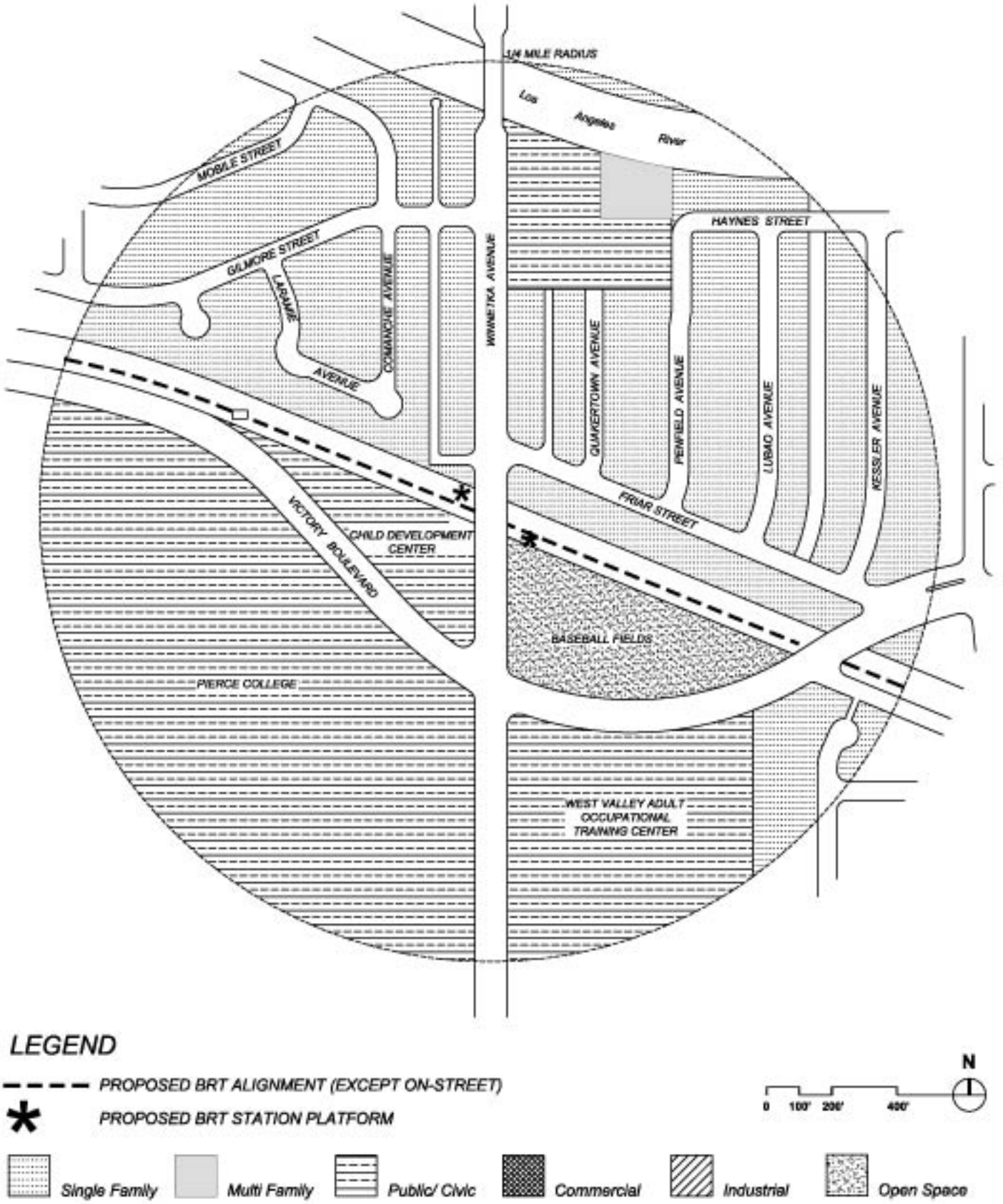


Figure 4-16a: Winnetka Station Area Land Use

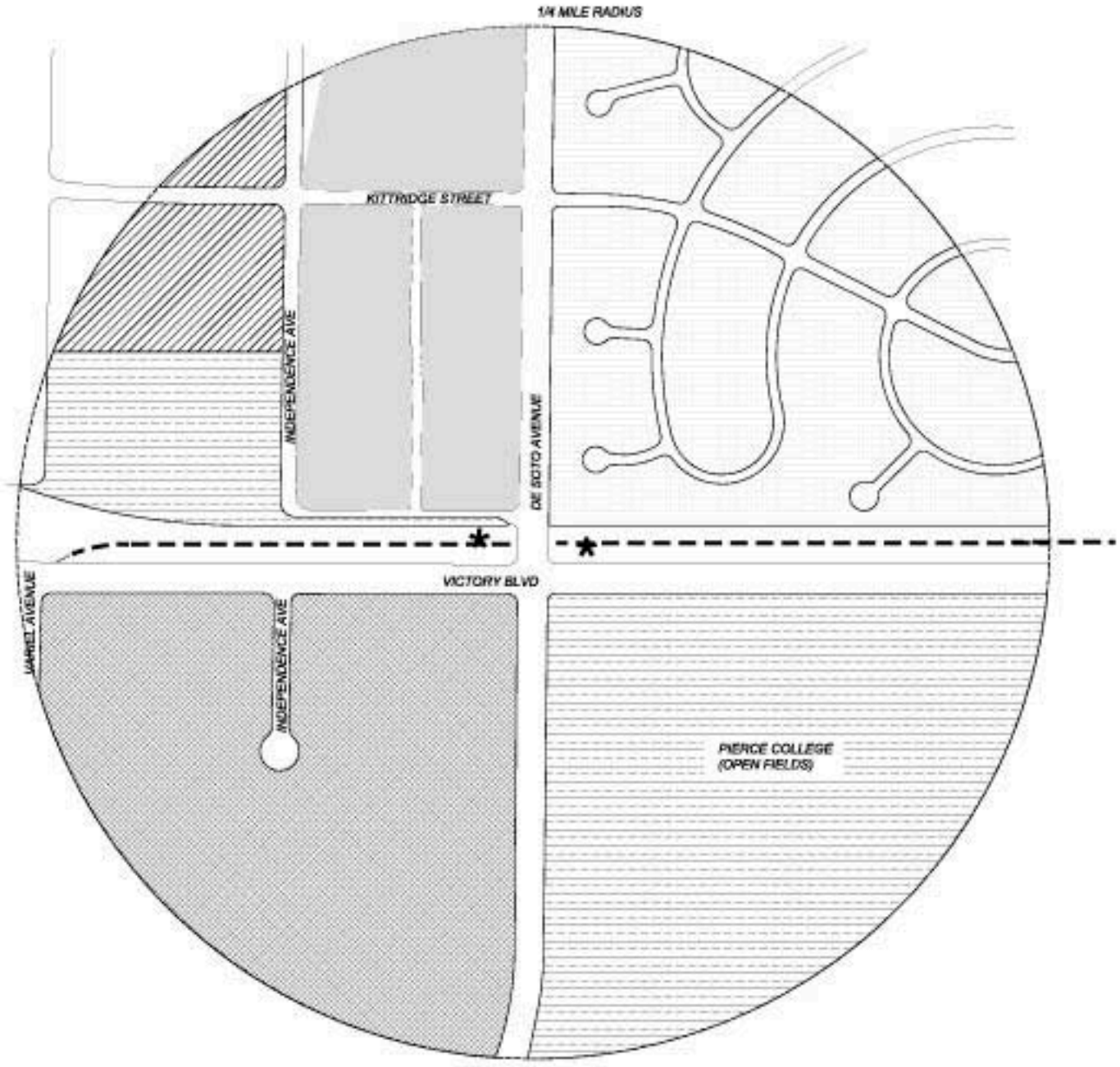


Figure 4-17: De Soto Station Area Land Use

- **Warner Center**

West of De Soto Avenue, the Full BRT Alternative enters Warner Center. Inside Warner Center, buses would leave the ~~SP~~ MTA ROW and operate on-street. Buses would pass industrial uses (including aerospace and manufacturing), commercial uses (including high-rise office buildings), regional shopping malls, big box retail, and multi-family residential condominiums and apartments

- **Warner Center Transit Hub**

The proposed transit hub would sit in the core of Warner Center as designated in the *Warner Center Specific Plan*. High-rise office towers, a hotel, and a major regional shopping mall surround the station site (see Figure 4-18). According to the Warner Center Transportation Management Organization, there are 40,000 employees working in Warner Center, the third largest agglomeration of commercial activity in Los Angeles County, after the Central Business District downtown and Century City in West Los Angeles. Built largely in the past 30 years, Warner Center is well maintained and landscaped. Multi-family residential development, primarily in the form of condominiums, has also been built in Warner Center, much of it within a quarter mile of the proposed transit hub.

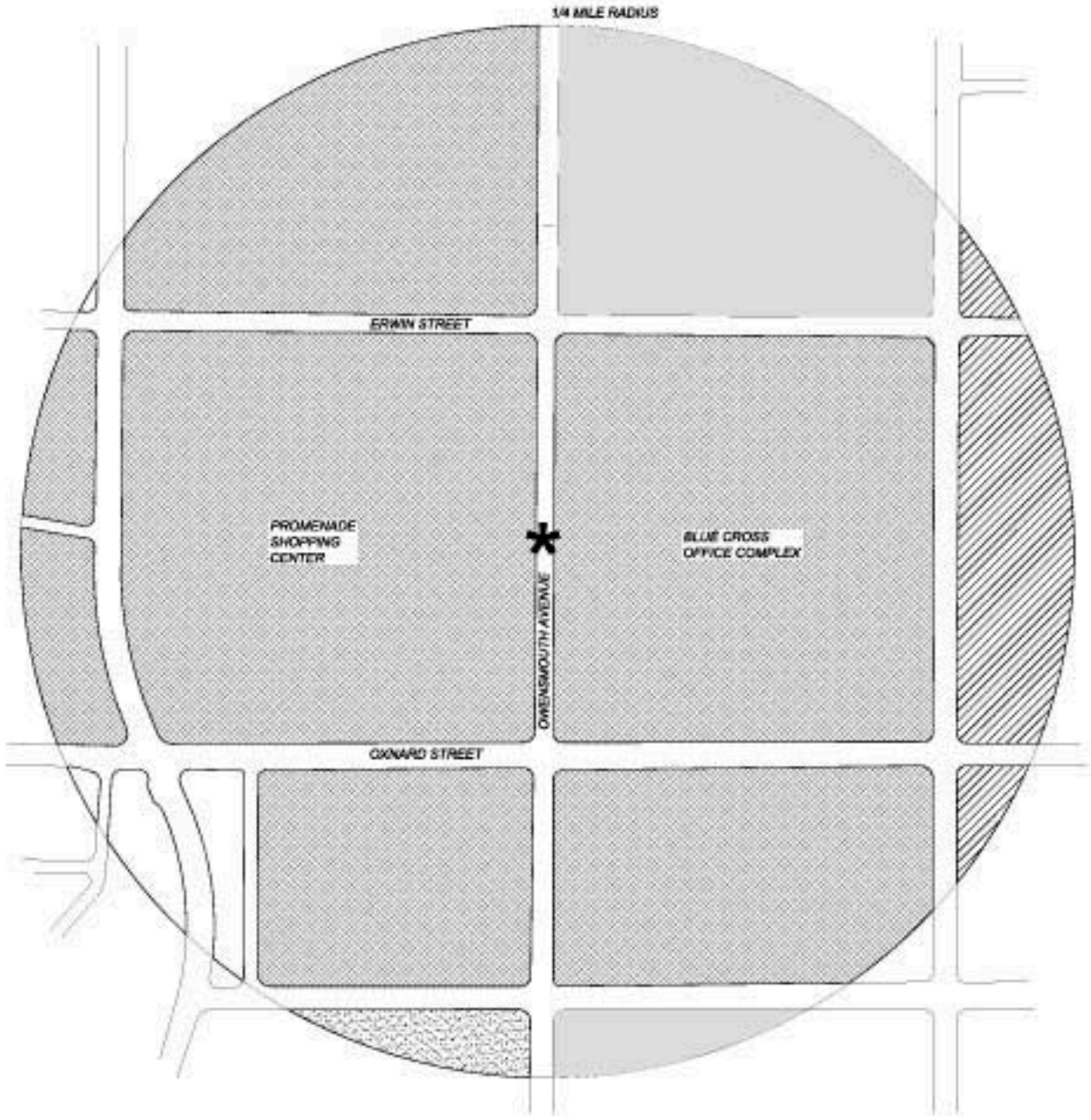
b. Lankershim / Oxnard On-Street Alignment and Weekend Service on Lankershim/Oxnard

In addition to the baseline BRT Alternative that would follow the ~~SP~~ MTA ROW through Chandler Boulevard and the "Diagonal" segment of the corridor to Woodman Avenue, an on-street alignment is under consideration that would follow Lankershim Boulevard north from the North Hollywood station to Oxnard Street. This alignment is also being considered for weekend service of the Full BRT Alternative.

The On-Street Alignment would head north along Lankershim Boulevard from the North Hollywood Metro Red Line station to Oxnard Street and head west on Oxnard Street to Woodman Avenue, where it would rejoin the ~~SP~~ MTA ROW to complete the journey to Warner Center. Shifting the alignment to Oxnard Street would shift ~~two~~ three station locations.~~,~~ ~~T~~the Laurel Canyon and Valley College stations~~,~~ would be located to the north ~~to~~ on Oxnard Street ~~as well~~ and a station would be located on the north and south sides of Oxnard Street where Woodman Avenue joins the MTA ROW. The existing land use patterns around these stations are described below:

- **Lankershim Boulevard**

Lankershim Boulevard between the North Hollywood Metro Red Line station and Oxnard Street is a largely commercial street, with uses such as small retail and larger auto-oriented businesses.



LEGEND

PROPOSED BRT ALIGNMENT (EXCEPT ON-STREET)

PROPOSED BRT STATION

N

0 100' 200' 400'

Single Family | Multi Family | Public/ Civic | Commercial | Industrial | Open Space

Figure 4-18: Warner Center Station Area Land Use

❑ Oxnard Street

Land uses along Oxnard Street are a mix of single- and multi-family residences. Other land uses include Ulysses S. Grant High School (Grant High School) and Los Angeles Valley College (Valley College). Commercial uses are located at the intersections of major streets such as Laurel Canyon Boulevard, Coldwater Canyon Avenue, and Woodman Avenue.

~~Two~~ Three stations along Oxnard Street would replace stations along the ~~SP~~ MTA ROW in this alternative. Land uses surrounding these alternate station areas are described below.

• Oxnard Street at Laurel Canyon Boulevard

This station would be located near the intersection of Oxnard Street and Laurel Canyon Boulevard on the ~~eastern~~ western side of the Hollywood Freeway (SR-170). ~~Uses directly adjacent to the station area include parking lots, SR-170, Laurel Plaza (Robinsons-May department store), Emmanuel Lutheran Church, and Laurel Hall School (see Figure 4-19).~~ Existing uses at ~~T~~the intersection of Laurel Canyon Boulevard and Oxnard Street ~~is characterized by~~ are primarily auto-oriented uses, including a gas station, a car wash, and an auto body repair facility, as well as a freeway on-ramp and Caltrans park-and-ride facility (see Figure 4-19). Uses surrounding the station area include parking lots, SR-170, Laurel Plaza (Robinsons-May department store), Emmanuel Lutheran Church, and Laurel Hall School. ~~East~~ South and west of the station site are single-family neighborhoods.

• Valley College (Fulton Avenue and Oxnard Street)

Southeast of the proposed station is the Valley College campus, and Grant High School is farther east along Oxnard Street (see Figure 4-20). With the exception of these two educational institutions, land uses within one-quarter mile of the station site are exclusively residential. Multifamily residences are concentrated along Fulton Avenue north of the proposed station, and single-family homes are found further west of the station along Oxnard Street and south along Fulton Avenue.

