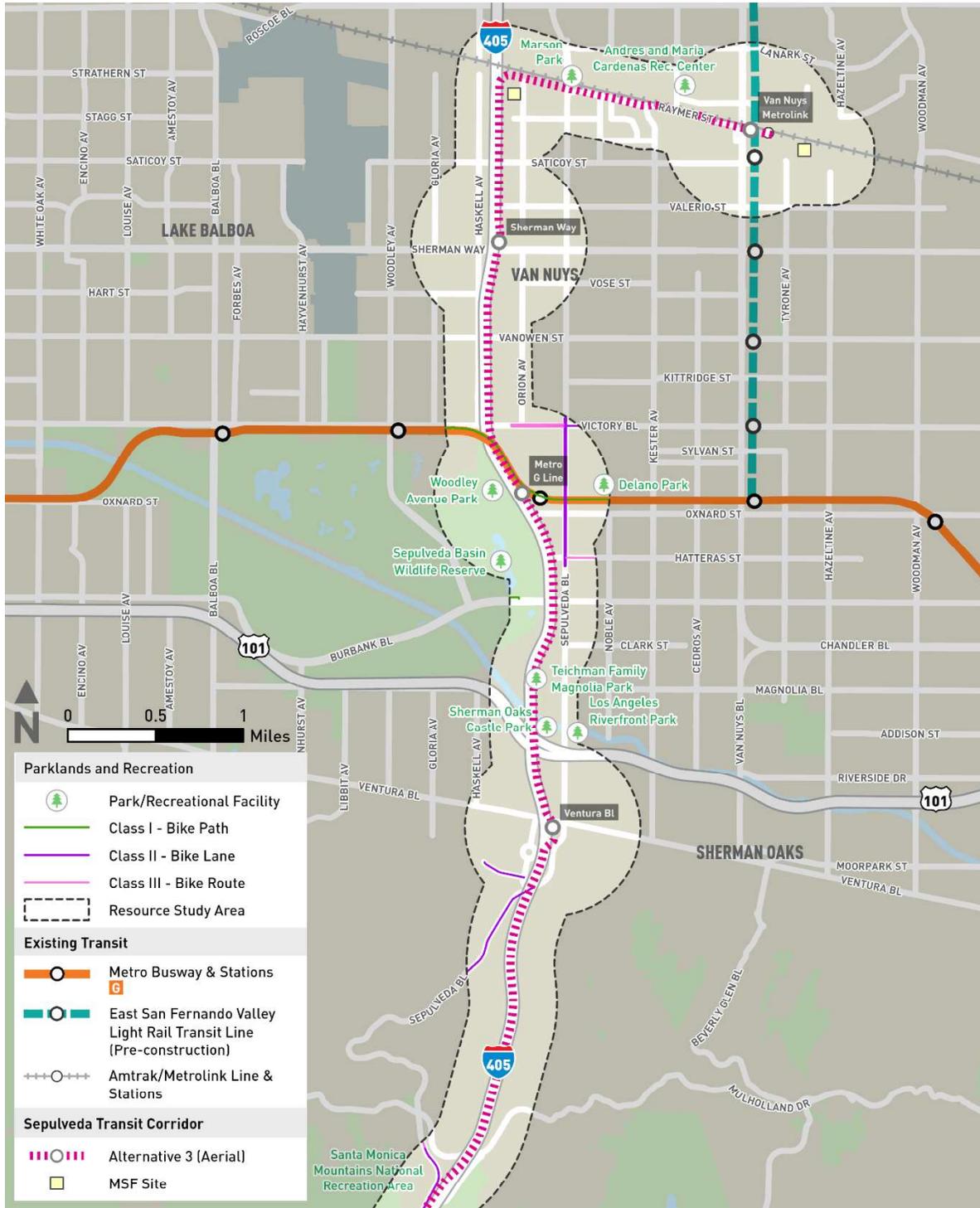
Figure 3.14-4. Alternative 1: Parks and Recreational Facilities within the Resource Study Area (from Beverly Crest to Mar Vista)



Source: HTA, 2024

Note: The RSA for parks and recreational facilities is defined as the area 0.25-miles on both sides of the alignments, a 0.5-mile radius from stations, and 0.25-miles from MSF site boundaries.

Figure 3.14-5. Alternative 3: Parks and Recreational Facilities within the Resource Study Area (from Panorama City to Brentwood)



Source: HTA, 2024

Note: The RSA for parks and recreational facilities is defined as the area 0.25-miles on both sides of the alignments, a 0.5-mile radius from stations, and 0.25-miles from MSF site boundaries.

Figure 3.14-6. Alternative 3: Parks and Recreational Facilities within the Resource Study Area (from Beverly Crest to Mar Vista)



Source: HTA, 2024

Note: The RSA for parks and recreational facilities is defined as the area 0.25-miles on both sides of the alignments, a 0.5-mile radius from stations, and 0.25-miles from MSF site boundaries.

Figure 3.14-7. Alternative 4: Parks and Recreational Facilities within the Resource Study Area (from Panorama City to Brentwood)



Source: HTA, 2024

Note: The RSA for parks and recreational facilities is defined as the area 0.25-miles on both sides of the alignments, a 0.5-mile radius from stations, and 0.25-miles from MSF site boundaries.