• Oxnard Street at Woodman Avenue

The proposed station at Woodman Avenue for the Lankershim/Oxnard On-Street Alignment would be located on the north and south sides of Oxnard Street just east of the MTA ROW. Existing land use patterns surrounding the Woodman Avenue station area are described in Section 4-1.1.2a for the Full BRT Alignment and illustrated on Figure 4-9.

c. Minimum Operable Segment (MOS)

The Minimum Operable Segment (MOS) would be an initial phase of the Full BRT Alternative. For the MOS, a busway would be constructed between Woodman Avenue and Balboa Boulevard, allowing existing on-street bus service between North Hollywood and Warner Center

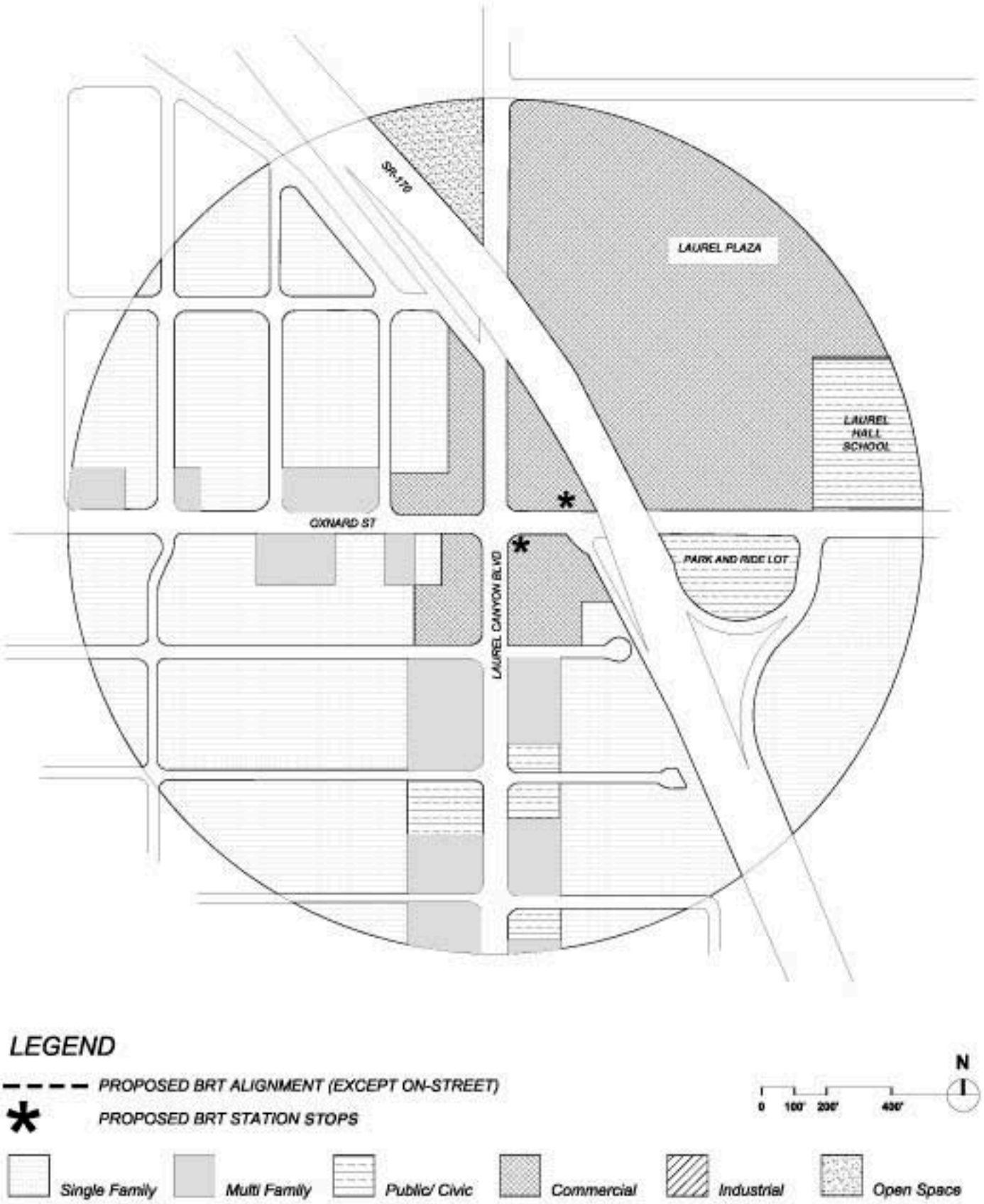


Figure 4-19: Laurel Canyon / Oxnard Station Area Land Use (Lankershim / Oxnard On-Street Alignment)

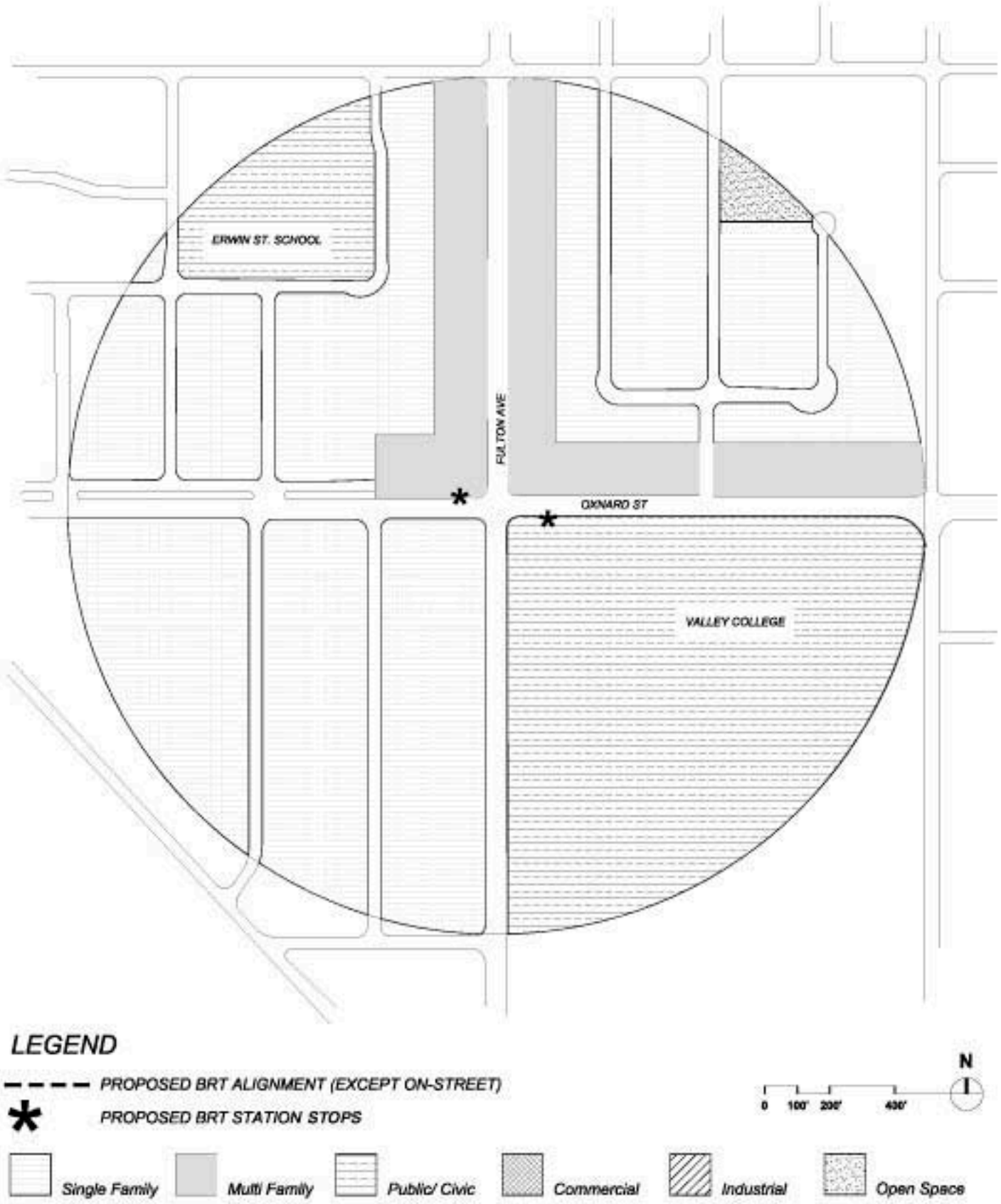


Figure 4-20: Valley College / Oxnard Station Area Land Use (Lankershim / Oxnard On-Street Alignment)

to bypass traffic in the most congested parts of the Valley, around Van Nuys Boulevard, Sepulveda Boulevard, and the I-405.

In the busway segment between Woodman and Balboa, adjacent land uses are described in Section 4-1.1.2 a, Full BRT Alternative existing land use. On-street service between North Hollywood and Warner Center would operate along existing bus routes.

4-1.1.3 Planned Land Use

The planning documents that apply to the San Fernando Valley East-West Transit Corridor include the following:

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

a. SCAG Regional Comprehensive Plan and Guide

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

- ~~Support existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.~~
- ~~Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.~~

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

b. SCAG Regional Transportation Plan

In addition to SCAG's Regional Comprehensive Plan and Guide, SCAG is responsible for the Regional Transportation Plan (RTP). ~~The 1998 RTP includes a strategy to expand the current "transit ridership by providing shuttle, bus, and rail services that meet the demands of consumers, providing convenient and efficient service at a reasonable cost." The RTP identified the San Fernando Valley East-West Transit Corridor as one of the exclusive transit corridors to be constructed by 2020.~~ The 2001 RTP recommends strategic investments in the best performing transit projects, including Metro Rapid Bus projects, and transit service expansion to provide an attractive alternative to the use of the single-occupant vehicle. The RTP identifies a number of baseline projects needed to achieve the Plan's goal of maintaining 1997 per capita ridership levels to the year 2025. A busway in the San Fernando Valley East-West Transit corridor from North Hollywood to Warner Center is identified as a baseline project with an estimated completion in 2005. The RTP further encourages the use of park-and-ride facilities that provide access to transit corridors.

c. Los Angeles General Plan Framework

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

❑ Land Use

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

❑ Transportation

~~The Framework's transportation policies seek to develop transit alignments and station locations that maximize transit service in activity centers. The Framework designates the SP ROW (in the East Valley) as a fixed rail transit corridor, based on previous MTA plans for the corridor.~~

~~Modified parking requirements are called for in areas proximate to transit, in order to encourage development in existing centers. The Framework's land use and transportation policies encourage development in these "targeted growth areas" by allowing more intense development than in non-targeted areas and calling for streamlined traffic analysis and mitigation procedures. These policies are intended to encourage new growth around existing regional and community centers and to discourage development in the surrounding residential neighborhoods.~~

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

❑ Urban Design

Transit Oriented Districts (TODs) built around transit stations are described in the Urban Design Element of the *General Plan Framework.* One of the goals of the *General Plan Framework* is that "transit stations function as a primary focal point of the City's development." The Framework sets out the policies for implementation around transit stations, such as:

- Prepare detailed plans for land use and development of transit-oriented districts.
- Work with developers and the MTA to incorporate public and neighborhood-serving uses and services in structures located in proximity to transit stations, as appropriate.
- Increase the density generally within one-quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations.
- Design and site new development to promote pedestrian activity and provide adequate transitions with residential uses.
- Provide for the development of public streetscape improvements, where appropriate.

Establish standards for the inclusion of bicycle and vehicular parking at and in the vicinity of transit stations, differentiating these to reflect the intended uses and character of the area in which they are located (e.g. stations in some urban areas may have limited parking, while those in suburban locations may contain extensive parking).

d. General Plan Transportation Element

~~In addition to the policies of the General Plan Framework, the Transportation Element of the General Plan (adopted September 1999) includes more detailed transportation policies for the City of Los Angeles. Street designations and design standards prescribed for items such as street widths, crosswalks, curbs, medians, sidewalks, signalization, street furniture, street lights, and street trees are contained in the Transportation Element. Implementation of these standards is directed by City departments, including the Department of Transportation and the Department of Public Works.~~

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

The Transportation Element's transportation policies seek to develop transit alignments and station locations that maximize transit service in activity centers. Modified parking requirements are called for in areas proximate to transit, in order to encourage development in existing centers. The transportation policies encourage development in these "targeted growth areas" by allowing more intense development than in non-targeted areas and calling for streamlined traffic analysis and mitigation procedures. These policies are intended to encourage new growth around existing regional and community centers and to discourage development in the surrounding residential neighborhoods.

❑ Street and Bicycle Plans

Designations of the alignment include:

- The San Fernando Valley East-West Transit Corridor as a priority corridor for high capacity transit service to commence prior to 2010,
- Victory Boulevard between the City boundary and Topanga Canyon Boulevard as a transit priority arterial street,
- Lankershim Boulevard between Chandler Boulevard and San Fernando Road as a transit priority arterial street, and
- The portion of Oxnard Street included in the Lankershim/Oxnard On-Street Alignment as a designated Secondary Highway. (The standard dimensions of a Secondary Highway cannot normally accommodate a peak hour curb lane. Enhanced bus service would therefore have to operate in the same two mixed flow travel lanes in each direction as on any other secondary highway.)

In addition, the *Bicycle Plan*, a portion of the *Transportation Element*, designates:

- ~~The SP ROW as a~~ A Class I bikeway in the vicinity of the MTA ROW east of Balboa Boulevard (with the exception that a Class II bikeway or a commuter bikeway facility is allowable where there are physical or other constraints that preclude a Class I bikeway), ~~or~~ and
- A Class II bikeway along portions of Victory Boulevard (Laurel Canyon to I-405 and White Oak to De Soto) as a parallel alignment to provide flexibility in implementation of the ~~SP~~ MTA ROW and Los Angeles River Class I bikeways.

❑ Transportation Element Policies

The *Transportation Element* also includes objectives and policies which impact transit investments in the San Fernando Valley, such as:

- Actively support completion of the LACMTA Baseline rail transit system by 2010.
- Establish a transit priority corridor prior to 2010 in the San Fernando Valley between North Hollywood and Warner Center.
- Establish the Burbank/Chandler corridor as a priority corridor for Alternative Rail Technology or a busway utilizing publicly owned railway right-of-way.
- Promote the mutli-modal function of transit centers (bus and rail) through improved station design and management.
- Promote the development of transit alignments and station locations that maximize transit service to activity centers and which permit the concentration of development around transit stations.

- Promote implementation of the Land Use/Transportation Policy as adopted by City Council and endorsed by the LACMTA Board which encourages economic development in proximity to transit centers.

e. City of Los Angeles Community and Specific Plans

For land use planning purposes, the City of Los Angeles is divided into 35 community planning districts. For each of these districts, a community plan has been prepared to establish land use designations, policies, and implementation programs. These individual plans are considered collectively to be part of the *Land Use Element* of the *City of Los Angeles General Plan* and are a means through which citywide land use policies are applied to specific development proposals. The transit corridor passes through or borders five community planning areas and two Specific Plan areas (see Figure 4-21):

1. North Hollywood-Valley Village Community Plan
2. Van Nuys-North Sherman Oaks Community Plan
3. Reseda-West Van Nuys Community Plan
4. Encino-Tarzana Community Plan
5. Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan
6. Valley Village Specific Plan
7. Warner Center Specific Plan

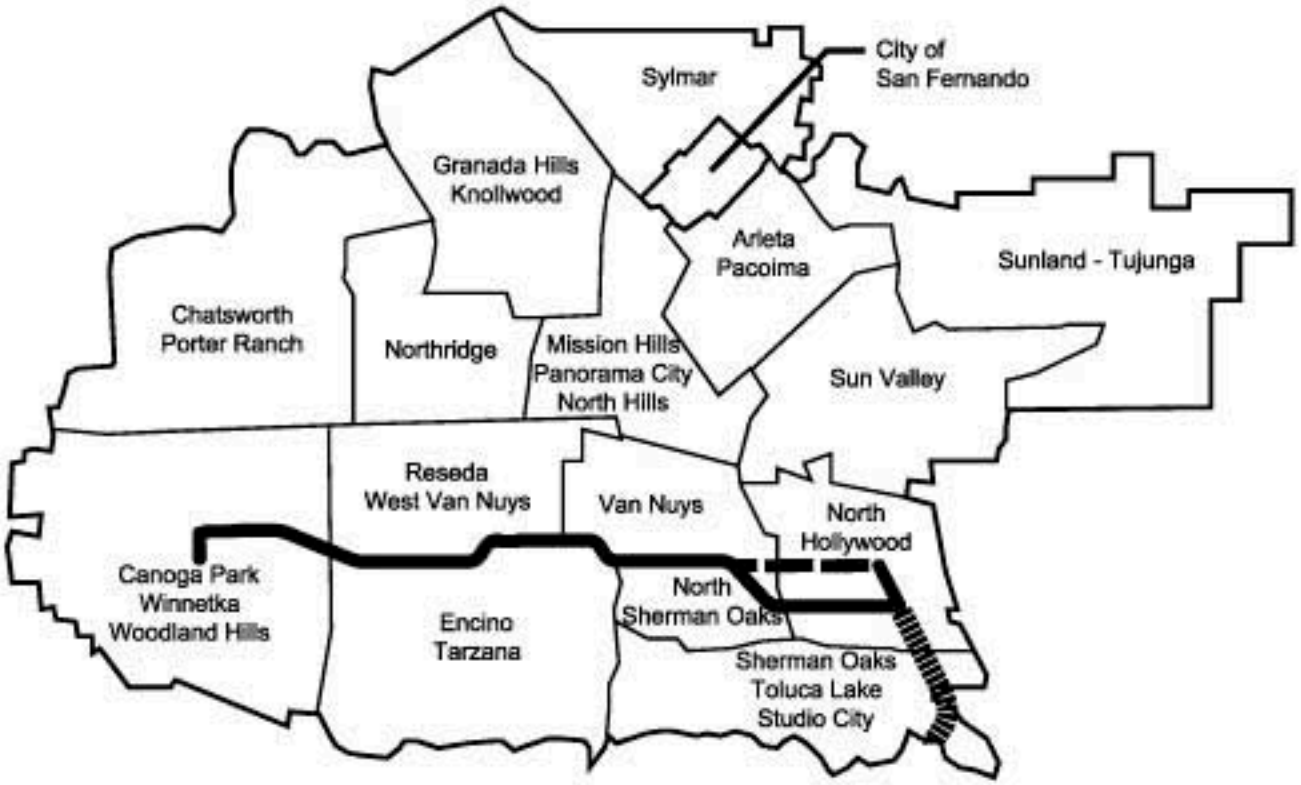
❑ North Hollywood-Valley Village Community Plan

The *North Hollywood-Valley Village Community Plan*, adopted March 1975 (updated in ~~1995~~ 1996), encompasses both the Full BRT Alignment along Chandler Boulevard and the Lankershim / Oxnard On-Street Alignment.

• Policies

The *Plan* proposes that "the low-density residential character of North Hollywood-Valley Village should be preserved and that single family residential neighborhoods be protected from encroachment by other types of uses." Also, the *Plan* recommends that "a building setback line along the railroad rights-of-way should be initiated to aid the beautification of the community by eliminating billboards and other unsightly structures…"

The *Plan* recommends maximizing development opportunities along the future transit system. The *Plan* encourages high-medium and medium-density residential uses around the North Hollywood Business District and the Metro Red Line transit station. A pedestrian link between the Metro Red Line station and North Hollywood Park is recommended. ~~The community plans and t~~The citywide Bicycle Plan indicates a Class I bikeway in the vicinity of the MTA ROW ~~on Chandler Boulevard~~. The plan also suggests that any transit improvements in the ~~SP~~ MTA ROW not divide the Orthodox Jewish community along Chandler Boulevard.



Source: Gruen Associates, 2000.

Figure 4-21: Community Planning Areas

• Planned Land Use Designations

Between Lankershim Boulevard and the Hollywood Freeway, land use designations along the ~~SP~~ MTA ROW are community commercial and open space (North Hollywood Park). Between the Hollywood Freeway and Whitsett Avenue, planned land use is shown as multifamily residential with neighborhood commercial uses clustered at ~~major~~ Laurel Canyon and Whitsett. From Whitsett Avenue to just east of Coldwater Canyon Avenue, single-family designations are predominant.

Along Lankershim Boulevard commercial and multifamily designations predominate. Single-family, commercial and multiple family designations exist from SR-170 to Lankershim Boulevard. Along Oxnard Street from SR-170 to Coldwater Canyon Avenue, the land use designation is primarily multifamily.

❑ Valley Village Specific Plan

The *Valley Village Specific Plan*, adopted in 1993, encompasses the ~~SP~~ MTA ROW along Chandler Boulevard between the Hollywood Freeway and Coldwater Canyon Avenue. The purposes of this *Specific Plan* include assuring "attractive and harmonious multiple residential and commercial developments that are adjacent to the existing single-family developments within the Valley Village area of the North Hollywood Community Plan area" and preserving "stable single-family neighborhoods presently zoned for single-family uses." The *Specific Plan* provides guidelines and standards for commercial and multifamily developments in the area. Public transportation is not covered within the *Specific Plan*.