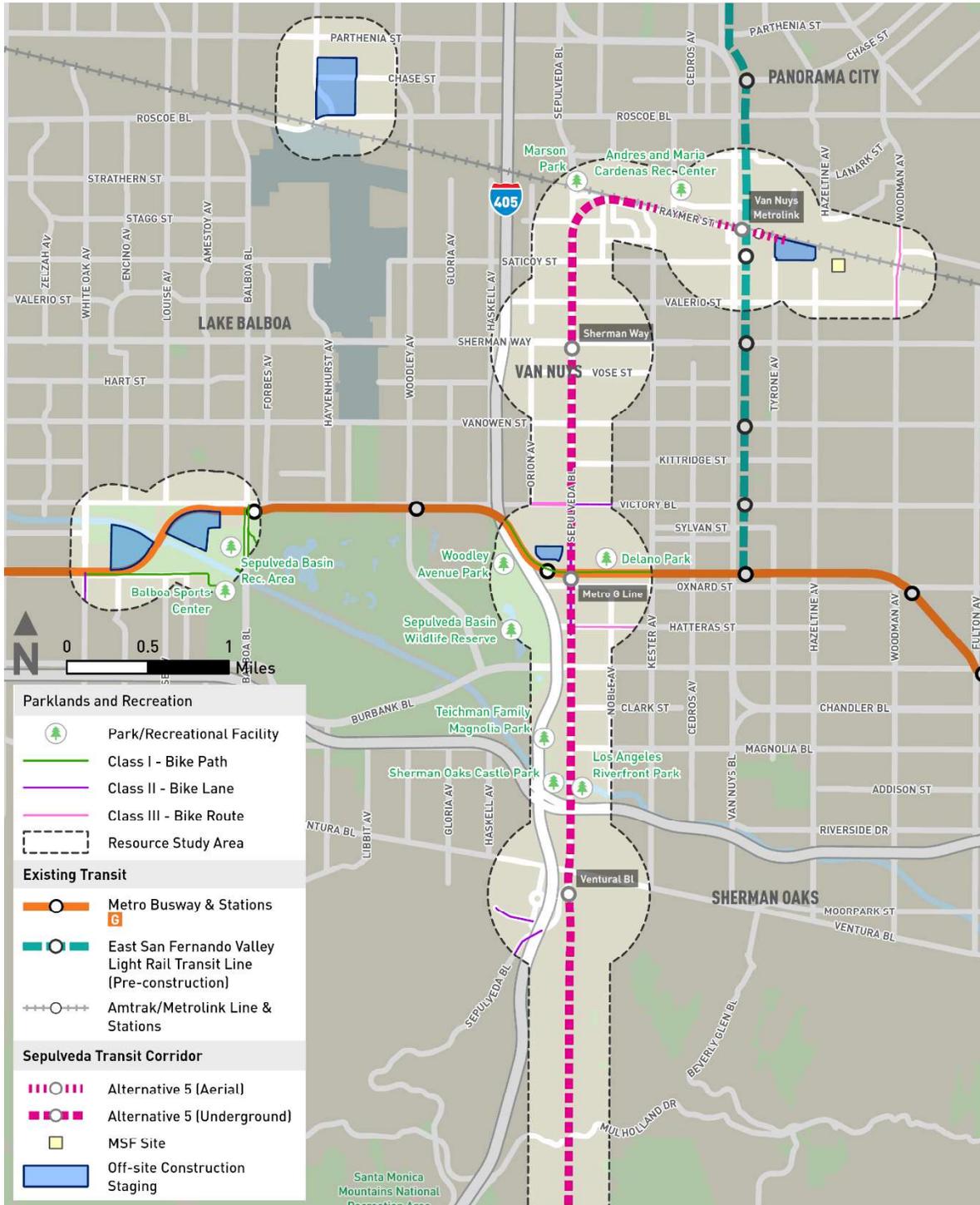
Figure 3.14-8. Alternative 4: Parks and Recreational Facilities within the Resource Study Area (from Beverly Crest to Mar Vista)



Source: HTA, 2024

Note: The RSA for parks and recreational facilities is defined as the area 0.25-miles on both sides of the alignments, a 0.5-mile radius from stations, and 0.25-miles from MSF site boundaries.

Figure 3.14-9. Alternative 5: Parks and Recreational Facilities within the Resource Study Area (from Panorama City to Brentwood)



Source: HTA, 2024

Note: The RSA for parks and recreational facilities is defined as the area 0.25-miles on both sides of the alignments, a 0.5-mile radius from stations, and 0.25-miles from MSF site boundaries.

Figure 3.14-10. Alternative 5: Parks and Recreational Facilities within the Resource Study Area (from Beverly Crest to Mar Vista)



Source: HTA, 2024

Note: The RSA for parks and recreational facilities is defined as the area 0.25-miles on both sides of the alignments, a 0.5-mile radius from stations, and 0.25-miles from MSF site boundaries.

Figure 3.14-12. Alternative 6: Parks and Recreational Facilities within the Resource Study Area (from Beverly Crest to Mar Vista)



Source: HTA, 2024

Note: The RSA for parks and recreational facilities is defined as the area 0.25-miles on both sides of the alignments, a 0.5-mile radius from stations, and 0.25-miles from MSF site boundaries.

3.14.4.2 Bicycle Facilities

The bicycle facilities within the Project Study Area are classified using Caltrans' *Highway Design Manual*. These facility classifications include the following:

- Class I – Bike Path: Bike paths are commonly referred to as shared-use paths, or bicycle trails. They provide a completely separated travel facility for the exclusive use of bicycles and pedestrians with cross flow by vehicles minimized.
- Class II – Bike Lanes: Bike lanes provide a striped lane for one-way bike travel on a street or highway. Buffered bike lanes also fall into this category, this is when a bike lane is accompanied by a painted striped buffer between the bike lane and parking or travel lane.
- Class III – Bike Routes: Bike routes provide for shared use with pedestrian or motor vehicle traffic and are typically indicated by signage or surface markings such as sharrows.
- Class IV – Separated Bikeway: Separated bikeways, also referred to as protected bike lanes, are protected bike lanes physically separated from the vehicle travel lane by more than the white stripe. Separation may be accomplished with flexible bollards or permanent barriers.

The existing bicycle facilities in the Project Study Area consists of a network of approximately 117 miles of Class I, Class II, and Class III bicycle facilities, including approximately 18 miles of Class I bicycle facilities, approximately 57 miles of Class II bicycle facilities, and approximately 42 miles of Class III bicycle facilities. There are no Class IV bicycle facilities within the Project Study Area. Future planned bicycle facilities in the Project Study Area would comprise approximately 180 miles of additional bicycle facilities, including approximately 21.1 miles of Class I bike paths, 51.3 miles of Class II bike lanes, 80.6 miles of Class III bike routes, and 26.9 miles of Class IV separated bikeways (SCAG, 2020a). Refer to the Section 3.15, Transportation, of this DEIR for additional information on active transportation facilities. Off-road bicyclists also have access to unpaved roads and trails in the Santa Monica Mountains, including Getty View Park and Trailhead, which spans several ridges and canyons within the Project Study Area. A summary of bicycle facilities within each project alternative RSA follows:

- Alternative 1 RSA has approximately 20 miles of Class I, Class II, and Class III bicycle facilities, including approximately 3 miles of Class I, 9 miles of Class II, and 8 miles of Class III.
- Alternative 3 RSA has approximately 19 miles of Class I, Class II, and Class III bicycle facilities, including approximately 3 miles of Class I, 9 miles of Class II, and 7 miles of Class III.
- Alternative 4 RSA has approximately 20 miles of Class I, Class II, and Class III bicycle facilities, including approximately 3 miles of Class I, 8 miles of Class II, and 8 miles of Class III.
- Alternative 5 RSA has approximately 20 miles of Class I, Class II, and Class III bicycle facilities, including approximately 3 miles of Class I, 8 miles of Class II, and 8 miles of Class III.
- Alternative 6 RSA has approximately 20 miles of Class I, Class II, and Class III bicycle facilities, including approximately 3 miles of Class I, 7 miles of Class II, and 10 miles of Class III.
- There are no Class IV bicycle facilities within the Alternatives 1, 3, 4, 5, and 6 RSA.

Table 3.14-3 lists the Class I bicycle facilities in the RSA for each alternative, and Figure 3.14-3 through Figure 3.14-12 show the locations of these facilities for each alternative.

Table 3.14-3. Bicycle Facility within the Resource Study Areas

Bicycle Facilities	Length (miles)	Location	Distance from Alternative (feet) ^a
Alternative 1			
Class I – Bike Paths	2.8		
Burbank Boulevard Bike Path	0.1	Burbank Boulevard between Balboa Boulevard and I-405	1,038
Exposition Corridor Bikeway	0.9	Along Metro E Line	0
Metro G Line Bikeway	1.1	Along Metro G Line Busway	0
Westwood Park Bike Path	0.8	Westwood Park	578
Class II – Bike Lanes	8.9	Various paths	Varies
Class III – Bike Routes	8.0	Various paths	Varies
Total	19.8		
Alternative 3			
Class I - Bike Paths	2.8		
Burbank Boulevard Bike Path	0.1	Burbank Boulevard between Balboa Boulevard and I-405	1,038
Exposition Corridor Bikeway	0.9	Along Metro E Line	0
G Line Bikeway	1.1	Along Metro G Line Busway	0
Westwood Park Bike Path	0.8	Westwood Park	45
Class II - Bike Lanes	8.6	Various paths	Varies
Class III - Bike Routes	7.2	Various paths	Varies
Total	18.7		
Alternative 4			
Class I — Bike Paths	4.0		
Balboa Boulevard Bike Path	0.3	Balboa Boulevard between LA River and Victory Boulevard	914 ^b
Lake Balboa Bike Path	0.2	Lake Balboa Park	936 ^b
Exposition Corridor Bikeway	0.9	Along Metro E Line	0
Metro G Line Bikeway	2.4	Along Metro G Line Busway	0
Westwood Park Bike Path	0.8	Westwood Park	45
Class II — Bike Lanes	8.7	Various paths	Varies
Class III — Bike Routes	9.1	Various paths	Varies
Total	21.9		
Alternative 5			
Class I — Bike Paths	4.0		
Balboa Boulevard Bike Path	0.3	Balboa Boulevard between LA River and Victory Boulevard	914 ^c
Lake Balboa Bike Path	0.2	Lake Balboa Park	936 ^c
Exposition Corridor Bikeway	0.9	Along Metro E Line	0
Metro G Line Bikeway	2.4	Along Metro G Line Busway	0
Westwood Park Bike Path	0.8	Westwood Park	45
Class II — Bike Lanes	8.5	Various paths	Varies
Class III — Bike Routes	9.1	Various paths	Varies
Total	21.7		
Alternative 6			
Class I - Bike Paths	2.7		
Exposition Corridor Bikeway	1.0	Along Metro E Line	0

Bicycle Facilities	Length (miles)	Location	Distance from Alternative (feet) ^a
G Line Bikeway	1.0	Along Metro G Line Busway	0
Westwood Park Bike Path	0.8	Westwood Park	76
Class II - Bike Lanes	6.7	Various paths	Varies
Class III - Bike Routes	10.0	Various paths	Varies
Total	19.4		

Source: SCAG 2022; Metro 2023a

^aA distance of “0 feet” from the alternative indicates that the alternative would either cross over the resource or be underground through the resource.

^bDistance is from N1 and N2 temporary off-site construction staging areas for Alternative 4.

^cDistance is from N1 and N2 temporary off-site construction staging areas for Alternative 5.

Note: The RSA for parks and recreational facilities is defined as the area 0.25-miles on both sides of the alignments, a 0.5-mile radius from stations, and 0.25-miles from MSF site boundaries. Alternative 4 and 5 include temporary off-site construction staging areas.

3.14.4.3 Recreational Hiking Trails

Approximately 13 miles of recreational hiking trails are identified in the parklands and open space areas within the Project Study Area. Approximately 3 miles of recreational hiking trails are within the parklands and open space areas identified in the Alternative 1 and Alternative 3 RSA. There are no hiking trails identified within the Alternative 4, 5, and 6 RSA.

Table 3.14-4 lists the recreational hiking trails within Alternative 1 and Alternative 3 RSA and Figure 3.14-3 through Figure 3.14-12 show the locations of these facilities for each alternative.

Table 3.14-4. Recreational Hiking Trails within the Alternative 1 and 3 Resource Study Area

Name	City	Length (mi)	Distance from Alternative 1 (feet)	Distance from Alternative 3 (feet) ^a
Casiano Fire Rd	Los Angeles	0.9	808	0
Getty Center Access	Los Angeles	0.6	1,077	1,497
Getty View Trail	Los Angeles	0.6	304	304
Mount Saint Mary’s Fire Rd	Los Angeles	0.5	2,167	2,167
Total		2.6		

Source: U.S. Department of Homeland Security Geospatial Management Office, 2020

^aA distance of “0 feet” from the alternative indicates that the alternative would either cross over the resource or be underground through the resource.

Note: The RSA for parks and recreational facilities is defined as 0.25-miles on both sides of the alignments, a 0.5-mile radius from stations, and 0.25-miles from MSF site boundaries

3.14.5 Environmental Impacts

3.14.5.1 Impact REC-1: Would the project have the potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

OR

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

The No Project Alternative would maintain existing transit service within the Project Study Area and would not operate a new high-capacity rail transit service that would connect the northern terminus Van Nuys Metrolink/Amtrak Station with the southern terminus at the Metro E Line. The No Project Alternative would not create permanent physical impacts in the Project Study Area that would increase the use of existing parks and recreational facilities such that substantial physical deterioration of existing parks would occur or be accelerated or require new or expansion of parks or recreational facilities. Therefore, no impact would occur.

Construction Impacts

The No Project Alternative would not result in Project-related construction impacts that would increase the use of existing neighborhood and regional parks or other recreational facilities resulting in permanent physical deterioration. The No Project Alternative would not create temporary construction-related physical impacts in the Project Study Area that would increase the use of existing parks and recreational facilities such that substantial physical deterioration of existing parks would occur or be accelerated; or require new or expansion of parks or recreational facilities. Therefore, no impact would occur.

Alternative 1

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Alternative 1 is a transportation infrastructure project that would not include housing and would not directly generate permanent residences or increase the existing residential population of the surrounding communities that would increase the use of existing parks and recreational facilities or

result in substantial adverse physical impacts associated with the provision of new or physically altered parks or other recreational facilities. Instead, accessibility to nearby parks and recreational facilities located within 0.5-miles of Alternative 1 stations listed in Table 3.14-1 and Table 3.14-2 would be improved by having nearby transit stations. Alternative 1 would also help achieve Metro’s *First/Last Mile Guidelines* (Metro, 2021b) objectives to facilitate bicyclists’ accessibility, provide connectivity to the station areas and surrounding communities, and enhance the existing active transportation corridors for the cities.

Alternative 1 would cross over portions of Sherman Oaks Castle Park and Teichman Family Magnolia Park (Table 3.14-1). Alternative 1 would cross over portions of the following Class I bike paths: Exposition Corridor Bikeway and the Metro G Line Bikeway (Table 3.14-3).

Alternative 1 would require several partial property acquisitions of land designated as open space or recreational land. Table 3.14-5 summarizes the property acquisitions that would be required.