❑ Van Nuys-North Sherman Oaks Community Plan

The *Van Nuys-North Sherman Oaks Community Plan*, adopted October 1977 and updated in 1998, refers to a transit line along the ~~SP~~ MTA ROW. The Community Plan area includes both the Full BRT Alignment on the ~~SP~~ MTA ROW from Coldwater Canyon Avenue to the I-405 just east of Haskell Avenue and the Lankershim/Oxnard On-Street Alignment from Coldwater Canyon Avenue to Woodman Avenue.

• Policies

The *Plan* identifies the proposed Van Nuys and Sepulveda transit stations as appropriate for future designation as Transit Oriented Districts (TODs). Zone changes from industrial to commercial are recommended adjacent to the proposed transit stations on Van Nuys and Sepulveda Boulevards. The *Plan* recommends development incentives such as parking reductions and increased intensity within a one-quarter mile radius of the stations, and a 100 percent floor area ratio (FAR) increase within 1,000 feet of stations. However, the *Plan* also indicates that, "in order to protect the identity of residential areas, commercial buildings adjacent to [residential] areas will step down in height."

The *Plan* recommends rail transit improvements, including station stops at Fulton Avenue/Valley College, Van Nuys Boulevard, and Sepulveda Boulevard. It also recommends the implementation of a Class I bikeway along the ~~SP~~ MTA ROW, and the coordination of bus transit improvements in the Plan area with the MTA.

• Planned Land Use Designations

Designated land uses along the ~~SP~~ MTA ROW are primarily single family residential east of Woodman Avenue and multifamily residential between Woodman and Hazeltine Avenues. Designations west of Hazeltine Avenue are industrial. North of Erwin, in the Cameron Woods neighborhood, adjacent land uses are single-family residential.

❑ Reseda-West Van Nuys Community Plan

The *Reseda-West Van Nuys Community Plan*, last updated in ~~1998~~ 1999 , acknowledges the opportunity for a rapid transit system such as a busway. The Community Plan area is bounded to the south by the ~~SP~~ MTA ROW alignment, between Balboa Boulevard and Corbin Avenue. The Community Plan area also includes the MOS along Victory Boulevard between Balboa Boulevard and Corbin Avenue.

• Policies

The *Community Plan* includes a policy to promote housing in mixed use projects along transit corridors. The *Plan* calls for any increases in residential density to occur along transit corridors, possibly in mixed use development, protecting existing low-density residential areas.

The ~~SP~~ MTA ROW is designated a Rapid Transit Study Route in the *Plan*. The identification of Pedestrian-Oriented Districts (PODs) for increased street activity is also a *Plan* objective. A Transportation Improvement and Mitigation Program (TIMP) prepared for this planning area was used to identify necessary transit improvements, including bus transit improvements and coordination with the MTA. The *Plan* also calls for a Class I bikeway along the ~~SP~~ MTA ROW.

• Planned Land Use Designations

In the Reseda-West Van Nuys Community Planning Area, land uses along the ~~SP~~ MTA ROW are predominantly an open space designation between Balboa Boulevard and White Oak Avenue. The designated land uses along the ~~SP~~ MTA ROW west of White Oak Avenue are single-family residential with a small concentration of commercial, industrial, and multifamily land uses between Reseda Boulevard and Wilbur Avenue.

❑ Encino-Tarzana Community Plan

The *Encino-Tarzana Community Plan*, last updated in 1998, sets land use policy along the ~~SP~~ MTA ROW between I-405 and Balboa Boulevard and along the southern edge of the ~~SP~~ MTA ROW between Balboa Boulevard and Corbin Avenue.

• Policies

The Plan identifies the ~~SP~~ MTA ROW along Oxnard and Topham Streets as a "major development opportunity site." "Opportunities" listed for the ~~SP~~ MTA ROW include "integrating the development of the rail right-of-way with adjacent properties" and "establishing design features that complement adjacent uses for any future transit station stop." The Plan calls for higher residential densities near commercial centers or transit stations. These opportunities are available where permitted by planned land use, which does not include areas within the Sepulveda Basin that are designated for recreational or military uses. Coordination with MTA to improve local bus service was identified by the TIMP prepared for this Plan area. Plan policies also call for transit-priority treatments along the Victory Boulevard corridor and the development of "transit centers" adjacent to Oxnard Street and the ~~SP~~ MTA ROW to implement linkages to future mass transit service.

• Planned Land Use Designations

Land use designations along the ~~SP~~ MTA ROW are public facilities and open space between I-405 and the area immediately east of White Oak Avenue. West of the Sepulveda Dam Recreation Area to Lindley Avenue, designations are primarily single-family residential. Between Lindley and Wilbur Avenues, land uses include general commercial, limited industrial and multifamily residential. West of Wilbur to Corbin Avenue, planned land use is primarily single-family residential.

❑ Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan

The *Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan*, last updated in ~~1998~~ 1999, identifies the ~~SP~~ MTA ROW as an "important development opportunity for the community." The alignment between Corbin Avenue and the Owensmouth Terminus is located in this Plan area.

• Policies

The potential use of the ~~SP~~ MTA ROW as a busway, bikeway or for the provision of parking is identified as an opportunity. The Plan recommends mixed-use development adjacent to transit stations. Higher density residential development is encouraged at commercial centers and major bus routes. The Plan recommends the use of PODs and mixed-use areas to provide alternatives to automobile-oriented commercial activity. The TIMP was prepared for this Plan area and its

recommendations include coordination with the MTA to improve bus service, the establishment of the Warner Center Transit Hub, and encouraging alternative modes of transportation to the single occupancy vehicle.

● Planned Land Use Designations

Land uses along the ~~SP~~ MTA ROW in this planning area are low density residential and open space to De Soto Avenue, and commercial, industrial and medium density multiple family residential west of De Soto Avenue to the Terminus. Warner Center is identified as the "Gateway to the Valley," and the dominant center of commercial and office activity in the *Community Plan* area.

❑ Warner Center Specific Plan

The *Warner Center Specific Plan* is currently being updated. Warner Center is primarily a commercial development, with a mixture of retail, office, light industrial space, and multifamily residential development. The *Specific Plan* was developed in order to regulate successive phases of development within Warner Center, and permits up to 35.7 million square feet of development by Phase IV, the final phase, of the Plan. The Specific Plan divides the area into development zones with the following FAR and height limits:

- Core, 2:1 FAR – No height limit
- Primary, 1.5:1 FAR – 145 and 165 foot height limits
- Secondary, 1:1 to 1.25:1 FAR – 75 and 145 foot height limits
- Tertiary, 1:1 FAR – 45, 60 and 75 foot height limits

FAR bonuses are available for public space and transit station dedication in specified areas, and for child care facilities. The Center is currently in Phase III of the Plan's implementation. The beginning of each new development phase is contingent on the attainment of the traffic and transportation criteria laid out in the *Specific Plan*. Phase III requires that transit improvements include an east-west transit project connecting to the Metro Red Line and the construction of an Oxnard/Canoga/Owensmouth commuter station. Owensmouth Avenue is a designated parkway and is identified as a future link between Warner Center and regional transit systems.

f. City of Los Angeles Municipal Zoning Code

The *Los Angeles Municipal Zoning Code* regulates land use and development throughout the City. The Code identifies the uses that are allowed on parcels within the city. The zoning code is required by California law to reflect the guidance contained within the land use element of the City's General and Community Plans. The zoning along the corridor is generally consistent with the planned land use designations described in the Community Plans above. According to the Code, the entire length of the ~~SP~~ MTA ROW is zoned "PF," for Public Facilities. This zoning is compatible with the proposed project.

g. Amended North Hollywood Redevelopment Project Plan and the Revised Design for Development: North Hollywood Commercial Core

The Community Redevelopment Agency (CRA) is the prime entity responsible for establishing and implementing redevelopment projects and project plans within the redevelopment areas of the City of Los Angeles. The CRA has prepared a 1997 *Amended Redevelopment Plan for the North Hollywood Redevelopment Project* containing redevelopment goals, land use designations, and implementation strategies for the project area. The Redevelopment Project area includes the MTA ROW from the proposed BRT terminus west of Lankershim to Camellia Avenue, and the Lankershim/Oxnard Alignment from North Hollywood to Hatteras Street. The Plan designates the MTA ROW and surrounding properties, as well as properties adjacent to Lankershim from North Hollywood to Hatteras Street as Community Commercial. The plan includes the following relevant goals for projects in the area:

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

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

h. Sepulveda Basin Master Plan

The *Sepulveda Basin Master Plan* sets land use policy within the Sepulveda Flood Control Basin, which is owned by the Army Corps and leased to the City of Los Angeles for use as a recreation facility. The Plan is intended to guide orderly and coordinated development and management of the Basin. The Plan shows the MTA ROW as a continuous and separate Non-Recreational use through the Basin, and acknowledges the historic use of the ROW as a transportation corridor.

In the Sepulveda Basin Master Plan area, land use designations adjacent to the MTA ROW are primarily Low-Intensity Recreation and High-Intensity Recreation. South of the Los Angeles

River, Low-Intensity Recreation is planned west of the corridor and High-Intensity Recreation is planned east of the corridor. North of the Los Angeles River to Bull Creek, the corridor passes through an area of planned High-Intensity Recreation, although just west of Balboa Boulevard the corridor is separated from recreational uses by the existing Navy installation. From Bull Creek to just west of Woodley Avenue, the planned land use is Low-Intensity Recreation, although in fact the corridor is separated from existing recreational uses in this area by Los Angeles Department of Recreation and Parks maintenance facilities in this area. From just west of Woodley Avenue to the I-405 freeway, the corridor is adjacent to Non-Recreational uses, including military facilities and a water reclamation plant. The City of Los Angeles land use designation of "Open Space" reflects the Corps' land use designations contained in the *Master Plan*.

i. Pierce College Master Plan

The Pierce College Master Plan is currently undergoing environmental review. This master plan provides for the expansion of the College and the construction of new facilities. Campus officials have indicated that during the planning process they intend to consider in the master plan the relocation of the Pierce College Child Development Center (now on the Winnetka site) onto the main campus of the College. This would free up the Winnetka site for a park-and-ride lot at the station and potentially for joint-use parking with the campus and adjacent residential uses.

4-1.2 Impact Analysis Methodology and Evaluation Criteria

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

- Acquisitions and Displacements, Section 4-2,
- Demographics and Neighborhoods, Section 4-3,
- Community Facilities and Services, Section 4-4,
- Visual and Aesthetic Conditions, Section 4-6,
- Noise and Vibration, Section 4-9,
- Safety and Security, Section 4-13, and
- Cultural Resources, Section 4-14.

4-1.2.1 Existing Land Use Impact Methodology and Significance Criteria

The localized land use analysis assesses if and how the proposed project would alter the existing land use pattern and overall development character of the study area. The potential impact area for this portion of the analysis is defined as approximately 300 feet (two parcel depths) to either side of the corridor and within a one-quarter mile radius of the proposed stations.

For the purposes of determining land use compatibility, it is assumed that some land uses, including residential uses, schools, religious institutions and open space are sensitive uses that

could potentially be disrupted by changes in adjacent land uses (Table 4-1). In these areas, it is possible to appropriately buffer the project (through the use of landscaping) to be compatible with adjacent sensitive land uses, although other impacts related to noise and changes to the visual environment may occur.

Table 4-1 : Sensitive Land Uses Adjacent to the Bus Rapid Transit Alternative

Segments	BRT	Lankershim / Oxnard On-Street Alignment	MOS
East Valley			
North Hollywood Station to Woodman Avenue	38 single-family residential blocks 31 multi-family residential blocks North Hollywood Park ~~2~~ 8 schools: North Hollywood High School, Emek Hebrew Academy, Valley Torah High School, Valley Hillel School, Woodcrest School, Birmingham High School, Los Angeles Valley College, Pierce College ~~3~~ 10 religious institutions: Aish Hatorah, Chabad of North Hollywood, ~~and~~ Shaarey Zedek Congregation, Valley Jewish Learning Center, St. John's Lutheran Church, Jehovah's Witnesses, Ohel Rachel Synagogue, Iranian Synagogue, Namaste Interfaith Center, Yad Avraham Sephardic Synagogue	32 single-family residential blocks 29 multi-family residential blocks ~~2~~ 5 schools: Laurel Hall School, Ulysses S. Grant High School, Birmingham High School, Los Angeles Valley College, Pierce College ~~1~~ 2 religious institutions: Emmanuel Lutheran Church, St. John's Lutheran Church	Not Applicable (See Chapter 2)
Woodman Avenue to Hazeltine Avenue	5 single-family residential blocks 9 multi-family residential blocks	5 single-family residential blocks 9 multi-family residential blocks	5 single-family residential blocks 9 multi-family residential blocks
Hazeltine Avenue to 405	4 single-family residential block	4 single-family residential blocks	4 single-family residential blocks
West Valley			
I-405 to Balboa Boulevard	9 single-family residential blocks 6 multi-family residential blocks	9 single-family residential blocks 6 multi-family residential blocks	9 single-family residential blocks 6 multi-family residential blocks
Balboa Boulevard to Reseda Boulevard	27 single-family residential blocks 5 multi-family residential blocks 1 school: Birmingham High School Sepulveda Dam Recreation Area	27 single-family residential blocks 5 multi-family residential blocks 1 school: Birmingham High School Sepulveda Dam Recreation Area	Not Applicable (See Chapter 2)

Table 4-1 : Sensitive Land Uses Adjacent to the Bus Rapid Transit Alternative			
Segments	**BRT**	**Lankershim / Oxnard On-Street Alignment**	**MOS**
Reseda Boulevard to Winnetka Avenue	43 single-family residential blocks Pierce College 1 school: Woodcrest Elementary School	43 single-family residential blocks Pierce College 1 school: Woodcrest Elementary School	Not Applicable (See Chapter 2)
Winnetka Avenue to De Soto Avenue	15 single-family residential blocks Pierce College	15 single-family residential blocks Pierce College	Not Applicable (See Chapter 2)
De Soto Avenue to Warner Center	3 multi-family residential blocks	3 multi-family residential blocks	Not Applicable (See Chapter 2)
Note: Blocks are assumed to be 300 feet long and are counted along both sides of the right-of-way.			

Source: Gruen, 2000.

An adverse impact under NEPA (significant impact under CEQA) would occur if:

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

4-1.2.2 Consistency of Alternatives with Planning and Zoning Methodology and Significance Criteria

Impacts to planned land use are identified by comparing the proposed use of the alignment or station area under the proposed project with the planned use as designated in applicable planning documents, as well as existing zoning for the area. (The ~~SP~~ MTA ROW is zoned PF – Public Facilities, compatible with a transportation improvement.) For land that must be acquired, the land use with the proposed project is compared for consistency with the designated use. If the proposed project would result in land uses that are not consistent with adopted plans or policies, an adverse impact under NEPA (significant impact under CEQA) would occur.

4-1.2.3 Station Area Development Potential Methodology and Significance Criteria

The potential for the area proximate to transit station areas to reach higher concentrations of development than their surroundings is dependent primarily upon the planned land use and

zoning designations around stations. City of Los Angeles Community Plans (the Land Use element of the *General Plan*), ~~and~~ Specific Plans, the Sepulveda Basin Master Plan, and Redevelopment Plans, as well as zoning maps for each station area were consulted to determine the development potential under the existing zoning within a one-quarter mile radius of the proposed transit stations. Stations located in areas that are not currently developed to the extent possible under existing zoning, but yet are designated for commercial, industrial, or multifamily residential development, would have the greatest potential to accept increased growth.

An adverse impact under NEPA (significant impact under CEQA) would occur if the potential for growth caused by the proposed project results in an increased intensity of development around the stations that is inconsistent with the intensity and mix of uses prescribed in the pertinent General, Community, ~~and~~ Specific, Redevelopment, and Master Plans.

4-1.3 Impacts

This section describes land use impacts based on the criteria described above.

4-1.3.1 Existing Land Use Impacts

a. No Build Alternative

No adverse impacts under NEPA (significant impacts under CEQA) are associated with the No Build Alternative.

b. Transportation System Management (TSM) Alternative

The introduction of expanded regional bus service associated with the TSM Alternative would have a relatively modest effect on land use patterns and no adverse impacts under NEPA (no significant impacts under CEQA) are anticipated.

c. Bus Rapid Transit (BRT) Alternative – Full BRT Alignment

Impacts to existing land uses were identified through a review of the conceptual engineering drawings prepared for the BRT Alternative, conceptual station area site plans, and information regarding land acquisitions (see Section 4-2). Parcels that would be directly altered as a result of the proposed project were identified and the proposed future land uses (for either the alignment or the station) were analyzed in terms of compatibility with uses on adjacent parcels.

- **Compatibility with Surrounding Uses**

The introduction of a exclusive busway transit improvement in the corridor has the potential to cause impacts related to incompatibility with adjacent uses. Table 4-1 summarizes sensitive land uses within 300 feet of the alignment.

As part of the project, the preservation of existing trees and the planting of new trees will screen sensitive uses from the busway. The construction of soundwalls and berms in some areas as noise mitigation will also act as a visual or physical buffer for sensitive land uses. (Section 4-9 describes where soundwalls would be installed.) In addition, it should be noted that the ~~SP~~ MTA ROW was originally designed and used for transportation purposes. Because sensitive land uses will be buffered from the project and transportation has been the historic land use of the ~~SP~~ MTA ROW, the BRT Alternative would be compatible with existing land uses. (The sections within this document that include analyses of other potential proximity impacts are listed at the beginning of Section 4-1.2.)

The at-grade diagonal crossing of Fulton Avenue and Burbank Boulevard would require the acquisition of one single-family and 5 multifamily residential units (on a single parcel) and two commercial properties at the southeast corner of the intersection. The loss of six (total) housing units is not substantial because of the many other multifamily housing units in the area. Furthermore, because the parcels would be surrounded by commercial facilities and the ~~SP~~ MTA ROW, no abrupt transitions between land uses would be created. Therefore, no adverse impacts under NEPA (significant impacts under CEQA) with respect to land use compatibility are anticipated. (Impacts associated with the acquisition of this property are described in Section 4-2.)