Table 3.14-5. Alternative 1: Parkland and Recreational Facilities Property Acquisitions Summary

Resource	Permanent Acquisition Area	Description of Acquisition
Sepulveda Pass Open Space	0.4 acre	Vacant hillside land would be acquired to accommodate the proposed Getty Center Station.
Mission Canyon Open Space	0.6 acre	Vacant hillside land planned for development of recreational park use would be acquired to accommodate the proposed aerial guideway, retaining walls, and realignment of Sepulveda Boulevard.
Teichman Family Magnolia Park	0.6 acre	Landscaped area along the western edge of the park property would be acquired to accommodate the proposed aerial alignment. The landscaped area serves as a buffer between park uses and I-405 right-of-way. No park facilities or features would be acquired or displaced.

Source: HTA, 2024

The potential permanent acquisition of these open space and recreational areas would not impact existing buildings or change the primary function of the existing uses. Neither the Sepulveda Pass Open Space nor the Mission Canyon Open Space have recreational uses in the areas to be acquired, and these areas are inaccessible to the public. As such, there is no potential for acquisition of these areas to result in physical impacts that would have any effect on recreation, though there would be potential conflicts with conservation policies governing these areas. Details regarding potential conflicts with land use plans and policies are further discussed in Section 3.10, Land Use, of this DEIR.

With regard to the Teichman Family Magnolia Park, Alternative 1 would not cause substantial physical impacts to the park’s primary features. Therefore, no alteration or expansion would be necessary to maintain the park’s existing function and service objectives, as the portion to be acquired does not serve any recreational purpose.

Alternative 1 would enhance bicycle and pedestrian access in the immediate station areas for improved bicycle-to-transit connections through bike parking and connections to existing nearby bicycle facilities. At some locations along the alignment, sidewalks would be widened or replaced where needed to accommodate the aerial guideway and station infrastructure. Alternative 1 would maintain adequate sidewalk widths at station locations and along the aerial alignment. Additional enhancements, including crosswalk and Americans with Disabilities Act (ADA)–compliant sidewalk improvements, would further improve pedestrian circulation and non-motorized access to transit stations. Along the Alternative 1

alignment, pedestrian and bicycle circulation would be maintained where the aerial viaduct would cross roadways that serve as Interstate 405 (I-405) or Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor underpasses (Santa Monica Boulevard, Constitution Avenue, Montana Avenue, Church Lane, Getty Center Drive, Sepulveda, and Ventura Boulevard). The height of the aerial viaduct would provide sufficient vertical clearance between the existing roadways and monorail transit so that bicycle movements would not be inhibited underneath the structure. In addition, the locations of the aerial stations and their supporting columns would be placed outside of the existing roadway and sidewalks and would thereby not preclude any planned bicycle facilities nor alter any existing bicycle facilities at the proposed station areas. Operation of Alternative 1 would not affect access or use of surrounding recreational hiking trails.

It is anticipated that some increase in the use of the 14 recreational or trail facilities located within 0.5-miles of one or more of the Alternative 1 stations would occur. Each of these facilities has existing operations and maintenance requirements that are not anticipated to be affected by Alternative 1 operations. The communities within the RSA are all well served by existing state, regional, and local recreation facilities, and while a modest increase in use of these facilities is anticipated, Alternative 1 is not anticipated to increase the use of existing parks and recreation facilities such that substantial physical deterioration of the facility would occur or be accelerated.

Occasional large community events typically increase the use of parks, recreational facilities, and bicycle facilities such that recreational users may originate beyond the surrounding communities. However, these park community events would be similar to those that are currently held in the Alternative 1 RSA, and Alternative 1 would not alter the operations or frequency of these locally held community events. Similar to existing conditions, the departments and public entities that maintain the facilities would provide services and resources to serve the attendees of these events. As a transportation infrastructure project, Alternative 1 may provide residents of the surrounding communities who choose not to drive an alternative means of accessing locally held community events. During such events, the use of parks, recreational facilities, and bikeways may potentially increase. However, the increased use would be occasional and specific to the community event. Thus, Alternative 1 would provide improved connections to such community events and would not directly accelerate or result in a substantial deterioration of existing parks, recreational facilities, or bicycle facilities.

The potential partial acquisitions would not cause physical deterioration of the parks to occur or be accelerated because parks and open space land to be acquired would consist of small strips of land along the property boundaries of the affected resources where there are no recreational facilities. Alternative 1 would comply with all applicable federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Act of 1971 and Public Park Preservation Act of 1971. USDOT environmental review would trigger the requirements of Section 4(f) of the USDOT Act of 1966, including review of these open space and parkland resource property acquisitions. Details regarding property acquisitions are further discussed in the *Sepulveda Transit Corridor Project Real Estate and Acquisitions Technical Report* (Metro, 2025b).

For these reasons, Alternative 1 would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Alternative 1 would not result in substantial adverse physical impacts associated with the need for new or physically altered parks. Impacts would be less than significant.

Construction Impacts

Construction of Alternative 1 would be temporary and would not generate permanent residences that would increase the use of existing parks and recreational facilities resulting in accelerated physical deterioration of the facilities or require the expansion of existing recreational facilities. While construction workers may utilize nearby parks and recreational facilities during lunchtime breaks, such use would be temporary and nominal.

Construction of the aerial viaduct, retaining walls, and I-405 on- and off-ramps would require street detours that would temporarily impact bicycle facilities and affect access to bicycle facilities. In locations where the alignment is adjacent to the I-405 corridor or LOSSAN rail corridor, or where I-405 corridor widening is necessary for Alternative 1, temporary street detours would inhibit the circulation of pedestrians and bicyclists. In locations where the aerial viaduct would cross roadways that serve as I-405 or LOSSAN rail corridor underpasses (Santa Monica Boulevard, Constitution Avenue, Montana Avenue, Church Lane, Getty Center Drive, Sepulveda, and Ventura Boulevard), the installation of the supporting columns and erection of bent caps and guideway beams would affect sidewalk and bicycle access. Pedestrian and bicycle through-access underneath existing underpasses would require detours and thereby inhibit bicyclists. The bike lane along Sepulveda Boulevard in the Sepulveda Pass would be removed and rebuilt. As a result, the sidewalk would be relocated and temporarily decommissioned, and bicycle routes would be temporarily disrupted during construction and would require detours to maintain continuity with other portions of the bike lanes. Although street detours would disrupt bicycle and pedestrian circulation, bicycle movements would be maintained during construction. See Section 3.15, Transportation, of this Draft EIR for discussion related to construction traffic and access. Construction activities would not affect access or use of surrounding recreational hiking trails. Therefore, construction-related impacts to parks and recreational facilities would be less than significant.

Alternative 3

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Alternative 3 would have similar impacts as Alternative 1 and would not directly generate permanent residences or increase the existing residential population of the surrounding communities that would increase the use of existing parks and recreational facilities or result in substantial adverse physical impacts associated with the provision of new or physically altered parks or other recreational facilities.

Alternative 3 would cross under Getty View Park and Trailhead and cross over Sherman Oaks Castle Park, and Teichman Family Magnolia Park (Table 3.14-1). Alternative 3 would cross over portions of the following Class I bike paths: Exposition Corridor Bikeway and the Metro G Line Bikeway, and the Westwood Park Bike Path would be adjacent to Alternative 3 (Table 3.14-3). Alternative 3 would also cross over the Casiano Fire Road recreational hiking trail (Table 3.14-1).

Similar to Alternative 1, Alternative 3 would require the same partial property acquisitions of land designated as open space or recreational land as shown in Table 3.14-5. Similarly, there is no potential for acquisition of Sepulveda Pass Open Space nor the Mission Canyon Open Space to result in physical impacts that would have any effect on recreation, though there would be potential conflicts with

conservation policies governing these areas. With regard to the Teichman Family Magnolia Park, Alternative 3 would not cause substantial physical impacts to the park's primary features. Therefore, no alteration or expansion would be necessary to maintain the park's existing function and service objectives, as the portion to be acquired does not serve any recreational purpose. Similar to Alternative 1, Alternative 3 would comply with all applicable federal and state requirements, including the Uniform Relocation Assistance and Real Property Acquisition Act of 1971 and Public Park Preservation Act of 1971.

Like Alternative 1, Alternative 3 would improve accessibility to nearby parks and recreational facilities with transit stations and would also help achieve Metro's *First/Last Mile Guidelines* (Metro, 2021b) objectives. Alternative 3 would enhance bicycle and pedestrian access in the immediate station areas for improved bicycle-to-transit connections. Bicycle facilities would be maintained where the aerial viaduct would cross roadways that serve as I-405 or LOSSAN rail corridor underpasses (Santa Monica Boulevard, Constitution Avenue, Montana Avenue, Church Lane, Getty Center Drive, Sepulveda, and Ventura Boulevard). Similar to Alternative 1, the aerial viaduct and aerial stations and their supporting columns would not preclude any planned bicycle facilities nor alter any existing bicycle facilities at the proposed station areas. Operation of Alternative 3 would operate over the Casiano Fire Road recreational hiking trail and would not affect access or use of this hiking trail or the surrounding recreational hiking trails.

Alternative 3 may result in increased use of the nearby recreational facilities or trails, but each affected facility has existing operations and maintenance requirements that are not anticipated to be affected by Alternative 3 operations. Alternative 3 is not anticipated to increase the use of existing parks and recreation facilities such that substantial physical deterioration of each facility would occur or be accelerated. Similar to Alternative 1, Alternative 3 would provide improved connections to such community events and would not directly accelerate or result in a substantial deterioration of existing parks, recreational facilities, or bicycle facilities.

For these reasons, Alternative 3 would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of each facility would occur or be accelerated. Alternative 3 would not result in substantial adverse physical impacts associated with the need for new or physically altered parks. Impacts would be less than significant.

Construction Impacts

Alternative 3 construction activities would be similar to Alternative 1 and would consist of the same construction of the aerial viaduct, retaining walls, and I-405 on- and off-ramps, requiring street detours that would temporarily impact bicycle facilities and affect access to bicycle facilities. Similar to Alternative 1, Alternative 3 would require temporary street detours that would inhibit the circulation of pedestrians and bicyclists in locations that are adjacent to the I-405 corridor or LOSSAN rail corridor, or where I-405 corridor widening is necessary. In locations where the aerial viaduct would cross roadways that serve as I-405 or LOSSAN rail corridor underpasses (Santa Monica Boulevard, Constitution Avenue, Montana Avenue, Church Lane, Getty Center Drive, Sepulveda, and Ventura Boulevard), the installation of the supporting columns and erection of bent caps and guideway beams would affect sidewalk and bicycle access. As a result, the sidewalk would be relocated and temporarily decommissioned, and bicycle routes would be temporarily disrupted during construction and would require detours to maintain continuity with other portions of the bike lanes. Although street detours would disrupt bicycle and pedestrian circulation, bicycle movements would be maintained during construction. See Section 3.15, Transportation, of this Draft EIR for discussion related to construction traffic and access. Construction activities would be temporary and would not affect access or use of surrounding

recreational hiking trails. Therefore, construction-related impacts to parks and recreational facilities would be less than significant.

Alternative 4

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Alternative 4 is a transportation infrastructure project that does not include housing and would not directly generate permanent residences or increase the existing residential population of the surrounding communities that would increase the use of existing parks and recreational facilities or result in substantial adverse physical impacts associated with the provision of new or physically altered parks or recreational facilities.

Alternative 4 would be within 100 feet of Sherman Oaks Castle Park and Los Angeles Riverfront Greenway in an aerial configuration and would be situated in a below-ground tunnel where the alignment would cross under Westwood Park (Table 3.14-1). Alternative 4 would cross under Class I bike paths Exposition Corridor Bikeway and the Metro G Line Bikeway and would be adjacent to the Westwood Park Bike Path (Table 3.14-3). Alternative 4 would not cross over or under any recreational hiking trail. No permanent acquisition of parkland or recreational facilities would be required under Alternative 4.

Alternative 4 would improve accessibility to nearby parks and recreational facilities with transit stations and would also help achieve Metro's *First/Last Mile Guidelines* (Metro, 2021b) objectives. Alternative 4 would enhance bicycle and pedestrian access in the immediate station areas for improved bicycle-to-transit connections. Sidewalks would be widened or replaced where needed to accommodate the aerial guideway and station infrastructure. For areas where the alignment would affect Class II bicycle facilities, restriping travel lanes and bike lanes would occur to maintain continuity with the bicycle facilities. Alternative 4 would maintain adequate sidewalk widths at station locations and along the aerial alignment, and additional enhancements — including crosswalk and ADA-compliant sidewalk improvements — would further improve pedestrian circulation and non-motorized access to transit stations.

Alternative 4 may result in increased use of the nearby recreational or trail, but each affected facility has existing operations and maintenance requirements that are not anticipated to be affected by Alternative 4 operations. Alternative 4 is not anticipated to increase the use of existing parks and recreation facilities such that substantial physical deterioration of each facility would occur or be accelerated. Alternative 4 would provide improved connections to such community events and would not directly accelerate or result in a substantial deterioration of existing parks, recreational facilities, or bicycle facilities.

Occasional large community events typically increase the use of parks, recreational facilities, and bicycle facilities; however, these park community events would be similar to those that are currently held in the Alternative 4 RSA, and Alternative 4 would not alter the operations or frequency of these locally held community events. Similar to existing conditions, the departments and public entities that maintain the facilities would provide services and resources to serve the attendees of these events. Alternative 4 may provide residents of the surrounding communities who choose not to drive with an alternative means of

accessing locally held community events. During such events, the use of parks, recreational facilities, and bicycle facilities may potentially increase. However, the increased use would be occasional and specific to the community event. Thus, Alternative 4 would provide improved connections to such community events and would not directly accelerate or result in a substantial deterioration of existing parks, recreational facilities, and bicycle facilities.

For these reasons, Alternative 4 would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of each facility would occur or be accelerated and would not result in substantial adverse physical impacts associated with the need for new or physically altered parks. Impacts would be less than significant.