❑ Loss of a Major Portion of a Land Use in a Specific Area

The only potential loss of use would be along the ~~SP~~ MTA ROW between Hazeltine Avenue and Sepulveda Boulevard, where numerous commercial/ industrial businesses have leased portions of the right-of-way. These businesses would be displaced with the construction of the ~~right-of-way~~ busway. Impacts specifically related to displacement are discussed in Section 4-2. However, other commercial/industrial businesses of the same type occupy the land adjacent to the ~~SP~~ MTA ROW in this area. Furthermore, the businesses within the right-of-way occupy land zoned for public facilities. Therefore, the use of the right-of-way for non-public uses should only be considered temporary. As such, no adverse land use impact under NEPA (no significant land use impact under CEQA) is anticipated.

d. BRT Alternative - Lankershim/Oxnard On-Street Alignment and Weekend Service on Lankershim/Oxnard

Because of the on-street operation of buses along Lankershim Boulevard and Oxnard Street, no adverse land use impacts under NEPA (no significant land use impacts under CEQA) are anticipated in this portion of the alignment variation. Land use impacts along the portion of the alignment that would run on the ~~SP~~ MTA ROW, between Woodman Avenue and Warner Center, would be the same as those described above, in the ~~SP~~ MTA ROW Corridor Impacts analysis.

e. BRT Alternative - Minimum Operable Segment (MOS)

No adverse corridor localized land use impacts under NEPA (no significant corridor localized land use impacts under CEQA) are associated with the MOS, because no impacts on existing land use would occur along the ~~SP~~ MTA ROW between Woodman Avenue and Balboa Boulevard.

4-1.3.2 Consistency of Alternatives with Planning and Zoning

The following Section discusses the consistency of the proposed project with the stated land use and transit policies of each of the applicable land use planning documents.

a. No Build Alternative

❑ Regional Policy and Planning

The No Build Alternative would be inconsistent with the SCAG *Regional Comprehensive Plan and Guide* because it would not support the growth management and land use strategies listed there. The No Build Alternative would also be inconsistent with the SCAG *Regional Transportation Plan* because it would not ~~utilize~~ facilitate completion of a busway project on the San Fernando Valley East-West Transit Corridor, ~~as~~ which is called for as a baseline 2025 project in the *Plan*, nor would it expand transit ridership.

❑ City of Los Angeles *General Plan Framework and Transportation Element*

Because the *City of Los Angeles General Plan* and the *Transportation Element* call for a transit improvement along the San Fernando Valley East-West Transit Corridor, the No Build Alternative would be inconsistent with both plans.

❑ City of Los Angeles Community and Specific Plans

The No Build Alternative would be inconsistent with the *North Hollywood-Valley Village Community Plan*, the *Van Nuys-North Sherman Oaks Community Plan*, the *Encino-Tarzana Community Plan*, and the *Warner Center Specific Plan*, which recommend the establishment of mass transit service in the San Fernando Valley East-West Transit Corridor.

❑ City of Los Angeles Zoning Code

The No Build Alternative would be consistent with the PF (Public Facilities) zoning of the right-of-way.

- **Amended North Hollywood Redevelopment Project Plan and the Revised Design for Development: North Hollywood Commercial Core**

The No Build Alternative would not be inconsistent with the Amended Redevelopment Plan for the North Hollywood Redevelopment Project and the Revised Design for Development: North Hollywood Commercial Core.

- **Sepulveda Basin Master Plan**

The No Build Alternative would be consistent with the Sepulveda Basin Master Plan.

- **Pierce College Master Plan**

The No Build Alternative would be consistent with the Pierce College Master Plan.

b. Transportation System Management (TSM) Alternative

- **Regional Policy and Planning**

The TSM Alternative would be consistent with the SCAG *Regional Comprehensive Plan and Guide* because enhanced transit service would support the growth management and land use strategies listed there. The TSM Alternative, as a baseline component of the BRT Alternative, would also support consistency in that manner (see Table 4-1a). The TSM Alternative would also be consistent with the SCAG *Regional Transportation Plan* because it would expand transit ridership in and around the San Fernando Valley East-West Transit Corridor.

[Note: Table 4-1a on the following page is a new addition to the Final EIS/EIR and did not appear in the Draft EIS/EIR. It is labeled Table 4-1a to distinguish it from the table numbers in the Draft EIS/EIR. Other new tables added to the Final EIS/EIR are treated in the same way.]

Table 4-1a: Consistency of the BRT Alternative with SCAG Regional Comprehensive Plan and Guide

Policy	Consistency
Support existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled (VMT), and create opportunities for residents to walk and bike.	As a planned land use for the 14-mile MTA ROW, the BRT Alternative would be very supportive of this SCAG policy. Transit use would increase with the construction of the BRT alternative, both along the busway and on increased on-street bus service. Auto trips and VMT would also decrease with the BRT Alternative (refer to Chapter 3, Transportation). In addition, because the BRT Alternative is being designed to accommodate a bicycle and pedestrian path, it would also increase opportunities for residents of the San Fernando Valley to walk and bike. The TSM Alternative would assist in encouraging transit uses.
Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.	The BRT Alternative would foster increased transit access to station areas through infill development, redevelopment, increased density of development, and mixed-use development. Several stations, including the North Hollywood, Van Nuys, and Warner Center stations would be located within areas in which plans for infill development and redevelopment are already in place. However, land uses adjacent to the right-of-way and in surrounding station areas would still be subject to the land use policies of the City of Los Angeles and the Army Corps of Engineers in the Sepulveda Basin. The TSM Alternative would provide only minor support for this policy.
Support local plans to increase density of future development located at strategic points along regional commuter rail, transit systems, and activity centers.	The BRT Alternative was developed to take advantage of local land use patterns. Several of the stations would be located in areas that could accommodate increased density, including: the North Hollywood, Laurel Canyon, Van Nuys, Sepulveda, Reseda, and Warner Center stations. Not all stations are located in areas where the planned land uses would accommodate increased density. The TSM Alternative would provide only minor support for this policy.
Support local jurisdiction strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.	As described above, some stations in the BRT Alternative would be located in areas where the City of Los Angeles has established policies to encourage mixed-use and transit-oriented development. The TSM Alternative would provide only minor support for this policy.
Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.	The BRT Alternative would be consistent with these land use policies by using the currently underutilized MTA ROW for transportation purposes and locating some stations in activity centers or in areas which have the potential to be redeveloped or "recycled," as described above. The TSM Alternative would provide only minor support for this policy.
Support and encourage settlement patterns that contain a range of urban densities.	The BRT Alternative would encourage settlement patterns that contain a range of urban densities. Because the BRT project would increase transit service to a multiplicity of urban environments, including commercial areas, high-density residential areas, and single-family neighborhoods, the viability of all of these settlement types would be enhanced. The TSM Alternative would provide only minor support for this policy.

Source: Gruen Associates, Inc., 2001.

❑ City of Los Angeles General Plan Framework and Transportation Element

The TSM Alternative would ~~not~~ be consistent with the *General Plan Framework*'s ~~designation of the SP ROW in the East Valley as a fixed-rail transit corridor,~~ call for increased transit service and bus transit improvements. ~~nor~~ The TSM Alternative would not be consistent with the *Transportation Element*'s designation of the corridor as ~~Bus Rapid Transit or Alternative Rail Transit corridor~~ a priority corridor for high capacity transit service. However, the bus network enhancements of the TSM Alternative would provide increased transit service to the ~~SP~~ MTA ROW corridor.

❑ City of Los Angeles Community and Specific Plans

The TSM Alternative is considered generally consistent with area community and specific plans as it would provide an increase in transit service in and around the San Fernando Valley East-West Transit Corridor. However, the TSM Alternative would not be consistent with the transit station-oriented land use policies of the *North Hollywood-Valley Village Community Plan*, the *Van Nuys-North Sherman Oaks Community Plan*, or the *Encino-Tarzana Community Plan*.

❑ City of Los Angeles Zoning Code

The TSM Alternative would be consistent with the PF (Public Facilities) zoning code of the right-of-way.

❑ Amended North Hollywood Redevelopment Project Plan and the Revised Design for Development: North Hollywood Commercial Core

The TSM Alternative would be consistent with the Amended Redevelopment Plan for the North Hollywood Redevelopment Project and the Revised Design for Development: North Hollywood Commercial Core.

❑ Sepulveda Basin Master Plan

The TSM Alternative would be consistent with the Sepulveda Basin Master Plan.

❑ Pierce College Master Plan

The TSM Alternative would be consistent with the Pierce College Master Plan.

c. BRT Alternative – Full BRT Alignment

❑ Regional Policy and Planning

The Full BRT Alignment is consistent with the plans and policies of the SCAG *Regional Comprehensive Plan and Guide*, such as its policies to link mass transit with higher-intensity land uses. A summary of the manner in which this consistency would occur is provided in Table

4-1a. The Full BRT is also consistent with the SCAG 2001 *Regional Transportation Plan* and its designation of a busway through the San Fernando Valley East-West Transit Corridor as ~~an exclusive transit corridor to be constructed by 2020~~ a 2025 baseline transit project, scheduled to be completed by 2005.

❑ City of Los Angeles General Plan Framework and Transportation Element

The BRT Alternative is consistent with the "Centers Concept" of the *General Plan Framework*, placing transit stations at existing regional and community centers. Within the San Fernando Valley East-West Transit Corridor, principal regional centers include the North Hollywood Business District, the Van Nuys Civic Center, ~~and~~ Warner Center, and community centers including the Laurel Canyon station area. The proposed project reinforces these policies by identifying transit station locations in existing regional and community centers, and providing connections between them.

~~The BRT Alternative is not "fixed-rail transit" as called for in the Framework. However, the more recently adopted~~ The *General Plan Transportation Element* calls for Alternative Rail Transit (ART) or busway in the corridor. The BRT Alternative is also supportive of Transportation Element policies to establish a transit priority corridor between North Hollywood and Warner Center, promote the multi-modal function of transit centers, and promote the development of transit to activity centers that permit the concentration of development. Therefore, the busway is consistent with this element of the *General Plan*. ~~In addition, the proposed busway with exclusive lanes has been designed to provide service comparable to fixed-rail transit in the corridor, making this alternative consistent with the Framework.~~

Implementation of the design standards contained within the *Transportation Element* is being coordinated with several departments of the City of Los Angeles, including the Departments of Planning, Transportation (LADOT), and Public Works. In addition, the Full BRT Alignment is consistent with the Street and Bicycle Plans contained in the *Transportation Element*. The Full BRT Alignment is being designed to accommodate a Class I bikeway within the width of the ~~SP~~ MTA ROW. Pursuant to the Bicycle Plan Component of the Transportation Element of the City of Los Angeles General Plan, ~~A~~along Chandler Boulevard, because of constraints ~~as~~ related to safety, traffic engineering, and median width, a Class II bicycle facility ~~may need to~~ will be implemented, in consultation with LADOT.

❑ City of Los Angeles Community and Specific Plans

For all Community Plans, planned land uses are similar to existing land uses. Therefore, as discussed in Section 4-1.3.1, the designated land uses along the right-of-way are consistent with the development of a transit alignment in the ~~SP~~ MTA ROW. Consistency with Community Plan policies is described below.

• North Hollywood-Valley Village Community Plan

The *Plan* refers to a transit line either on Chandler Boulevard or an alternative route on Oxnard Street. The *Plan* also suggests the need to "ensure that the proposed transit line on Chandler

Boulevard in North Hollywood does not create a division within a well established residential community." The Full BRT Alignment has been designed to address this provision of the *Plan*, with the following to be implemented in the Chandler Boulevard median:

1. Existing trees would be preserved or replaced and additional landscaping provided adjacent to the street,
2. Two mid-block crossings would be installed (one in front of Shaarey Zedek Synagogue where none currently exists), ~~and~~
3. Fences, installed to prevent pedestrian crossings (except at intersections), would be approximately 4- to 5-foot-high iron picket fences that would not block views across the median, and
4. Pedestrian paths would be provided in areas where sidewalks do not exist today. These pedestrian paths would be located on the north side of Chandler Boulevard from Coldwater Canyon Avenue to Ethel Avenue, in the median from Coldwater Canyon Avenue to Ethel Avenue, and in the median from Goodland Avenue to Bellaire Avenue.

The busway with these design features would not affect the character of low-density residential areas along the right-of-way. The impacts of the proposed BRT Alternative on the Chandler Boulevard community are analyzed in greater detail in Section 4-3.

The land use map refers to the Citywide Bicycle Plan approved in 1996. The Citywide Bicycle Plan shows ~~A~~a Class I bikeway ~~is designated~~ in the vicinity of the Chandler Boulevard ~~median~~ corridor, as described previously. Because of constraints pertaining to safety, traffic engineering, and median width, the Class I bikeway ~~may need~~ is planned to be constructed as a Class II bike lane in portions of the corridor, consistent with the Citywide Bicycle Plan. The Full BRT Alignment would facilitate the transit-oriented development suggested for implementation around the North Hollywood Metro Red Line station.

- **Valley Village Specific Plan**

The Full BRT Alignment would be consistent with this *Specific Plan*, as the busway has been designed to be compatible with single-family residential land uses.

- **Van Nuys-North Sherman Oaks Plan**

The Full BRT Alignment is consistent with the *Plan*'s call for transit-oriented development around the proposed Van Nuys and Sepulveda stations. It is also consistent with the recommendation of a station stop at Valley College (Fulton Avenue and Burbank Boulevard). The station at Van Nuys Boulevard would fulfill another objective of the Community Plan by locating a transit station near the Valley Government Center in the Van Nuys Business District. The Van Nuys station site is designated a "projected MTA Metro Red Line station" in the *Plan*. The busway station would be consistent with this designation. In addition, the construction of

busway stations at Van Nuys and Sepulveda would be consistent with a change in land use designations around the station areas from industrial to commercial, as called for in the *Plan*.

The *Plan* also proposes a Class I bikeway along the ~~SP~~ MTA ROW. The design of the Full BRT Alignment can accommodate the planned bikeway along the ~~SP~~ MTA ROW and is consistent with the transit policies of the *Plan*.

The construction of the busway and station at Valley College will require the taking of two parcels of land at the southeast corner of the intersection currently zoned commercial and multifamily. Potential impacts are similar to those discussed in Section 4-1.3.1.

- **Reseda-West Van Nuys Community Plan**

The Full BRT Alignment would be consistent with this *Plan*'s recommendation of focusing new development at transit stations and recognition of the need for a rapid transit system such as the busway.

The proposed project would be consistent with this Plan's identification of the need for expanded bus service and for a reduction in vehicular trips through the provision of higher-density housing and commercial developments along transit corridors.

The *Plan* also proposes a Class I bikeway along the ~~SP~~ MTA ROW. The design of the Full BRT Alignment can accommodate the planned bikeway along the ~~SP~~ MTA ROW and is consistent with the transit policies of the *Plan*.

- **Encino-Tarzana Community Plan**

The Full BRT Alignment would be consistent with the *Plan*'s recommendation of the development of transit centers along the ~~SP~~ MTA ROW. In addition, the design of the busway is consistent with the plan's recommendation of "design features that complement adjacent uses for any future transit station stop."

- **Canoga Park-Winnetka-Woodland Hills-West Hills Community Plan**

The Full BRT Alignment and both alternative station locations at Pierce College would be consistent with the *Plan*'s designation of the ~~SP~~ MTA ROW for either a busway, a bikeway, or parking. In addition, the design of the busway would not preclude the construction of a Class I bikeway in this segment of the ~~SP~~ MTA ROW. The busway would also facilitate the implementation of higher-density residential development at stations, as called for in the *Plan*. Moreover, the busway would be integrated into the planned Warner Center Transit Hub, as recommended in the *Plan*. The potential resiting of the Pierce College BRT station park-and-ride lot could result in an inconsistency with the current plan, but the existing uses are already inconsistent and lawfully may continue, so the inconsistency is not an adverse impact under NEPA (significant under CEQA).

- **Warner Center Specific Plan**

The Full BRT Alignment would be consistent with the policies of the *Warner Center Specific Plan*.

- **City of Los Angeles Zoning Code**

The Full BRT Alignment would be consistent with the PF (Public Facilities) zoning of the ~~SP~~ MTA ROW.

The Winnetka station's park-and-ride lot is sited at the current location of Pierce College's Child Development Center. The property is located within the City of Los Angeles Open Space Zone, and its current use is inconsistent with the Open Space Zone. As an educational institution, Pierce College is not limited to the uses permitted by the City's zoning code. Even legal nonconforming uses enjoy legal rights to continuation. Accordingly, notwithstanding the community plan, the current use would likely continue indefinitely. A child care facility is a commercial use, specifically allowed in the City's CR Limited Commercial Zone. Public parking areas are also a permitted use in the CR Limited Commercial Zone. Since both child care facilities and public parking areas have similar land use characteristics, the siting of the parking facility at Winnetka Avenue is consistent with its current land use. The impacts of the parking facility on neighboring uses would be reduced by the streets and rights-of-way, which border the facility on all sides. For example, the MTA ROW would separate and act as a buffer between the residential community to the north and the parking facility. Accordingly, the proposed facility would not result in an adverse impact under NEPA (significant impact under CEQA).

- **Sepulveda Basin Master Plan**

The Full BRT would be compatible with adjacent planned or sensitive uses as discussed in Section 4-1.3.1. The MTA ROW is designated as Non-Recreation in the *Sepulveda Basin Master Plan.* The MTA ROW is also recognized as a historic transportation corridor in the *Master Plan*, and the BRT Alternative would not represent a major change of land use. The Full BRT would not alter the planned land uses or designations for adjacent land within the plan area.

- **Amended North Hollywood Redevelopment Project Plan and the Revised Design for Development: North Hollywood Commercial Core**

The Full BRT Alignment has been designed in a manner which is consistent with the policies of the *Amended Redevelopment Plan for the North Hollywood Redevelopment Project.* The plan for the North Hollywood terminus at Lankershim takes into account the preservation of historic elements of the depot. Plans for the Full BRT Alignment are being coordinated with CRA plans for restoration of the depot site, as well as the revitalization effort in North Hollywood. The project also supports *Redevelopment Plan* policies to expand and improve public transportation service and to safeguard against noise and pollution. The proposed busway would introduce a complementary transportation amenity into the community commercial designation that would

provide greater accessibility for commercial uses. The Full BRT Alignment is consistent with the CRA's *Revised Design for Development: North Hollywood Commercial Core.* The project does not include any properties within the Commercial Core area and would provide increased direct access to this core from the rest of the San Fernando Valley.

- **Pierce College Master Plan**

The Full BRT Alternative and station locations would be compatible with the Pierce College Master Plan. The park-and-ride lot at Winnetka Avenue is located on the site of Pierce College's Child Development Center. The College intends to find another location for this facility, and therefore the park-and-ride lot is consistent with the intent of the master plan.

d. BRT Alternative - Lankershim/Oxnard On-Street Alignment and Weekend Service on Lankershim/Oxnard

The planned land use impacts of the Lankershim/Oxnard On-Street Alignment variation of the BRT Alternative would be similar those of the Full BRT Alternative.

The only differences would be associated with the operation of buses along Lankershim Boulevard and Oxnard Street between the North Hollywood Metro Red Line station and Woodman Avenue. This alignment would include a station along its route near the Laurel Plaza regional shopping mall, ~~including another "activity center" along its route~~ designated as a "regional center" in the General Plan, as well as stops at Valley College and Woodman Avenue. Buses would operate on-street along Lankershim and Oxnard, and would not ~~negatively affect~~ result in development that is inconsistent with adjacent planned land uses. Bus stops would be designed to be consistent with adjacent planned land uses.

e. BRT Alternative - Minimum Operable Segment (MOS)

The impacts of the Minimum Operable Segment (MOS) variation of the BRT Alternative would be similar those of the Full BRT Alternative, but restricted to the segment of the ~~SP~~ MTA ROW between Woodman Avenue and Balboa Boulevard.

4-1.3.3 Station Area Development Potential

The following analysis identifies the potential for additional growth in the areas around proposed transit stations. Development potential is based on current land use plans and zoning, also discussed in Sections 4-1.1.3 and 4-1.3.2, and on the compatibility of additional growth with the character and scale of surrounding areas, discussed in Sections 4-1.1.2 and 4-1.3.1.

Because no stations are associated with the No Build and TSM Alternatives, no impacts would be associated with their development potential.

a. BRT Alternative - Full BRT Alignment

❑ North Hollywood

The area within one-quarter mile of the station extends from Burbank Boulevard on the north to Magnolia Boulevard on the south, and from Blakeslee Avenue on the west to Beck Avenue on the east. A wide mixture of uses is found in the area, including commercial, light industrial, multi-family residential, and open space. East of the station site a large area has been converted from light industrial and commercial uses to the North Hollywood Metro Red Line station.

Existing multifamily apartments have typically already been built out to the maximum intensity allowed by zoning. The street frontage along Lankershim Boulevard is fairly consistently developed with one- and two-story commercial uses. However, the areas behind the commercial buildings are currently underutilized, functioning as storage areas or parking lots. There is the potential for a moderate level of additional development to occur in these areas. Similarly, light industrial uses along the ~~SP~~ MTA ROW to the west and east could be converted to more transit-supportive uses such as residential, commercial, and office space. The City of Los Angeles Community Redevelopment Agency (CRA) is currently working with MTA to implement a major mixed-used project on MTA-owned parcels on and near the North Hollywood Metro Red Line station. The redevelopment of these uses would not result in a large overall increase in potential development in the area, because the parcels are already occupied or planned for commercial/industrial uses. As potential new development in the vicinity of the station could be accommodated within the existing plans without altering the established character of the area, impacts would not be adverse under NEPA (significant under CEQA).

❑ Laurel Canyon

The one-quarter mile radius around this station extends from Magnolia Boulevard on the south to Burbank Boulevard on the north and from Radford Avenue on the east to Hermitage Avenue on the west.

The existing single-family neighborhoods are typically built out to the level permitted by the prevailing R-1 zoning and no future development would be expected in these areas. In the neighborhood to the southeast of the intersection, single-family homes are currently present on lots zoned for multi-family uses. Increased development may result in the replacement of these homes with multi-family units. This would continue an existing trend due to prevalent market forces and existing zoning. Since the neighborhood would continue to be a mix of single-family and multi-family uses, the transition to higher-intensity land uses would not result in adverse impacts under NEPA (significant impacts under CEQA). Increased development could also occur on commercial parcels located along Laurel Canyon Boulevard, where existing uses could be developed as two- or possibly three-story structures. Because parking requirements would limit the amount of additional development possible on individual parcels, the development of higher-density projects would require that existing lots be combined to facilitate new projects. These parcels are currently developed with commercial uses and the level of additional

development would not be substantially greater than what is currently present. New structures would be compatible in scale with adjacent single- and multi-family uses. Since the changes represented by future growth potential in the area would not result in conditions incompatible with the existing development pattern, impacts would not be adverse under NEPA (significant under CEQA).

❑ Valley College

Existing land uses within the station area consist of single-family residential, a limited amount of multi-family residential, a limited amount of commercial, and educational uses. The predominant land use is single-family residential. Multifamily uses are located along Burbank Boulevard to the west of Laurel Canyon Boulevard. Commercial uses are clustered around the intersection.

The existing single-family neighborhoods are typically built-out and no changes to these neighborhoods would be expected. There is minimal potential for the intensity of multi-family uses in the station area to increase, as some single-family houses are currently located along Burbank Boulevard in areas zoned for multi-family. Commercially designated properties in the station area are currently developed with one-story structures. There is the potential that these could be replaced by higher-intensity development. However, future development within the station area is limited by both existing levels of development and current zoning designations. Thus impacts to this station area would not be adverse under NEPA (significant under CEQA).

❑ Woodman

The area within one quarter mile of the station extends from approximately Erwin Street on the north to Hatteras Street on the south and from Ranchito Avenue on the west to Sunnyslope Avenue on the east. Existing land uses within the station area consist primarily of single-family residential on side streets, multi-family residential along Woodman Avenue and Oxnard Street west of the station, and commercial uses clustered at the intersection of Woodman Avenue and Oxnard Street.

Existing single-family neighborhoods are typically built out and multi-family residences are typically also built to the extent of their zoning. Single-family homes occupy parcels zoned for multi-family in only a few places. Little potential exists for increases in the density of the commercial parcels at Woodman and Oxnard. Therefore, impacts to this station area would not be adverse under NEPA (significant under CEQA).

❑ Van Nuys

Development within a quarter mile radius of the Van Nuys station includes a wide range of land uses including storefront commercial; auto sales lots; light industrial uses; local, county, and state government office and court buildings; parking structures; and multi- and single-family residential. Currently, the development pattern is somewhat irregular and features a high

percentage of older structures. The bulk of new development is focused in the Van Nuys Civic Center area.

The potential for increased development as a result of the proposed project is moderate. Single-family residential districts south of the ~~SP~~ MTA ROW are built out and are not expected to experience a change in the intensity of development as a result of the proposed project. Multi-family residential areas to the north of the ~~SP~~ MTA ROW are also fairly built out. However, many of these structures are older and were not originally built to the maximum level permitted by zoning. It is possible that, over time, development intensity in these areas could increase to a moderate degree. Much of the existing commercial and industrial development is aging or approaching obsolescence and is built below the level permitted by the existing zoning. Much of the commercial frontage along the west side of Van Nuys Boulevard consists of one- or two-story buildings. The current plan designation permits development of commercial uses to a higher intensity than currently exists. Thus, there is potential for larger-scale development to replace entire blocks of the existing storefront commercial with commercial or mixed-use projects. Directly adjacent to the proposed station, existing small-scale commercial and industrial uses may be replaced by higher-intensity commercial uses. As a result, industrial uses in proximity to the station may be reduced or eliminated over time, resulting in a moderate change in development intensity as existing one- and two-story uses are replaced by intense development. In addition, the introduction of park-and-ride at the proposed station would displace old leases in the ~~SP~~ MTA ROW.

Several plans have been developed for the Van Nuys Civic Center that have recognized the potential for a transit station to be constructed at Van Nuys Boulevard. These plans call for new buildings to be constructed in the Civic Center area, to meet projected future office space needs of city, state, and federal government. The most recent plan also recommends the construction of a new City Hall building. The development of a busway would support these plans. The potential effects of a station at this location would be beneficial under NEPA (significant under CEQA).

❑ Sepulveda

The existing development pattern within the station area is dominated by industrial and large-scale commercial uses. Light-industrial uses line the right-of-way and heavy industrial facilities are located adjacent to I-405. To the north of Erwin Street, single-family uses are located behind small-scale storefronts along Sepulveda Boulevard. The underlying zoning of the majority of parcels around the station is industrial.

Because the existing development pattern of industrial parcels is sparse and of low-intensity as compared to the level permitted by the existing zoning, there is the potential in the future for substantial changes in both the type and intensity of development in the station area. The relatively recent development of several office buildings directly to the south of the ~~SP~~ MTA ROW on Sepulveda Boulevard and "big box" retail developed recently on several parcels near the station area demonstrate that there may be sufficient market demand to encourage this

development. Additionally, the City Planning Department has designated this a "special study" area because of its ongoing transition from industrial to higher-intensity commercial uses. This new development could substantially alter the current character of the station area and potentially, over time, result in new development near residential neighborhoods to the north of Erwin Street. Construction of the station and its park-and-ride lot could accelerate the transition from industrial to higher density or different uses. This creates the potential for an adverse impact under NEPA (significant impact under CEQA) at this station. However, appropriate buffering and compatible land use conditions would need to be included with proposed development projects in this area.

❑ Woodley

Existing land uses around the Woodley station are split between civic and open space uses within the Sepulveda Flood Control Basin and Dam Recreation Area to the south and commercial, single-family, and multi-family uses to the north. Uses inside the Recreation Area, including the Air National Guard, the Army Reserve, and the Donald Tillman Water Reclamation Plant, as well as recreational uses, are not likely to be changed with the construction of a transit station. North of the station, some single-family homes do occupy parcels along Woodley Avenue and Victory Boulevard that are zoned for multi-family housing. Construction of the busway and station could accelerate the transition to multi-family housing along the arterials. This would not, however, be out of character with Victory and Woodley, which are major through-streets in the West Valley. There is also some potential for increasing the density of the neighborhood-oriented commercial development along Victory Boulevard. This potential development, adjacent to a City-designated highway, would also not be out of character with its surroundings. Due to the consistency of the potential development with existing character, as well as the character of existing adjacent uses in the Sepulveda Basin, no adverse effect on the Sepulveda Basin is anticipated. Therefore, impacts would not be adverse under NEPA (significant under CEQA) in this area.

❑ Balboa

Existing land uses around the Balboa station are also split between civic and open space uses within the Sepulveda Flood Control Basin and Dam Recreation Area to the south and commercial, single-family, multi-family, and educational uses north of the station. Uses inside the Recreation Area, including the Naval Reserve and recreational uses, are not likely to be changed with construction of a transit station. The schools northwest of the station are not likely to be redeveloped due to construction of the busway. Single-family homes on side streets northeast of the station are also built to the full extent of their R1 zoning. The multi-family apartments on the western side of Balboa are mostly built out, although a few could be redeveloped at a higher density. This would not, however, be out of character with that street, which is a major through street. The commercial development in this area is mostly built to the full extent of its zoning. Due to the minimal development potential near the station area and existing uses within the Sepulveda Basin at this intersection, impacts on the Basin would not be

adverse. Impacts would therefore not be adverse under NEPA (significant under CEQA) in this area.

❑ Reseda

The proposed Reseda station would have moderate potential for development. Existing land uses adjacent to much of the right-of-way (along Oxnard Street and Topham Street west of Reseda Boulevard) are one-story commercial and industrial businesses. Zoning is a mix of commercial, commercial manufacturing, and restricted industrial in this area. Potential does exist to increase density on some parcels, but the overall character of this commercial/industrial area is not likely to change with construction of the station. Many similar businesses that lease land within the right-of-way would be displaced by construction of the busway, thereby decreasing overall commercial and industrial development in this area.

South of the right-of-way, below commercial parcels along Oxnard Street, the station area is built out as multi-family apartments and condominiums. The area is also zoned for multi-family use, and densities are not likely to increase with construction of the BRT Alternative. North of the right-of-way, existing land uses include multi-family homes along Reseda Boulevard and single-family homes on the side streets. Any new development stemming from the Reseda station would likely take on land currently designated for park-and-ride facilities. These parking lots would be adjacent to existing commercial/industrial uses. Therefore, impacts resulting from development would not be adverse under NEPA (significant under CEQA).

❑ Tampa

Existing land use in the Tampa station area is almost entirely single-family residential. Zoning in the area is either single-family residential or residential/agricultural. These residential areas are built out to the extent allowed by zoning. Immediately across Topham Street from the proposed station platforms, however, is a small area of commercial parcels. At the southeast corner of Topham Street and Tampa Avenue are a small vacant commercial parcel and a second parcel with a small retail store. Potential does exist to increase intensity on these parcels. The southwest corner of Tampa Avenue and Topham Street contains a small three story office building and a private elementary school. Because only two small parcels could accommodate development caused by construction of the BRT Alternative, any impacts here would be minimal (not adverse under NEPA; not significant under CEQA).

❑ Pierce College

There are two station locations under consideration for Pierce College. The baseline location is at the intersection of Mason Avenue and Victory Boulevard, and the alternative location is at Winnetka Avenue and the MTA ROW (just north of Victory Boulevard). Pierce College occupies large areas to the south of both station locations. The College has updated its campus master plan based on a future projected enrollment of approximately 23,000 students and the

need for new or upgraded facilities. An accompanying Environmental Impact Report for the updated Master Plan is in progress.

The Pierce College administration has expressed a preference for the Winnetka Avenue station alternative of the BRT Alignment. The Winnetka Avenue station alternative is located on Pierce College property at the intersection of Winnetka and Victory (west of Winnetka Avenue), and currently houses the College's Child Development Center in temporary structures. A park-and-ride lot is proposed for this site. The College has formed a task force to address siting for a new approximately 17,000 square-foot Child Development Center in another location on Pierce College property.

The Pierce College station at Winnetka Avenue is bordered to the north by a residential single-family neighborhood, zoned for this use, in which no new development would be expected. South of the station area, between the ROW and Victory Boulevard, is zoned for open space uses and is currently occupied by baseball fields east of Winnetka Avenue and the Campus Child Development Center owned by Pierce College discussed previously. No other development potential exists on these parcels.

South of Victory Boulevard is zoned for public facilities, and currently houses Pierce College to the west of Winnetka and the West Valley Adult Occupational Center east of Winnetka. Further east of the Occupation Center is a zone of single-family residential containing a single-family neighborhood in which no new development would be expected. Any expansion of the West Valley Occupational Center facilities would be consistent with the public facilities zone and would not be adverse. Therefore, impacts resulting from development would not be adverse under NEPA (not significant under CEQA) for this location.

The Pierce College station area at Mason Avenue is bisected by the right-of-way and Victory Boulevard. Pierce College occupies the southern half of the area. ~~The College is currently in the process of revising its campus master plan. The proposed station at Pierce College has been located at Mason Avenue specifically to accommodate future plans of the College, which anticipate that much of its internal growth will occur near the Mason entrance to the campus.~~ North of the station is a large single-family neighborhood, zoned for this use, in which no new development would be expected. Because this station ~~has been sited to~~ site has been coordinated with Pierce College's plans and current zoning would prevent new development north of the right-of-way, the effects of this station would be beneficial under both NEPA and CEQA for this location.

❑ De Soto

Existing land uses east of De Soto Avenue include agricultural lands owned by Pierce College to the south and a single-family neighborhood to the north. The single-family neighborhood is zoned R1, with no new development anticipated. Plans for the agricultural field, as a part of the Pierce College campus, are currently being considered as a part of the Pierce College Master Plan.

The station area west of De Soto lies within the *Warner Center Specific Plan* area. North of the right-of-way is multi-family housing, a power substation, and an industrial park. A commercial/ industrial park sits south of the right-of-way. New development in Warner Center is contingent upon the construction of a mass transit line between North Hollywood and Warner Center. Therefore, the BRT Alternative would encourage increased development in this area, but only as a part of a regulated specific plan. Therefore, the effects of station development in this area would be beneficial under both NEQA and CEQA.

- **Warner Center Transit Hub**

This transit hub would be built within the core of the Warner Center Specific Plan area. The transit hub would actually be constructed as part of a separate project being directed by the City of Los Angeles Department of Transportation. Existing land uses in the area of the transit hub are largely high-density commercial, including offices, hotels, regional shopping malls, and "big box" retail. Some multi-family residential and industrial uses also exist. All of these uses, as well as increases in density in the area, are designated by the Specific Plan. New development at Warner Center will be phased, and will not be allowed until certain criteria, including transportation-related criteria, are met. Even so, the high-intensity land uses already existing around the station area would benefit from increased transit service, and no adverse land use impacts are expected under NEPA (significant land use impacts under CEQA).

b. BRT Alternative - Lankershim/Oxnard On-Street Alignment and Weekend Service on Lankershim/Oxnard

The replacement stations proposed as part of this alignment, at Laurel Canyon Boulevard and Oxnard Street, ~~and~~ at Fulton Avenue and Oxnard Street, and at Woodman Avenue would be located on-street. No land would be acquired for additional development. One potential site for development would be the parking lot of the Laurel Plaza shopping center, ~~north~~ east of the proposed Laurel Canyon/Oxnard station. However, because this area is already designated a "regional center" by the *City of Los Angeles General Plan Framework*, the land use impacts of development at this location would be beneficial under both NEPA and CEQA.

c. BRT Alternative - Minimum Operable Segment (MOS)

This initial phase would include stations at Woodman Avenue, Van Nuys Boulevard, Sepulveda Boulevard, Woodley Avenue, and Balboa Boulevard. The potential for adverse impacts under NEPA (significant impacts under CEQA) at Sepulveda Boulevard would be the same as described above for the baseline BRT Alternative.

4-1.4 Mitigation Measures

4-1.4.1 Localized Impacts

The localized impacts of the BRT Alternative are described in Section 4-1.3.1. There would be some change in land uses associated with development of the transit stations; however, adverse impacts under NEPA are expected to be very minor or non-existent, and therefore would be less than significant under CEQA. The following mitigation measures should therefore be viewed as further reductions in these impacts.

LU-1 Although designed as part of the project and required for noise mitigation, landscaping and soundwalls will provide a buffer and therefore will also mitigate localized land use impacts where the busway is adjacent to residential-zoned areas.

4-1.4.2 Planning and Zoning (consistency)

~~In the preliminary engineering phase of project development, the feasibility of also providing a bikeway in the median of Chandler Boulevard will be examined.~~

~~LU-2 The BRT Alternative generally includes a Class I bike path in the SP ROW where it is wide enough, some areas of the right-of-way are too narrow for both a busway and a bikeway.~~

Impacts would not be adverse under NEPA (significant under CEQA) for consistency with plans and zoning requirements. Nonetheless, ~~B~~both a Class I and Class II bikeway ~~will be~~ were explored as a part of Preliminary Engineering for the BRT Alternative, and MTA ~~will consult~~ consulted with LADOT on the issue, regarding safety and traffic engineering aspects.

4-1.4.3 Station Area Development Potential

As impacts would not be adverse under NEPA (significant under CEQA) for all station areas except the Sepulveda station, mitigation measures are required only at that one location.