Construction Impacts

Construction of Alternative 4 would be temporary and would not generate permanent residences that would increase the use of existing parks and recreational facilities resulting in accelerated physical deterioration of the facilities or require the expansion of existing recreational facilities. While construction workers may utilize nearby parks and recreational facilities during lunchtime breaks, such use would be temporary and nominal.

Construction of Alternative 4 would require temporary street detours at proposed underground stations during cut-and-cover activities and during the construction of the aerial viaduct on Sepulveda Boulevard. Although bike lane reductions and street closures would inhibit the flow of bicycle traffic and may require detours, bicycle movements would be maintained during construction. At the underground segments of the Alternative 4 alignment, street detours would be concentrated at areas surrounding proposed underground station boxes and would disrupt bicycle circulation. See Section 3.15, Transportation, of this Draft EIR for discussion related to construction traffic and access. The underground guideway would be constructed using a tunnel boring machine, and therefore, would not disrupt bicycle facilities. Therefore, construction-related impacts to parks and recreational facilities would be less than significant.

Alternative 5

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Alternative 5 would have similar impacts as Alternative 4 and would not directly generate permanent residences or increase the existing residential population of the surrounding communities that would increase the use of existing parks and recreational facilities or result in substantial adverse physical impacts associated with the provision of new or physically altered parks or other recreational facilities.

The Alternative 5 guideway would be situated in a below-ground tunnel where the alignment would cross Westwood Park and Los Angeles Riverfront Greenway ((Table 3.14-1). Alternative 5 would cross under Class I bike paths Exposition Corridor Bikeway and the Metro G Line Bikeway and would be adjacent to the Westwood Park Bike Path (Table 3.14-3). No permanent acquisition of parkland or recreational facilities would be required under Alternative 5.

Similar to Alternative 4, Alternative 5 would improve accessibility to nearby parks and recreational facilities with transit stations and would also help achieve Metro's *First/Last Mile* Guidelines (Metro,

2021b) objectives. Alternative 5 would enhance bicycle and pedestrian access in the immediate station areas for improved bicycle-to-transit connections. Sidewalks would be widened or replaced where needed to accommodate the aerial guideway and station infrastructure. Alternative 5 would maintain adequate sidewalk widths at station locations and along the aerial alignment, and additional enhancements would further improve pedestrian circulation and non-motorized access to transit stations.

Alternative 5 may result in increased use of the nearby recreational facilities or trails, but each affected facility has existing operations and maintenance requirements that are not anticipated to be affected by Alternative 5 operations. Alternative 5 is not anticipated to increase the use of existing parks and recreation facilities such that substantial physical deterioration of recreational facilities would occur or be accelerated. Similar to Alternative 4, Alternative 5 would provide improved connections to such community events and would not directly accelerate or result in a substantial deterioration of existing parks, recreational facilities, or bicycle facilities.

For these reasons, Alternative 5 would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of recreational facilities would occur or be accelerated. Alternative 5 would not result in substantial adverse physical impacts associated with the need for new or physically altered parks. Impacts would be less than significant.

Construction Impacts

Alternative 5 construction activities would be similar to Alternative 4 and would require temporary street detours at proposed underground stations during cut-and-cover activities. Street detours would be concentrated at areas surrounding proposed underground station boxes, which would require cut-and-cover construction, and may disrupt bicycle and pedestrian circulation. See Section 3.15, Transportation, of this Draft EIR for discussion related to construction traffic and access. The underground guideway would be constructed using a tunnel boring machine, and therefore, would not disrupt bicycle facilities. Therefore, construction-related impacts to parks and recreational facilities would be less than significant.

Alternative 6

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Alternative 6 is a transportation infrastructure project that does not include housing and would not directly generate permanent residences or increase the existing residential population of the surrounding communities. As such, it is not anticipated that Alternative 6 would increase the use of existing parks and recreational facilities or result in substantial adverse physical impacts associated with the provision of new or physically altered parks or recreational facilities.

The Alternative 6 guideway would be situated in a below-ground tunnel where the alignment would cross Van Nuys Sherman Oaks Recreation Center and Westwood Park and would operate adjacent to (within 50 feet) the Van Nuys Sherman Oaks Recreation Center (Table 3.14-1). Alternative 6 would cross under Class I bike paths Exposition Corridor Bikeway and G Line Bikeway and would operate adjacent to

the Westwood Park Bike Path (Table 3.14-3). No permanent acquisition of parkland or recreational facilities would be required under Alternative 6.

Alternative 6 would improve accessibility to nearby parks and recreational facilities with transit stations and would also help achieve Metro's *First/Last Mile Guidelines* (Metro, 2021b) objectives to facilitate bicyclists' accessibility, provide connectivity to the station areas and surrounding communities, and enhance the existing active transportation corridors for the cities.

Alternative 6 may result in increased use of the nearby recreational facilities or trails, but each affected facility has existing operations and maintenance requirements that are not anticipated to be affected by Alternative 6 operations. Alternative 6 is not anticipated to increase the use of existing parks and recreation facilities such that substantial physical deterioration of recreational facilities would occur or be accelerated. Alternative 6 would provide improved connections to such community events and would not directly accelerate or result in a substantial deterioration of existing parks, recreational facilities, or bicycle facilities.

For these reasons, Alternative 6 would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of recreational facilities would occur or be accelerated. Alternative 6 would not result in substantial adverse physical impacts associated with the need for new or physically altered parks. Impacts would be less than significant.

Construction Impacts

Construction of Alternative 6 would be temporary and would not generate permanent residences that would increase the use of existing parks and recreational facilities, resulting in accelerated physical deterioration of the facilities or require the expansion of existing recreational facilities. While construction workers may utilize nearby parks and recreational facilities during lunchtime breaks, such use would be temporary and nominal.

Construction of Alternative 6 would require temporary street detours at proposed underground stations during cut-and-cover activities. Street detours would be concentrated at areas surrounding proposed underground station boxes, which would require cut-and-cover construction. Although street detours would disrupt bicycle and pedestrian circulation, bicycle movements would be maintained during construction. See Section 3.15, Transportation, of this Draft EIR for discussion related to construction traffic and access. Therefore, construction-related impacts to parks and recreational facilities would be less than significant.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

The MSF Base Design would not create new residential populations that would directly increase the use of existing parks, recreational facilities, and bicycle facilities in the surrounding communities. The MSF Base Design site would be a support facility for Alternative 1 and would provide maintenance and storage services and would not provide improved access to parks, recreational facilities, and bicycle facilities that may result in increased use.

The MSF Base Design site is currently developed as a materials storage site supporting Los Angeles Department of Water and Power (LADWP) operations. No parkland or bicycle facilities are located on or adjacent to the proposed site nor are recreational facilities proposed as part of the MSF Base Design. The nearest parkland is the Andres and Maria Cardenas Recreation Center located approximately 0.65 mile northwest of the MSF Base Design site. The MSF Base Design would not affect on-site or street parking used by visitors to the Andres and Maria Cardenas Recreation Center. Therefore, impacts to parks and recreational facilities associated with the MSF Base Design would be less than significant.