LU-~~3~~2 Any future joint-development proposals for the park-and-ride lot at Sepulveda station shall provide mitigation measures to protect the Cameron Woods neighborhood north of Erwin Street. Examples include:

- ~~Landscaped setbacks~~ Landscaping and a soundwall between the proposed development and Erwin Street.
- Parking lot lighting that does not spill over into the neighborhood.
- A neighborhood traffic protection plan that discourages autos associated with new development from entering the neighborhood.
- Consideration of only developments that are compatible with the neighborhood.

4-2 ACQUISITIONS AND DISPLACEMENTS

4-2.1 Setting

The proposed San Fernando Valley East-West Transit Corridor would primarily be located within the former Southern Pacific Burbank Branch railroad right-of-way, which was purchased by the Los Angeles County Transportation Commission (LACTC, predecessor agency to the MTA) for transportation purposes in 1990. The project portion of this right-of-way extends approximately 14 miles from the North Hollywood Metro Red Line Station to Warner Center. The MTA currently owns additional property along the proposed project alignment, including the former Sepulveda drive-in movie theater, which is located adjacent to the San Diego Freeway west of the intersection of Sepulveda Boulevard and Oxnard Street. This parcel was purchased in 1990 for a future park-and-ride facility. A large percentage of the right-of-way along the proposed project alignment is currently under lease (see Figure 4-22). Lease agreements have been established with a variety of tenants, including local businesses, religious facilities, and nonprofit organizations, as well as single-family residences. Additionally, lease agreements for outdoor advertising (i.e., billboards) are common along the MTA-owned right-of-way (MTA ROW), particularly near busy commercial areas. The property leases that were entered into by the MTA after the purchase of the right-of-way have generally been short-term (i.e., month-to-month tenancy). However, several of the leases that were originated under the former Southern Pacific ownership and transferred to the MTA through the sale of the right-of-way, are for a longer term.

In general, the proposed project is located within an urban environment. Residential (both single-family and multi-family), commercial, industrial, and institutional (including public agencies, nonprofit organizations, and religious facilities) land uses are located immediately adjacent to the MTA ROW and the proposed BRT Alternative. In the Sepulveda Flood Control Basin, the MTA right-of-way is located immediately adjacent to recreational and agricultural land uses. A more complete discussion of both local and regional land uses can be found in Section 4-1.

4-2.2 Impact Analysis, Methodology, and Evaluation Criteria

Impacts to property owners and occupants would occur when a parcel of private property is acquired and results in the displacement of a residence or business. Impacts may also occur when a business is displaced from a property that is leased.

4-2.2.1 Leases

For purposes of this analysis, the termination of an existing lease within the MTA ROW for the purpose of implementing the BRT Alternative is not considered a property acquisition. However,

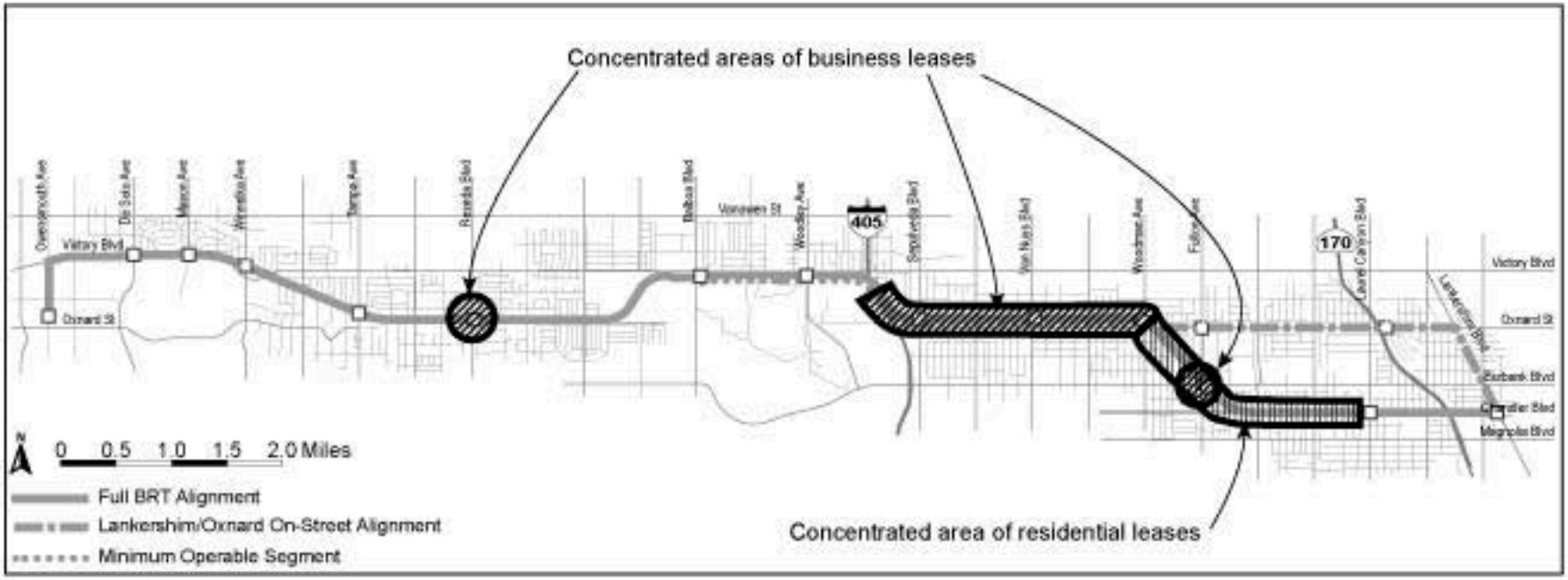


Figure 4-22: Areas of Concentrated Business and Residential Lease Agreements Affected by the BRT Alternative

business displacements may result at those locations where all or a majority of business operations occur on the leased property. Business displacements may also occur at those locations where the leased property is used for ancillary or support operations, such as parking and/or storage, and the loss of such property would have a substantial impact on the associated business operation.

With respect to residential leaseholds, displacements would occur if the leased property includes inhabited residential structures that would be removed in order to accommodate the proposed project. Lastly, the termination of all commercial outdoor advertising leases may result in displacements and require removal or relocation of the advertising structure.

4-2.2.2 Potential Acquisitions

For those properties located outside the existing MTA ROW, partial property acquisitions would occur if the proposed project requires a limited portion of the property. The business, residence, or other land use may not be affected by the acquisition. Such acquisitions typically affect only unimproved or landscaped areas or areas used for limited parking. Full property acquisitions would occur for those parcels on which the proposed project would physically encroach on existing residential or business structures (i.e., offices, shops, and/or industrial buildings) or remove a substantial portion of the available customer or employee parking such that business operations would be substantially affected. In addition, full acquisitions would result when the majority of a vacant parcel would be acquired, leaving the remaining property an uneconomical remnant. Full acquisitions or partial acquisitions involving a substantial portion of the property may result in the displacement of either businesses or residences.

4-2.3 Impacts

4-2.3.1 No Build Alternative

Under the No Build Alternative, the existing lease agreements along the MTA ROW would not be affected. In addition, full or partial acquisitions of properties outside the right-of-way would not be required. Therefore, neither residential nor business displacements would occur.

4-2.3.2 Transportation System Management (TSM) Alternative

The TSM Alternative would include improvements to the transportation system within existing street rights-of-way. It is assumed that this alternative would not affect the existing lease agreements and would not require the partial or full acquisition of property outside the MTA ROW. Therefore, no residential or business displacements would occur.

4-2.3.3 Bus Rapid Transit (BRT) Alternative

a. Full BRT

❑ MTA Leases

Implementation of the Full BRT alignment would result in the termination of approximately ~~94 to 95~~ 109 lease agreements within the former SP, now MTA ROW. A total of ~~27~~ 16 of the affected leases include outdoor advertisements (i.e., billboards and other signs). These leases are typically located near the intersection of the MTA ROW and local streets in commercial areas. For the purposes of this analysis, all of the affected outdoor advertising leases are assumed to be displaced.

A total of 11 residential back yard leases would be terminated as part of the Full BRT Alignment. These leases are located in the MTA ROW between Woodman and Laurel Canyon Avenues. The residential back yard leases generally include backyard areas for single-family residences, including fences, landscaping, patios, and even a pool in one instance. In addition, the lease areas are relatively small in size and do not contain any residential structures. Therefore, the termination of these leases would not require the displacement of any residences. The disposition of these leases will be handled on a case-by-case basis.

The proposed Full BRT alignment would require the termination of approximately ~~68 to 69~~ 73 commercial and/or industrial leases. (One additional commercial lease would be affected if Alternative 2b at the North Hollywood Terminal station ~~is~~ were selected.) These leases are located throughout the proposed project alignment, but generally are concentrated in a few select areas. A large number of the commercial and/or industrial leases are located near Reseda Boulevard, between I-405 and Woodman Avenue, on Van Nuys Boulevard, along the right-of-way between Hazeltine Avenue and Kester Avenue and near the intersection of Fulton Avenue and Burbank Boulevard. Please refer to Figure 4-23 for the approximate locations of these commercial and/or industrial leases. A majority of these affected leases are used for auto storage and/or parking. In addition, most of this parking consists of employee, fleet, or other vehicles associated with business operations. Customer parking for commercial businesses exists along the MTA ROW, but only in a few locations. Many of the lease ~~agreements~~ areas are ~~for~~ used to support automotive-related commercial or industrial uses, including repair/paint shops, wrecking/towing yards, used car lots, or storage/parking for new car sales. The leases are usually divided between the north and south sides of the former railroad tracks and therefore generally include long, narrow parcels. A majority of the lease agreements are less than 25,000 square feet in size (total property). However, a few of the larger leases are over 100,000 square feet each.

As previously mentioned, in most instances, termination of the ~~68 to 69~~ 73 commercial/industrial leases would affect relatively limited amounts of storage and/or parking. Therefore, business operations would not be substantially affected and business displacements would not occur. However, the termination of ~~21 to 22~~ 14 of the ~~68 to 69~~ 73 commercial and/or industrial leases would result in the displacement of approximately ~~23 to 28~~ 14 businesses. As discussed in the

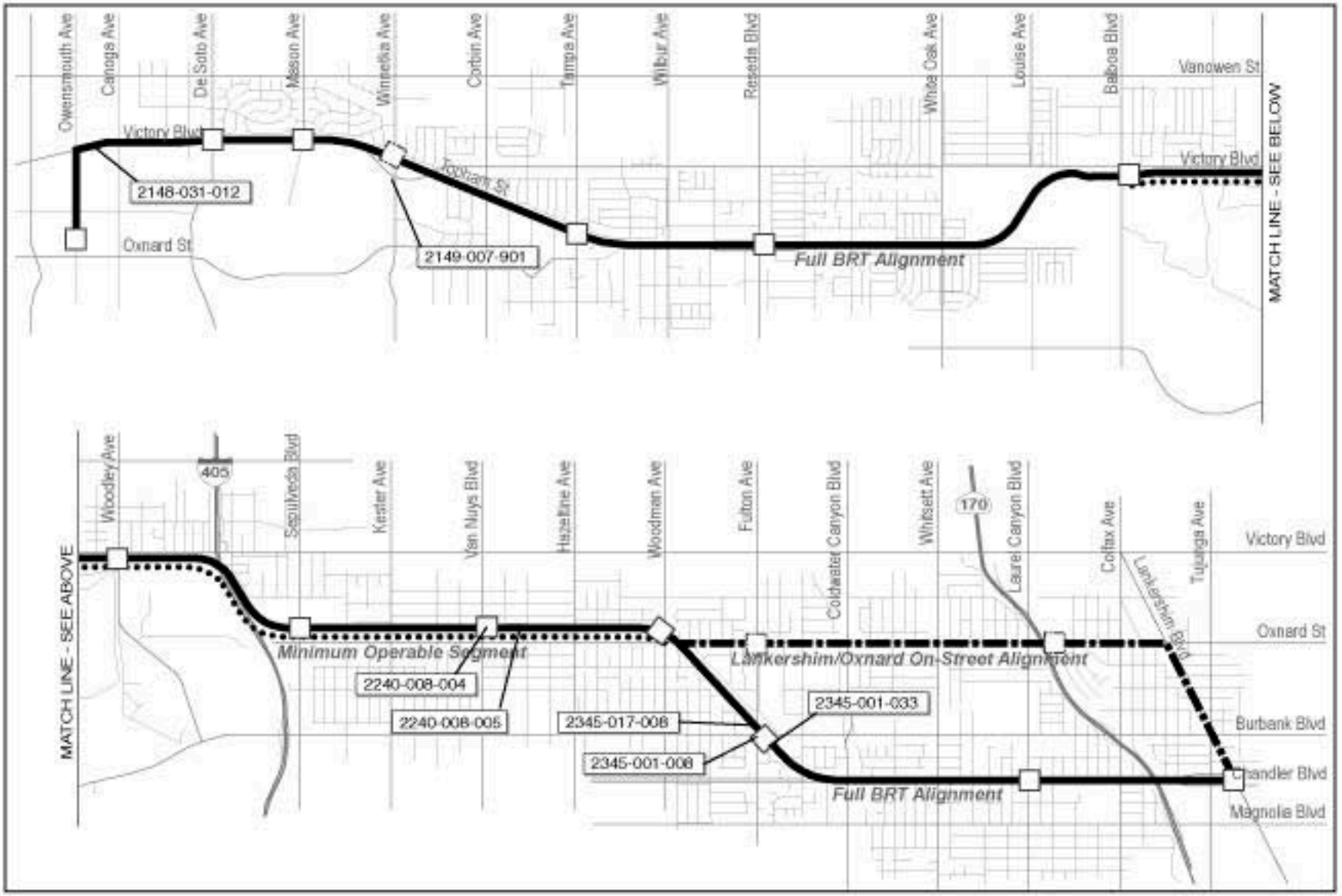


Figure 4-23: Proposed Acquisitions

methodology, displacements would result when the leased property ~~either~~ includes areas essential for business operations, such as permanent structures (i.e., offices, industrial work areas, and/or sales) ~~or a large percentage of the parking so that the business operation is substantially affected~~. A total of ~~10 to 15~~ 13 of the ~~23 to 28~~ 14 affected businesses include commercial operations while the remaining ~~13~~ 1 ~~are~~ is ~~generally industrial businesses~~ an office building.

In addition to the advertising, residential, and business leases, the termination of lease agreements along the proposed project alignment would include areas being used by a nonprofit organization for storage of donated vehicles. ~~However, the loss of this lease would not result in the displacement of the organization.~~ (The organization would be displaced from this location.)

❑ Potential Acquisitions

In addition to the MTA property leases discussed above, the proposed Full BRT Alignment would also require the acquisition of private property outside of, and adjacent to, the MTA ROW (see Figure 4-23).

Potentially, a total of ~~eight~~ seven parcels would be full acquisitions in order to accommodate the proposed project. These parcels are presented in Table 4-2 and are listed from east to west along the proposed project alignment. Property information for the affected parcels was obtained from First American Real Estate Solutions and verified through field surveys for accuracy.

Table 4-2: Summary of Potential Acquisitions Property – Full BRT Alignment

APN	Address	Land Use	Parcel Size (sq. ft.)	# of Employees[1]/ Residen~~ce~~ts[2]
~~2345-012-005[a]~~	~~13079 Chandler Blvd. Sherman Oaks, CA 91401~~	~~Chabad of North Hollywood~~	~~4,790~~	~~3~~
2345-001-033	5546 Fulton Ave. Sherman Oaks, CA 91401	Offices: (1) Abbot Group and (2) Vacant	20,399	6
		Single Family Residence		3
		5 Multi-Family Residential units		14
2345-001-008	13250 Burbank Blvd. Sherman Oaks, CA 91401	Alcala's Body and Paint Automotive Shop	6,098	8
~~2330-028-016[a]~~	~~6020 Woodman Ave. Van Nuys, CA 91401~~	~~Coin Laundry~~	~~11,927~~	~~2~~
		~~Ritz Cleaners~~		~~4~~
		~~Namaste Interfaith Center~~		~~3~~
2240-008-005[a]	14300 Bessemer St. Van Nuys, CA 91401	Neighborhood Recycling Center	20,339	10
~~2240-008-002[a]~~	~~14348 Bessemer St. Van Nuys, CA 91401~~	~~Big Valley Dodge (offsite storage for new vehicles sales)~~	~~18,726~~	~~1~~
2240-008-004	6050 Van Nuys Blvd. Van Nuys, CA 91401	Van Nuys Affordable Car and Truck (used car sales)	19,092	5

Table 4-2: Summary of Potential Acquisitions Property – Full BRT Alignment

APN	Address	Land Use	Parcel Size (sq. ft.)	# of Employees[1]/ Residen~~ce~~ts[2]
2148-031-012	21045 Victory Blvd. Canoga Park, CA 91303	Lifestyle Spas and Gazebos	21,366	8
		Mr. Sushi		4
		Dragonfly Stained Glass		4
		Victory Pizzeria		4
		Gourmet Coffee and Bagel		4
2343-017-008	13321 Burbank Blvd.	Sign and Landscaping	6,098	0
2149-007-901	Pierce College	Portion of parking lot/day care center	177,389	0[3]

Notes:
APN: Assessor's Parcel Number
(1) Employee displacements were estimated for non-residential displacements based upon observed field conditions, aerial photography, and, where applicable, the following employment factors (*Trip Generation*, Institute of Transportation Engineers, 1991): Office (3.29 employees per 1,000 sq. ft.); General Commercial (1.39 employees per 1,000 sq. ft.); Industrial (2 employees per 1,000 sq. ft.); and Warehouse/Storage (1.34 employees per 1,000 sq. ft.).
(2) Number of residents based upon 2.8 occupants per household (*Census Data*, *STF 1*, US Census Department, 1990).
(a) For the purposes of this analysis, full property acquisitions would be required. If desired by the property owners, and depending on final design, some existing development on these properties may be able to remain onsite.
(3) A portion of an existing parking lot at Pierce College may be required for a parking lot. The joint use agreement, which may include purchase of the land by MTA, will be negotiated with Pierce College. A Child Care Center may be relocated to another portion of the college campus to accommodate the parking lot.

Sources: First American Real Estate Solutions, 2000; Los Angeles County Assessor's Office, 2000; Myra L. Frank & Associates, Inc., 2000.