Construction Impacts

MSF Base Design site construction activities would be temporary and would not create new residential populations that would directly increase the use of existing parks, recreational facilities, and bike facilities in the surrounding communities. Temporary construction activities would be located entirely on-site, would not be located on parklands or recreational facilities, and would not disrupt the essential functions of these facilities. Therefore, impacts to parklands associated with the MSF Base Design site would be less than significant.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

The MSF Design Option 1 site would not create new residential populations that would directly increase the use of existing parks, recreational facilities, and bicycle facilities in the surrounding communities. The MSF Design Option 1 site would be a support facility for Alternative 1 and would provide maintenance and storage services and would not provide improved access to parks, recreational facilities, and bicycle facilities that may result in increased use.

The MSF Design Option 1 site is currently developed with industrial uses, and there are no parkland or bicycle facilities located on or adjacent to the site nor are recreational facilities proposed as part of MSF Design Option 1. The nearest parkland is Marson Park, located approximately 620 feet northeast of the MSF Design Option 1 site. MSF Design Option 1 would not affect on-site or street parking used by visitors to Andres and Maria Cardenas Recreation Center. Therefore, impacts to parks and recreational facilities associated with MSF Design Option 1 would be less than significant.

Construction Impacts

MSF Design Option 1 construction activities would be temporary and would not create new residential populations that would directly increase the use of existing parks, recreational facilities, and bike facilities in the surrounding communities. Therefore, impacts to parklands associated with the MSF Design Option 1 site would be less than significant.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

The Electric Bus MSF site would not create new residential populations that would directly increase the use of existing parks, recreational facilities, and bicycle facilities in the surrounding communities. The Electric Bus MSF site would be a support facility for Alternative 1 and would provide maintenance and storage services and would not provide improved access to parks, recreational facilities, and bicycle facilities that may result in increased use.

The Electric Bus MSF site is currently developed with commercial and light industrial uses adjacent to the I-405 freeway, and there are no parkland or bicycle facilities located on or adjacent to the site. The nearest parkland is Felicia Mahood Multipurpose Center located approximately 0.75 mile northwest of the proposed Electric Bus MSF site. The nearest bicycle facility is the Exposition Corridor Bikeway, located approximately 500 feet south of the proposed Electric Bus MSF site. The Electric Bus MSF would not affect on-site or street parking used by visitors to the Felicia Mahood Multipurpose Center or impede access to the Exposition Corridor Bikeway. Therefore, impacts to parks and recreational facilities associated with the Electric Bus MSF would be less than significant.

Construction Impacts

Electric Bus MSF construction activities are temporary and would not create new residential populations that directly increase the use of existing parks, recreational facilities, and bike facilities in the surrounding communities. Therefore, impacts to parklands associated with the Electric Bus MSF site would be less than significant.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

The proposed MSF site is currently developed as a materials storage site owned by LADWP and a privately-owned auto storage lot. The proposed MSF would not create new residential populations that would directly increase the use of existing parks, recreational facilities, and bicycle facilities or increase the need for new recreational facilities in the surrounding communities. The MSF site would be a support facility for Alternative 4 and would provide maintenance and storage services and would not provide improved access to parks, recreational facilities, and bicycle facilities that may result in increased use.

No parkland or bicycle facilities are located on or adjacent to the proposed site nor are recreational facilities proposed as part of the proposed MSF. The nearest parkland is the Andres and Maria Cardenas Recreation Center located approximately 0.65 mile northwest of the proposed MSF site. The proposed MSF would not affect on-site or street parking used by visitors to the Andres and Maria Cardenas Recreation Center. Therefore, impacts to parklands associated with the proposed MSF would be less than significant.

Construction Impacts

MSF construction activities would be temporary and would not create new residential populations that would directly increase the use of existing parks, recreational facilities, and bike facilities in the

surrounding communities. Therefore, impacts to parklands associated with the MSF site would be less than significant.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

The proposed MSF site is currently developed as a materials storage site owned by LADWP and a privately-owned auto storage lot. The proposed MSF would not create new residential populations that would directly increase the use of existing parks, recreational facilities, and bicycle facilities or increase the need for new recreational facilities in the surrounding communities. The MSF site would be a support facility for Alternative 6 and would provide maintenance and storage services and would not provide improved access to parks, recreational facilities, and bicycle facilities that may result in increased use.

No parkland or bicycle facilities are located on or adjacent to the proposed site nor are recreational facilities proposed as part of the MSF. The nearest parkland is the Andres and Maria Cardenas Recreation Center, which is located approximately 0.65 mile northwest of the MSF site. The proposed MSF would not affect on-site or street parking used by visitors to the Andres and Maria Cardenas Recreation Center. Therefore, impacts to parklands associated with the proposed MSF would be less than significant.

Construction Impacts

MSF construction activities would be temporary and would not create new residential populations that would directly increase the use of existing parks, recreational facilities, and bike facilities in the surrounding communities. Therefore, impacts to parklands associated with the MSF site would be less than significant.

3.14.5.2 Impact REC-2: Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Project Alternatives

No Project Alternative

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

The No Project Alternative would not operate a new high-capacity rail transit service that would connect the northern terminus Van Nuys Metrolink/Amtrak Station with the southern terminus at the Metro E Line. The No Project Alternative would not result in the construction of recreational facilities or require the construction or expansion of recreational facilities in the Project Study Area. Therefore, no impact would occur.

Construction Impacts

The No Project Alternative would not result in the construction of recreational facilities or require the construction or expansion of recreational facilities in the Project Study Area. Therefore, no impacts would occur.

Alternative 1

Impact Statement

Operational Impact: Less than Significant

Construction Impact: No Impact

Operational Impacts

Alternative 1 would not include the construction of recreational facilities or require the expansion of existing park facilities or bicycle facilities that might have an adverse physical effect on the environment. Bicycle facilities would be largely maintained along the Alternative 1 alignment and would not preclude any planned bicycle facilities nor alter any existing bicycle facilities at station areas. Therefore, impacts would be less than significant.

Construction Impacts

Alternative 1 construction activities would be temporary and would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Alternative 3

Impact Statement

Operational Impact: Less than Significant

Construction Impact: No Impact

Operational Impacts

Alternative 3 would have the same impacts as Alternative 1. Bicycle facilities would be largely maintained along the Alternative 3 alignment and would not preclude any planned bicycle facilities nor alter any existing bicycle facilities at station areas. Therefore, impacts would be less than significant.

Construction Impacts

Alternative 3 construction activities would be temporary and would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Alternative 4

Impact Statement

Operational Impact: Less than Significant

Construction Impact: No Impact

Operational Impacts

Alternative 4 would not include the construction of recreational facilities or require the expansion of existing parklands and recreational and bicycle facilities that might have an adverse physical effect on

the environment. Bicycle facilities would be largely maintained along the Alternative 4 alignment and would not preclude any planned bicycle facilities nor alter any existing bicycle facilities at station areas. For areas where the alignment would affect Class II bicycle facilities, restriping travel lanes and bike lanes would occur to maintain continuity with the bicycle facilities. Therefore, impacts would be less than significant.