~~The first parcel (2345-012-005) would be a potential full acquisition due to its proximity to the proposed Full BRT Alignment. This small parcel will be completely surrounded by the busway and existing streets; however, the land is not required for the busway and there may be potential for the structure and the site plan to be redesigned so that the facility remains on the parcel. The parcel containing the Coin Laundry, Ritz Cleaners, and Namaste Interfaith Center (2330-028-016) is proposed for full acquisition as most of the onsite parking would be removed through the termination of an MTA lease. If a substantial amount of required parking is removed, the two onsite commercial businesses, along with the religious facility, may not have sufficient parking for the business operation.~~ Acquisition of parcels 2345-001-033 and 2345-001-008 would be required to accommodate the designed crossing at the Valley College stop, while ~~the latter three~~ two parcels (2240-008-005~~, 2240-008-002,~~ and 2240-008-004) would be full acquisitions for the proposed Van Nuys Station. ~~It is assumed that Big Valley Dodge would not be displaced as the acquired parcel is used as offsite storage for new vehicle sales (i.e., nearby auto dealership). Therefore, this acquisition would not substantially affect business operations. Lastly, p~~Parcel 2148-031-012, which includes five commercial businesses, would be a full acquisition because both a portion of the building and a majority of the customer and employee parking would be affected as the Full BRT Alignment transitions from the MTA ROW onto Victory Boulevard. ~~As a result of these eight full property acquisitions, nine commercial businesses, two industrial business, and two religious facilities would be displaced.~~ The parcel acquired at Pierce College would permit construction of a parking lot and will require relocation of a child care facility.

As a result of the aforementioned business and residential displacements, approximately ~~65~~ 53 employees and 17 residents would also be affected. As identified in Table 4-2 above, the number of displaced persons was based upon several factors. In many instances, although general employment factors were identified for the particular type of land use, information on the square footage of improved areas (i.e., offices, sales, and/or industrial shops) was not available. Therefore, estimates were made based upon the total size of the affected parcel, conditions observed during the field surveys, and measurements from aerial photography.

b. Lankershim/Oxnard On-Street Alignment

❑ MTA Leases

The Lankershim/Oxnard On-Street Alignment would result in the termination of MTA leases identified under the Full BRT Alignment between Warner Center and Oxnard Street. However, the Lankershim/Oxnard On-Street Alignment would only affect ~~12~~ 10 advertising leases and ~~62~~ 72 business leases ~~would be affected~~. No single-family or multi-family residential leases would be affected by the Lankershim/Oxnard On-Street Alignment.

~~With the exception of two advertising leases and two commercial businesses, all of the proposed displacements identified under the Full BRT Alignment would occur with the implementation of the Lankershim/Oxnard On-Street Alignment. Therefore, 12 advertising leases and 21 businesses would be displaced. The physical and land use characteristics of both the affected leases and displaced businesses are described in more detail under the Full BRT Alignment above.~~

A total of twelve businesses would be displaced. The physical land use characteristics of both the affected leases and displaced businesses are described in more detail under the Full BRT Alternative above.

❑ Potential Acquisitions

Implementation of the proposed Lankershim/Oxnard On-Street Alignment would also require the full acquisition of four properties located outside the MTA ROW. These privately owned parcels include ~~five~~ four of the eight parcels acquired under the Full BRT Alignment, and are presented in Table 4-3 below.

~~The first parcel (2330-028-016), located near the intersection of Woodman Avenue and Oxnard Street, would be a full acquisition as most of the onsite parking would be removed through the termination of an MTA lease. As a result, the two commercial businesses, along with the religious facility, would be substantially affected. The remaining t~~Three parcels would be full acquisitions in order to accommodate the proposed Van Nuys Station. ~~It is assumed that Big Valley Dodge would not be displaced as the acquired parcel is used as offsite storage for new vehicle sales (i.e., nearby auto dealership). Therefore, this acquisition would not substantially affect business operations. As a result of these full property acquisitions, three commercial businesses, one industrial business, and one religious facility would be displaced.~~ The fourth

parcel acquired at Pierce College would permit construction of a parking lot and may require relocation of a child care facility.

Table 4-3: Summary of Proposed Property Acquisitions – Lankershim/Oxnard On-Street Alignment

APN	Address	Land Use	Parcel Size (sq. ft.)	# of Employees[1]
~~2330-028-016~~[2]	~~6020 Woodman Ave. Van Nuys, CA 91401~~	~~Coin Laundry~~	~~11,927~~	~~2~~
		~~Ritz Cleaners~~		~~4~~
		~~Namaste Interfaith Center~~		~~3~~
2240-008-005[a]	14300 Bessemer St. Van Nuys, CA 91401	Neighborhood Recycling Center	20,339	10
~~2240-008-002~~[2]	~~1438 Bessemer St. Van Nuys, CA 91401~~	~~Big Valley Dodge (offsite storage for new car sales)~~	~~18,726~~	~~1~~
2240-008-004	6050 Van Nuys Blvd. Van Nuys, CA 91401	Van Nuys Affordable Car and Truck (used car sales)	19,092	5
2148-031-012	21045 Victory Blvd. Canoga Park, CA 91303	Lifestyle Spas and Gazebos	21,366	8
		Mr. Sushi		4
		Dragonfly Stained Glass		4
		Victory Pizzeria		4
		Gourmet Coffee and Bagel		4
2149-007-901	Pierce College	Portion of parking lot/day care center	177,389	0[3]

Notes:

APN: Assessor's Parcel Number

(1) Employee displacements were estimated for non-residential displacements based upon observed field conditions; aerial photography, and, where applicable, the following employment factors (*Trip Generation*, Institute of Transportation Engineers, 1991): Office (3.29 employees per 1,000 square feet); General Commercial (1.39 employees per 1,000 square feet); Industrial (2 employees per 1,000 square feet); and Warehouse/Storage (1.34 employees per square feet).

(2) For the purposes of this analysis, full property acquisitions would be required. If desired by the property owners, and depending final design, some existing development on these properties may be able to remain onsite.

(3) A portion of an existing parking lot at Pierce College may be required for a parking lot. The joint use agreement, which may include purchase of the land by MTA, will be negotiated with Pierce College. A Child Care Center may be relocated to another portion of the college campus to accommodate the parking lot.

Sources: First American Real Estate Solutions, 2000; Los Angeles County Assessor's Office, 2000; Myra L. Frank & Associates, Inc., 2000.

The full private property acquisitions and associated business displacements for the Lankershim/Oxnard On-Street Alignment, as discussed above, would affect approximately ~~25~~ 39 employees. The number of displaced persons was based upon several factors. In many instances, although general employment factors were identified for each particular land use, information on the square footage of improved areas (i.e., offices, sales, and/or industrial shops) was not available. Therefore, estimates were made based upon the total size of the affected parcel, conditions observed during the field surveys, and measurements from aerial photography.

c. Minimum Operable Segment (MOS)

❑ MTA Leases

Implementation of the MOS Alignment would result in the termination of leases within the MTA ROW between the intersection of Woodman Avenue and Oxnard Street on the east and Balboa Boulevard on the west. Approximately ~~60~~ 64 leases would be affected by the MOS Alignment, including ~~11~~ 8 advertising leases (i.e., billboards and other signs) and ~~49~~ 56 business (commercial and/or industrial) leases. No residences would be affected by the MOS Alignment. The physical characteristics of the affected leases, such as the general location and size, along with the land use types, are similar to those discussed above under the Full BRT Alignment.

All ~~11~~ 8 of the advertising leases would be displaced under the MOS Alignment. In addition, the termination of ~~10~~ 11 of the ~~49~~ 56 commercial and/or industrial leases under the MOS Alignment would displace approximately ~~12~~ 11 businesses. These displacements would occur as the leased property contains areas essential to business operations. A total of ~~six commercial and six industrial businesses,~~ 11 of the affected businesses include commercial operations while the remaining one is an office building. ~~m~~Many of the businesses ~~which~~ are automotive-related (i.e., used car sales, paint/body shops, and wrecking/towing yards)~~, would be displaced~~.

❑ Potential Acquisitions

The MOS Alignment would also include the acquisition of privately owned property located outside the ~~SP~~ MTA ROW. ~~All of t~~The parcels listed in Table 4-4 below would be full acquisitions under the MOS Alignment~~ and include four of the eight parcels listed under the Full BRT Alignment~~. As before, property information for the affected parcels was obtained from First American Real Estate Solutions and verified through field surveys for accuracy.

~~The first parcel (2330-028-016) would be a full acquisition as most of the onsite parking would be removed through the termination of an MTA lease. As a result, the two commercial businesses, along with the religious facility, would be substantially affected.~~ The two ~~remaining three~~ parcels would be full acquisitions in order to accommodate the proposed Van Nuys Station. ~~It is assumed that Big Valley Dodge would not be displaced as the acquired parcel is used as offsite storage for new vehicle sales (i.e., nearby auto dealership). Therefore, this acquisition would not substantially affect business operations. As a result of these full property acquisitions, three retail businesses, one industrial business, and one religious facility would be displaced.~~

The full private property acquisitions and associated business displacements would affect approximately ~~25~~ 15 employees. As identified in Table 4-4, the number of displaced persons was based upon several factors. In many instances, although general employment factors were identified for the particular type of land use, information on the square footage of improved areas (i.e., offices, sales, and/or industrial shops) was not available. Therefore, estimates were made based upon the total size of the affected parcel, conditions observed during the field surveys, and measurements from aerial photography.

Table 4-4: Summary of Property Acquisitions – MOS Alignment

APN	Address	Land Use	Parcel Size (sq. ft.)	Number of Employees[1]
~~2330-028-016~~[a]	~~6020 Woodman Ave. Van Nuys, CA 91401~~	~~Coin Laundry~~	~~11,927~~	~~2~~
		~~Ritz Cleaners~~		~~4~~
		~~Namaste Interfaith Center~~		~~3~~
2240-008-005 [a]	14300 Bessemer St. Van Nuys, CA 91401	Neighborhood Recycling Center	20,339	10
~~2240-008-002~~ [a]	~~1438 Bessemer St. Van Nuys, CA 91401~~	~~Big Valley Dodge (offsite storage for new car sales)~~	~~18,726~~	~~1~~
2240-008-004	6050 Van Nuys Blvd. Van Nuys, CA 91401	Van Nuys Affordable Car and Truck (used car sales)	19,092	5
~~2148-031-012~~	~~21045 Victory Blvd. Canoga Park, CA 91303~~	~~Lifestyle Spas and Gazebos~~	~~21,366~~	~~8~~
		~~Mr. Sushi~~		~~4~~
		~~Dragonfly Stained Glass~~		~~4~~
		~~Victory Pizzeria~~		~~4~~
		~~Gourmet Coffee and Bagel~~		~~4~~

Notes:

APN: Assessor's Parcel Number

(1) Employee displacements were estimated for non-residential displacements based upon observed field conditions, aerial photography, and, where applicable, the following employment factors (*Trip Generation*, Institute of Transportation Engineers, 1991): Office (3.29 employees per 1,000 square feet); General Commercial (1.39 employees per 1,000 square feet); Industrial (2 employees per 1,000 square feet); and Warehouse/Storage (1.34 employees per square feet).

(a) For the purposes of this analysis, full property acquisitions would be required. If desired by the property owners, and depending final design, some existing development on these properties may be able to remain onsite.

Sources: First American Real Estate Solutions, 2000; Los Angeles County Assessor's Office, 2000; Myra L. Frank & Associates, Inc., 2000.

4-2.4 Mitigation

4-2.4.1 No Build Alternative

The No Build Alternative would not result in the termination of any lease agreements along the MTA ROW and would not require the partial or full acquisition of private property outside the MTA ROW. Therefore, residential and business displacements would not occur as part of the No Build Alternative and mitigation would not be required.

4-2.4.2 Transportation System Management (TSM) Alternative

The TSM Alternative would not result in the termination of any lease agreements along the MTA ROW and would not require the partial or full acquisition of private property outside the MTA ROW. Therefore, residential and business displacements would not occur as part of the TSM Alternative and mitigation would not be required.

4-2.4.3 Bus Rapid Transit (BRT) Alternative

All three of the BRT Alignments would require the termination of leases and acquisition of property that may result in the displacement of businesses and employees. In addition, the Full BRT Alignment would also include the acquisition and displacement of single- and multi-family residences. The following mitigation measure is proposed for the acquisitions and displacements associated with the BRT Alternative. Subsequent sections discuss the applicability to the Full BRT, MOS, and Lankershim/Oxnard On-Street Alignments.

A&D-1: The potential effects of property acquisitions and the displacement of persons and businesses will be substantially mitigated through compliance with applicable federal and state laws governing relocation assistance and property acquisition procedures. The *Uniform Relocation Assistance and Real Properties Acquisition Policies Act of 1970*, as amended (Uniform Act), mandates that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced as a direct result of programs or 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 or businesses who are eligible for assistance and establishes uniform and equitable land acquisition policies.

The Uniform Act requires both financial assistance and programmatic assistance to eligible displaced persons, businesses and non-profits, as described below:

Financial Assistance: Eligible displaced residential homeowners are entitled to compensation for reasonable moving expenses and the cost of comparable replacement housing that is decent, safe and sanitary. The current replacement housing allowance is a maximum of $22,500. Eligible displaced residential tenants may receive compensation for reasonable moving expenses and the cost of either comparable replacement rental housing that is decent, safe and sanitary, or a down-payment on a home that is decent, safe and sanitary. The current replacement rental housing or down-payment allowance is a maximum of $5,250 paid over a period of no more than 42 months. Eligible displaced businesses and non-profit organizations are entitled to compensation for: reasonable moving expenses, direct losses of tangible personal property (not to exceed the cost of moving such property), expenses of searching for replacement property and expenses of reestablishing a small business or non-profit (not to exceed $10,000). In lieu of the foregoing payments, a displaced business or non-profit can elect to receive a fixed relocation assistance payment of between $1,000 and $20,000.

Programmatic Assistance: Eligible displaced persons, businesses and non-profit organizations are entitled to certain programmatic assistance in addition to monetary compensation. This assistance takes the form of coordinated relocation planning and counseling, and may include recommendations on replacement housing or new business locations, information on other

government assistance programs, and any other advisory services which may minimize the hardships of relocation. Programmatic assistance also would include the provision of certain "last resort" housing in the event that comparable replacement housing that is decent, safe and sanitary is not available to displaced persons.

The second portion of the Uniform Act addresses property acquisition procedures. Generally, this section of the Uniform Act requires that all aspects of property acquisition, including notice, appraisal, negotiation and payment, be as reasonable and fair as possible and be handled as expeditiously as practicable.

According to §6018 of the Relocation Assistance and Real Property Acquisitions Guidelines (California Code of Regulations), the provisions of the *California Relocation Act* (Government Code §§7260-7277) shall apply in the absence of federal funds and/or involvement if a public entity undertakes a project and consequently must provide relocation assistance and benefits. The *California Relocation Act* (California Act), which is consistent with the intent and guidelines of the Uniform Act, seeks to (1) ensure the consistent and fair treatment of owners of real property, (2) encourage and expedite acquisitions by agreement to avoid litigation and relieve congestion in the courts, and (3) promote confidence in public land acquisitions.

4-2.4.4 Applicability of Mitigation

a. Full BRT

❑ MTA Leases

Under the proposed BRT Alignment, up to ~~27~~ 16 outdoor advertising leases and ~~23 to 28~~ 14 businesses may be entitled to relocation assistance under the Uniform Act and California Act subject to the provisions of their lease agreements with the MTA. In many instances, the lease agreement with MTA contains a provision wherein the tenant has acknowledged that he is not entitled to relocation benefits if the lease is terminated for a public transit project.

❑ Potential Acquisitions

The full acquisition of private property associated with the implementation of the proposed Full BRT Alignment would result in the displacement of 6 residential units (1 single-family residence and 5 multi-family residences), and ~~six~~ nine businesses~~, and two religious facilities~~. Potential property acquisitions and displacements outside the MTA ROW would be subject to both the Uniform Act and California Act.

b. Lankershim/Oxnard On-Street Alignment

❑ MTA Leases

Under the Lankershim/Oxnard On-Street Alignment, up to ~~12~~ 9 outdoor advertising leases and ~~21~~ 9 businesses may be entitled to relocation assistance under the Uniform Act and California Act due to the termination of their lease agreements with the MTA. However, the qualification for assistance is subject to the eligibility requirements of the acts and is dependent upon the specific lease agreement. In many instances, the lease agreement with the MTA contains a provision wherein the tenant acknowledges that he is not entitled to relocation benefits if the lease is terminated for a public transit project.

❑ Potential Acquisitions

The full acquisition of private property associated with the implementation of the proposed Lankershim/Oxnard On-Street Alignment would result in the displacement of ~~four~~ seven businesses~~ and one religious facility~~. Potential acquisitions and displacements of private outside the MTA ROW would be subject to both the Uniform Act and California Act.

c. Minimal Operable Segment (MOS)

❑ MTA Leases

Under the MOS Alignment, up to ~~11~~ 8 outdoor advertising leases and ~~12~~ 6 businesses may be entitled to relocation assistance under the Uniform Act and California Act. However, the qualification for assistance is subject to the eligibility requirements of the acts and is dependent upon the specific lease agreement. In many instances, the lease agreement with the MTA contains a provision wherein the tenant acknowledges that he is not entitled to relocation benefits if the lease is terminated for a public transit project.

❑ Potential Acquisitions

The full acquisition of private property associated with the implementation of the proposed MOS Alignment would result in the displacement of ~~four~~ two businesses~~ and one religious facility~~. Potential acquisitions and displacements of property outside the MTA ROW would be subject to both the Uniform Act and California Act.

4-3 DEMOGRAPHICS AND NEIGHBORHOODS

This section is concerned with project impacts to study area residents, including their demographic profiles and neighborhoods. The setting is established by outlining the history of the San Fernando Valley and describing the processes that led to the residential development patterns that exist today. The section continues with characterizations of present-day residential neighborhoods in the study area. Demographic patterns, particularly as they relate to transit dependency and environmental justice, are also identified for the study area. Neighborhood impacts, demographic changes, and environmental justice considerations potentially created by this project are then examined.

4-3.1 Setting

a. Historical Development of the San Fernando Valley

In 1769, the first party of Europeans in California, the Portola Expedition, crossed the San Fernando Valley en route to northern California. The diary kept by Father Juan Crespi, documenting his trip with this expedition, provides now well known descriptions of the natural history of Los Angeles and the San Fernando Valley before European settlement. It was not until about 25 years later that Europeans began to inhabit the San Fernando Valley. In 1795 Reyes Rancho was established in the northern part of the Valley, in what is now San Fernando, and two years later the San Fernando Rey Mission was founded. Through Christian conversion of the indigenous populations, the mission began to have considerable authority throughout the Valley. Over the following years as the mission acquired livestock, planted crops, and developed infrastructure, the number of Indian converts grew as well. However, after the secularization of the mission in 1834, it began to have less influence on the Valley's residents.