Construction Impacts

Alternative 4 construction activities would be temporary and would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Alternative 5

Impact Statement

Operational Impact: Less than Significant

Construction Impact: No Impact

Operational Impacts

Alternative 5 would have the same impacts as Alternative 4. Bicycle facilities would largely be maintained along the Alternative 5 alignment and would not preclude any planned bicycle facilities nor alter any existing bicycle facilities at station areas. Therefore, Alternative 5 does not include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment. Impacts would be less than significant.

Construction Impacts

Alternative 5 construction activities would be temporary and would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Alternative 6

Impact Statement

Operational Impact: Less than Significant

Construction Impact: No Impact

Operational Impacts

Alternative 6 would not include construction of recreational facilities or require expansion of existing parkland and recreational and bicycle facilities that might have an adverse physical effect on the environment. Bicycle facilities would largely be maintained along the Alternative 6 alignment and would not preclude any planned bicycle facilities nor alter any existing bicycle facilities at station areas. Therefore, impacts would be less than significant.

Construction Impacts

Alternative 6 construction activities would be temporary and would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Maintenance and Storage Facilities

Monorail Transit Maintenance and Storage Facility Base Design (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Operation of the MSF Base Design would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Construction Impacts

MSF site construction activities would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Monorail Transit Maintenance and Storage Facility Design Option 1 (Alternatives 1 and 3)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Operation of the MSF Design Option 1 would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Construction Impacts

MSF Design Option 1 construction activities would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Electric Bus Maintenance and Storage Facility (Alternative 1)

Impact Statement

Operational Impact: No Impact

Construction Impact: No Impact

Operational Impacts

Operation of the Electric MSF would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Construction Impacts

Electric MSF construction activities would not include the construction of recreational facilities or require the expansion of existing recreational facilities. Therefore, no impacts would occur.

Heavy Rail Transit Maintenance and Storage Facility (Alternatives 4 and 5)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Operation of the Heavy Rail Transit MSF would not include the construction of recreational facilities or require the expansion of existing recreational facilities. No parkland or bicycle facilities are located on or adjacent to the proposed site nor are recreational facilities proposed as part of the MSF. The MSF would not affect on-site or street parking used by visitors to Andres and Maria Cardenas Recreation Center. Therefore, impacts to park and recreational facilities associated with the MSF would be less than significant.

Construction Impacts

MSF site construction activities would be temporary and would not include construction of recreational facilities or require the expansion of existing recreational facilities. The MSF would not affect on-site or street parking used by visitors to the Andres and Maria Cardenas Recreation Center. Therefore, impacts to parklands associated with the MSF site would be less than significant.

Heavy Rail Transit Maintenance and Storage Facility (Alternative 6)

Impact Statement

Operational Impact: Less than Significant

Construction Impact: Less than Significant

Operational Impacts

Operation of the Heavy Rail Transit MSF would not include the construction of recreational facilities or require the expansion of existing recreational facilities. No parkland or bicycle facilities are located on or adjacent to the proposed site nor are recreational facilities proposed as part of the MSF. The MSF would not affect on-site or street parking used by visitors to the Andres and Maria Cardenas Recreation Center. Therefore, impacts to parks and recreational facilities associated with the MSF would be less than significant.

Construction Impacts

MSF site construction activities would be temporary and would not include construction of recreational facilities or require the expansion of existing recreational facilities. The MSF would not affect on-site or street parking used by visitors to the Andres and Maria Cardenas Recreation Center. Therefore, impacts to parklands associated with the MSF site would be less than significant.

3.14.6 Mitigation Measures

3.14.6.1 Operational Impacts

Alternative 1 through Alternative 6 would have a less than significant impact; therefore, no mitigation measures would be required.

3.14.6.2 Construction Impacts

Alternative 1 through Alternative 6 would have a less than significant impact; therefore, no mitigation measures would be required.

Table 3.14-6 and Table 3.14-7 summarize the impacts for each project alternative.

Table 3.14-6. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Project Alternatives

CEQA Impact		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
<i>Operational</i>							
Impact REC-1: Would the project have the potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? OR Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Measures Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
Impact REC-2: Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Measures Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS
<i>Construction</i>							
Impact REC-1: Would the project have the potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? OR Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?	Impacts Before Mitigation	NI	LTS	LTS	LTS	LTS	LTS
	Measures Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	LTS	LTS	LTS	LTS	LTS



CEQA Impact		No Project	Alt 1	Alt 3	Alt 4	Alt 5	Alt 6
Impact REC-2: Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	Impacts Before Mitigation	NI	NI	NI	NI	NI	NI
	Measures Mitigation	NA	NA	NA	NA	NA	NA
	Impacts After Mitigation	NI	NI	NI	NI	NI	NI

Source: Metro, 2024

Alt = Alternative

CEQA = California Environmental Quality Act

LTS = less than significant

NA = not applicable

NI = no impact

REC = Recreation



Table 3.14-7. Summary of Mitigation Measures and Impacts Before and After Mitigation for the Maintenance and Storage Facilities

CEQA Impact	MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric Bus MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
<i>Operational</i>					
<p>Impact REC-1: Would the project have the potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</p> <p>OR</p> <p>Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?</p>	LTS	LTS	LTS	LTS	LTS
	Impacts Before Mitigation	Measures Mitigation	NA	NA	NA
<p>Impact REC-2: Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?</p>	LTS	LTS	LTS	LTS	LTS
	Impacts Before Mitigation	Measures Mitigation	NA	NA	NA
<i>Construction</i>					
<p>Impact REC-1: Would the project have the potential to increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?</p> <p>OR</p> <p>Would the project result in substantial adverse physical impacts associated with the provision of, or need for, new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks?</p>	LTS	LTS	LTS	LTS	LTS
	Impacts Before Mitigation	Measures Mitigation	NA	NA	NA
<p>Impact REC-2: Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?</p>	LTS	LTS	LTS	LTS	LTS
	Impacts Before Mitigation	Measures Mitigation	NA	NA	NA



CEQA Impact	MRT MSF Base Design (Alts 1 and 3)	MRT MSF Design Option 1 (Alts 1 and 3)	Electric Bus MSF (Alt 1)	HRT MSF (Alts 4 and 5)	HRT MSF (Alt 6)
Impact REC-2: Does the project include recreational facilities or require the construction or expansion of recreational facilities which have an adverse physical effect on the environment?	NI	NI	NI	LTS	LTS
	NA	NA	NA	NA	NA
	Impacts After Mitigation	Impacts After Mitigation	Impacts After Mitigation	Impacts After Mitigation	Impacts After Mitigation

Source: Metro, 2024

Alt = Alternative

CEQA = California Environmental Quality Act

HRT = heavy rail transit

LTS = less than significant

MRT = monorail transit

MSF = maintenance and storage facility

NA = not applicable

NI = no impact