During the Mexican-American War (1846-1848), in an effort to raise money for the defense of California against invading Americans, the head of the California government, Pío Pico, sold part of the San Fernando Rancho in 1846. In 1862, the victorious American government conveyed the land to Pío Pico personally, who in turn sold it to the San Fernando Farm Homestead Association, a group of American businessmen eager to acquire and sell real estate for homesteads.

The Association increased its holdings in 1871 and obtained title to the southern portion of the Valley as well, including areas later to become Van Nuys, North Hollywood, Reseda, Canoga Park, and Encino. Major players in the Association included Isaac Lankershim and I.N. Van Nuys. Both men grew wheat across what today is Van Nuys and North Hollywood. When the Association was dissolved in 1880 the property was distributed to its shareholders. California Senators Charles Maclay and George Porter gained control over the northern half of the Valley, while Van Nuys and Lankershim remained prominent landholders in the south. Wheat continued to be grown extensively throughout the Valley. By the late 1870s the town of San Fernando had begun to expand and by 1874 Southern Pacific had rail service between downtown Los Angeles

and San Fernando. In 1893, the Burbank Branch (the same railroad alignment which would be used for the proposed Bus Rapid Transit project) was added to provide rail service along 21 miles of the San Fernando Valley. The railroad connection began a period of rapid growth in the Valley. The Los Angeles Farm and Milling Company was organized in 1880 to succeed the San Fernando Farm Homestead Association. Wheat growing continued to be the predominant economic activity in both the northern and southern halves of the Valley until about 1915. Unable to agree on policy, Maclay and Porter (along with Porter's cousin) divided the land they held under the Farm and Milling Company. In 1888 the Lankershim Ranch Land and Water Company bought the eastern 12,000 acres (east of Whitsett Avenue) from the company. Lankershim's land was subdivided and it quickly grew into a town—Toluca—which later became Lankershim and then North Hollywood.

Over the next decade, residential development accelerated in the Valley. The number of ranches and farms grew, agriculture expanded (particularly citrus and wheat), irrigation systems were installed, street railways were built, banks were organized, and in 1907 Los Angeles approved a bond issue to construct the Los Angeles Aqueduct to carry water from Owens Valley to the San Fernando Valley. The aqueduct proved to be a turning point in the Valley's history. It sparked intense land speculation and led to the annexation of the Valley to the City of Los Angeles. One of the major results of this speculation and annexation was a venture in subdivision in the Valley beginning in 1909. Small lots suitable for houses and small farms were created throughout the Valley. The townsites of Van Nuys, Reseda (then called Marion), and Canoga Park (then called Owensmouth) were laid out. While what today would be identified as tract homes made up most of the Valley's residential development, homes were nonetheless designed to capture an idyllic, rural quality that came to be characteristic of Valley living. Growth in the Valley decreased during the Great Depression, but increased again during and after World War II. The Valley gained a state college, government center, and cross-Valley freeway over the course of several post-World War II growth booms.

b. Neighborhood Characteristics

❑ Introduction

A large number of residential areas exist within the project study area. Identifying distinct neighborhoods is difficult because there is no universally accepted definition of the term "neighborhood". However, most sociologists agree that neighborhoods are areas of varying geographic scales that are defined by their inhabitants. For example, an immediate neighborhood may be the small cluster of houses immediately surrounding one's own house. A homogenous neighborhood may be the area in which the housing types, cultural background, economic class, or commonly held values are similar. An institution-oriented neighborhood could be an area in which residents share a common relationship with a local institution, such as an elementary school or religious establishment. A regional neighborhood may be an entire suburb, township, or district within a metropolitan area.

For purposes of this analysis, regional neighborhoods are defined as the residential communities along the East-West Transportation Corridor. They are generally described around proposed

station areas or along segments of the transit corridor, and have been identified on the basis of information gathered during public participation and community outreach efforts for this project, as well as observations made in the field. Immediate or homogenous neighborhoods are described within these regional neighborhoods, where they occur. Neighborhoods along the corridor are described in terms of their character and perceived security.

- **Neighborhood Character**

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

- **Neighborhood Security**

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

❑ Study Area Neighborhoods

Single-family residential neighborhoods are the predominant land use within the study area, although a substantial number of multi-family residential buildings (both apartment complexes and condominiums) also line the thoroughfares in the area. The following are descriptions of the identified neighborhoods within the San Fernando Valley East-West Transit Corridor, described from East to West. It is important to remember that many of these neighborhoods encompass large sections of the San Fernando Valley, and several of them overlap. Therefore, in order to more clearly describe the neighborhoods along the proposed alignment, a somewhat generalized description of each neighborhood's location is provided on Figure 4-24 and Figure 4-25.

- **Chandler/Lankershim**

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

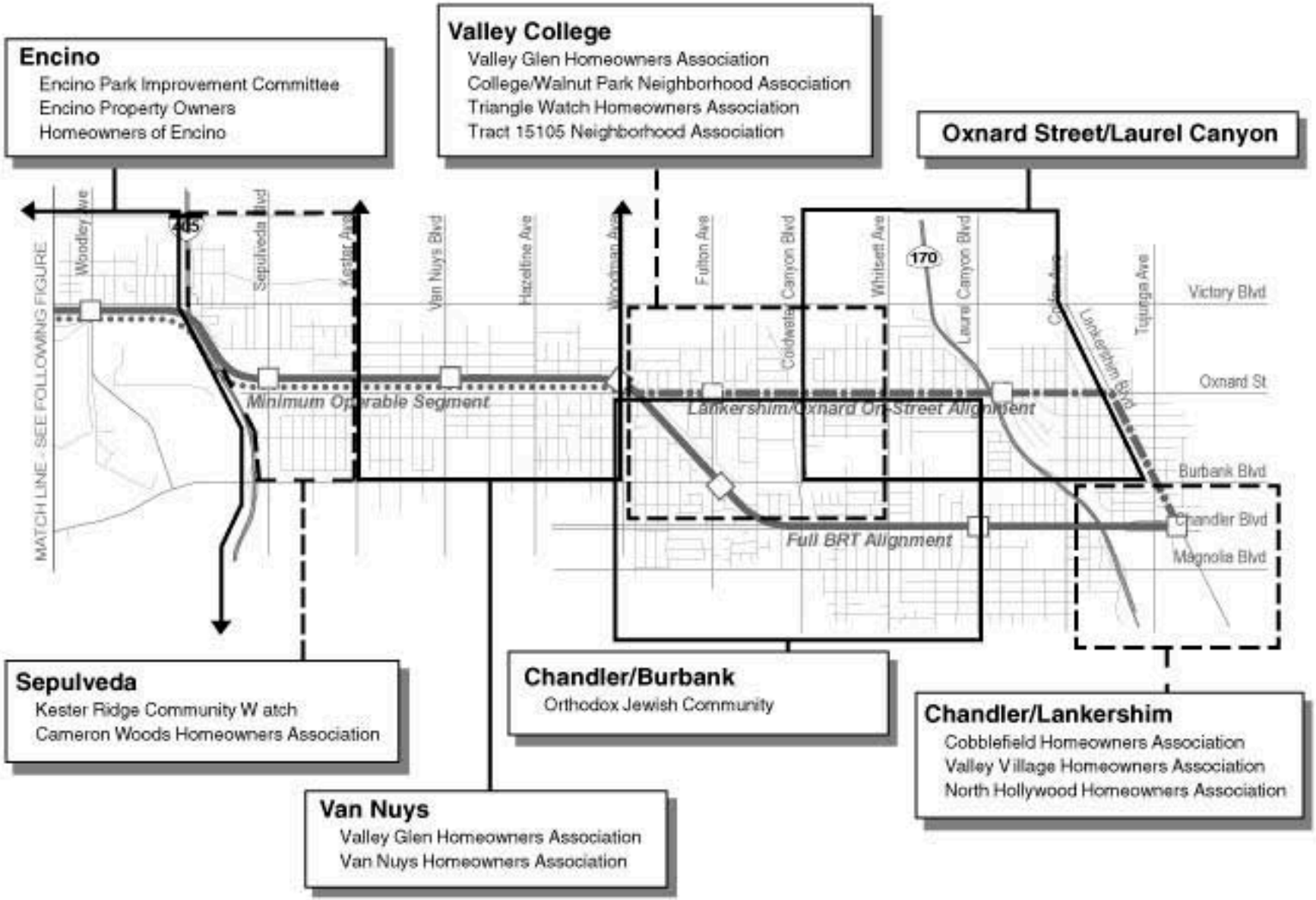


Figure 4-24: East Valley Neighborhood Areas

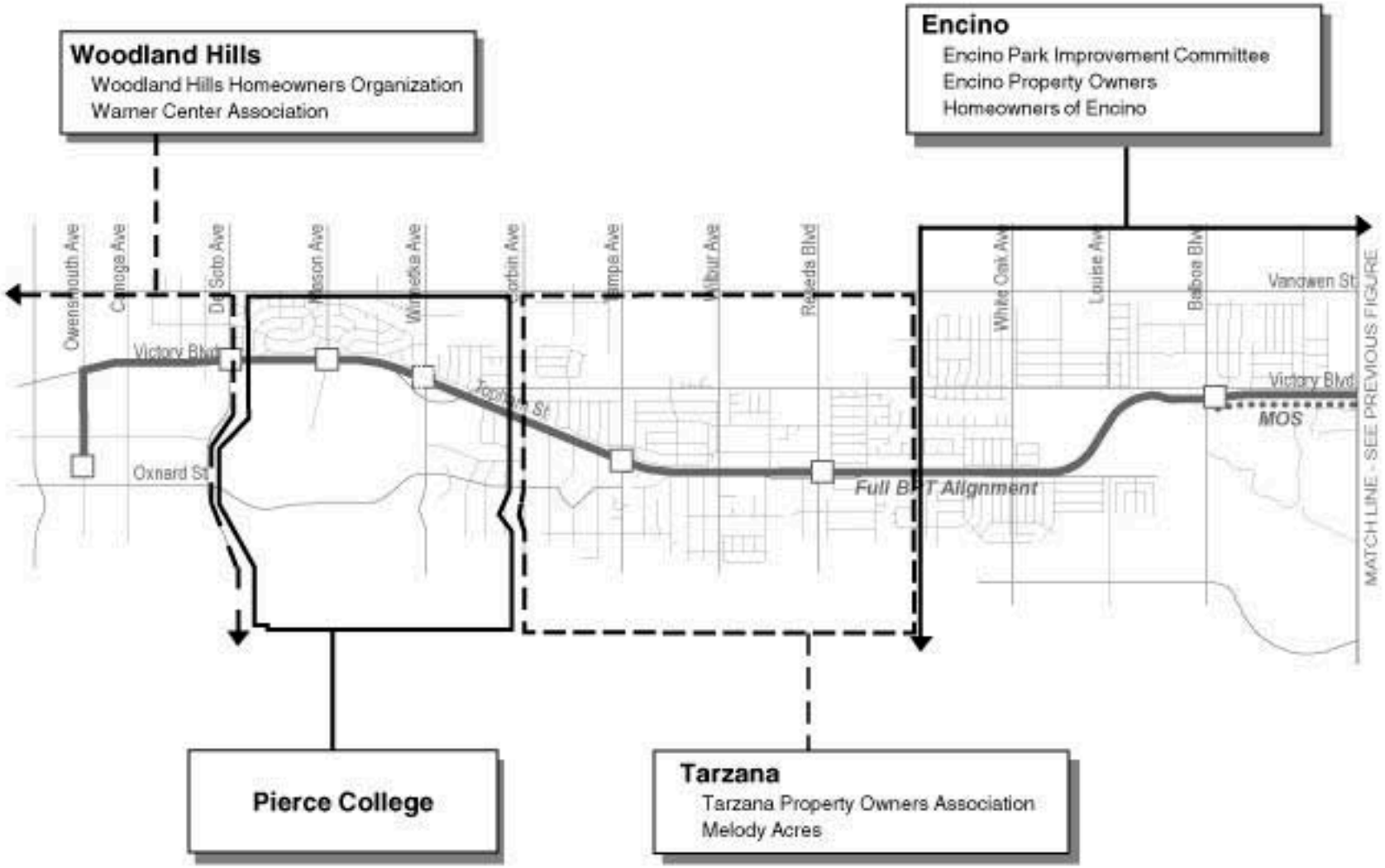


Figure 4-25: West Valley Neighborhood Areas

- **Chandler/Burbank**

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

In the eastern portion of this area, north of Burbank Boulevard, houses are relatively small, single-story, and older, some dating back as far as the 1920s. Yards are well-maintained, and most streets are lined with sidewalks and large trees. West of the Hollywood Freeway (SR 170) around Laurel Canyon Boulevard and Oxnard Street, there are neighborhood pockets that have a distinctively rustic feeling. There are no sidewalks and street trees almost form a canopy across the street. Recently constructed multi-family residential buildings adjoin single-family residential neighborhoods at major streets, such as Burbank Boulevard and Oxnard Street. South of Chandler Boulevard around the proposed Laurel Canyon/Chandler station and in the Valley Village area, lot size as well as house size are relatively small, and streets are again lined with mature trees. Recently constructed multi-family residential buildings line Magnolia Boulevard and Chandler Boulevard, as well as several smaller streets that join the two. Around Chandler Boulevard, in the vicinity of the Fulton Avenue, houses are relatively large compared to those in other East Valley neighborhoods. Streets are also wider, and houses are set back farther from the street than in many other neighborhoods.

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

- **Valley College**

This is a relatively small, institution-oriented neighborhood encompassing those neighborhoods immediately surrounding and including Valley College. It extends between Whitsett and Woodman Avenues. Although the area is largely residential, there are many multi-family residential buildings on the major arterial streets such as Fulton Avenue, Woodman Avenue, and Oxnard Street. In addition to the college campus, the neighborhoods west of Valley College contain relatively large lots and houses, and wider streets. Landscaping, street trees, and housing

style are similar to those in other parts of the study area. Erwin Park, a small neighborhood park, is an added amenity to the area.

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

- **Oxnard/Laurel Canyon**

This regional neighborhood is a large area encompassing numerous immediate neighborhoods stretching between Lankershim Boulevard and Fulton Avenue in North Hollywood. There is substantial overlap of this neighborhood with both the Chandler/Burbank and Valley College regional neighborhoods. Due to the overlap, the discussion of the neighborhood character and perceived sense of security of immediate neighborhoods above applies to this regional neighborhood as well. Within this area there are smaller neighborhoods, such as east of Laurel Canyon and north of Oxnard Street, that contain numerous multi-family residential dwellings. Others are more typical of the single-family residential neighborhoods found across the Valley. Most streets are tree-lined, and have sidewalks, well-maintained lawns, and tract homes built mainly in the 1950s.

- **Van Nuys**

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

- **Sepulveda**

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

- **Encino**

The neighborhood of Encino runs between the San Diego Freeway (I-405) on the East, and Lindley Avenue on the West. This is a regional neighborhood made up of the residential areas surrounding the Sepulveda Dam Recreation Area. Most of the area south of the ~~SP~~ MTA ROW is part of the Sepulveda Dam Recreation Area, a large park containing several golf courses and open space for recreation. This park is a defining characteristic of the area, and lends the entire regional neighborhood a more spacious, rustic feel. The residential neighborhood located south of the ~~SP~~ MTA ROW and just west of the Recreation Area, known as Encino Park, is a single-family residential neighborhood very similar to those described above. North of the ~~SP~~ MTA ROW, single-family residences predominate. On the east end of the neighborhood, they are buffered from the ROW by multi-family residential buildings and commercial buildings. Farther west, they are buffered from the ROW by Victory Boulevard and a bike path. This area is also well-maintained with street trees and oftentimes sidewalks. Most of the houses were built in the late 1940s and 1950s, although many have undergone substantial alterations. Van Nuys Airport (just north of Encino) is located adjacent to these areas.

- **Tarzana**

This neighborhood encompasses the entire area between Lindley Avenue and Corbin Avenue. Residential neighborhoods within this area are predominantly single-family, with housing stock and maintenance patterns similar to other parts of the Valley. South of the ROW, there are multi-family residential buildings and commercial structures located along major streets, buffering single-family residential neighborhoods from high-traffic roadways. North of the ROW, single-family residential buildings are adjacent to the ROW. The ~~SP~~ MTA ROW becomes very wide through this area, however, which provides the single-family residences more of a buffer. In addition, most of the single-family residences north of the ROW have fences or concrete block walls to separate the property from the ROW. In the middle of the Tarzana neighborhood, in the area west of Etiwanda Avenue, the ~~SP~~ MTA ROW is adjoined on the south side by a strip of commercial and light industrial buildings, and the entire area becomes much more commercial-oriented.

- **Pierce College**

This institution-oriented neighborhood consists of Pierce College, a 2-year community college, and the neighborhood directly north of the campus. The neighborhood south of the campus is outside the study area and is completely isolated from the campus by Oxnard Street and a large amount of open space. The neighborhood north of Pierce College is very similar to those other neighborhoods described above. It is mostly single-family residential, with well-maintained 1950s era houses.

- **Woodland Hills/Warner Center**

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

c. Demographic Characteristics of the Study Area

In this section, demographics are analyzed for the study area as a whole and for station influence areas. The study area encompasses those census tracts that adjoin the proposed alignments as well as some immediately adjacent census tracts. For the purpose of this analysis, the study area has been broken down into two major parts; the East Valley is the portion of the study area located east of the 405 Freeway, and the West Valley is the portion of the study area located west of the 405 Freeway.

A station influence area is defined as the area encompassed by a 0.5 mile radius around a station. It represents the largest probable pedestrian capture area for a bus station and corresponds to a walking time of about 10 to 15 minutes to a station. The station influence areas are shown on Figure 4-26. Station influence areas are different from primary influence areas described in Section 4-1. As discussed in Section 4-1, land use impacts are not likely to extend beyond a few blocks, and thus an analysis covering quarter mile radii around stations is sufficient; however, because the pedestrian capture zone for a station could likely extend farther than a quarter of a mile, particularly in transit dependent neighborhoods, demographic data were gathered for this larger 0.5 mile radius station influence area (which therefore also contains the primary influence area). Demographic data for current conditions were obtained from the U.S. Census Bureau (the 1990 Census).[1]

[1] The demographic data provided in this analysis differ slightly from the data provided in the Section 5309 New Starts Criteria Submittal of July 2000. This is due to minor methodological differences in data compilation, which have no effect on the conclusions drawn from the data.

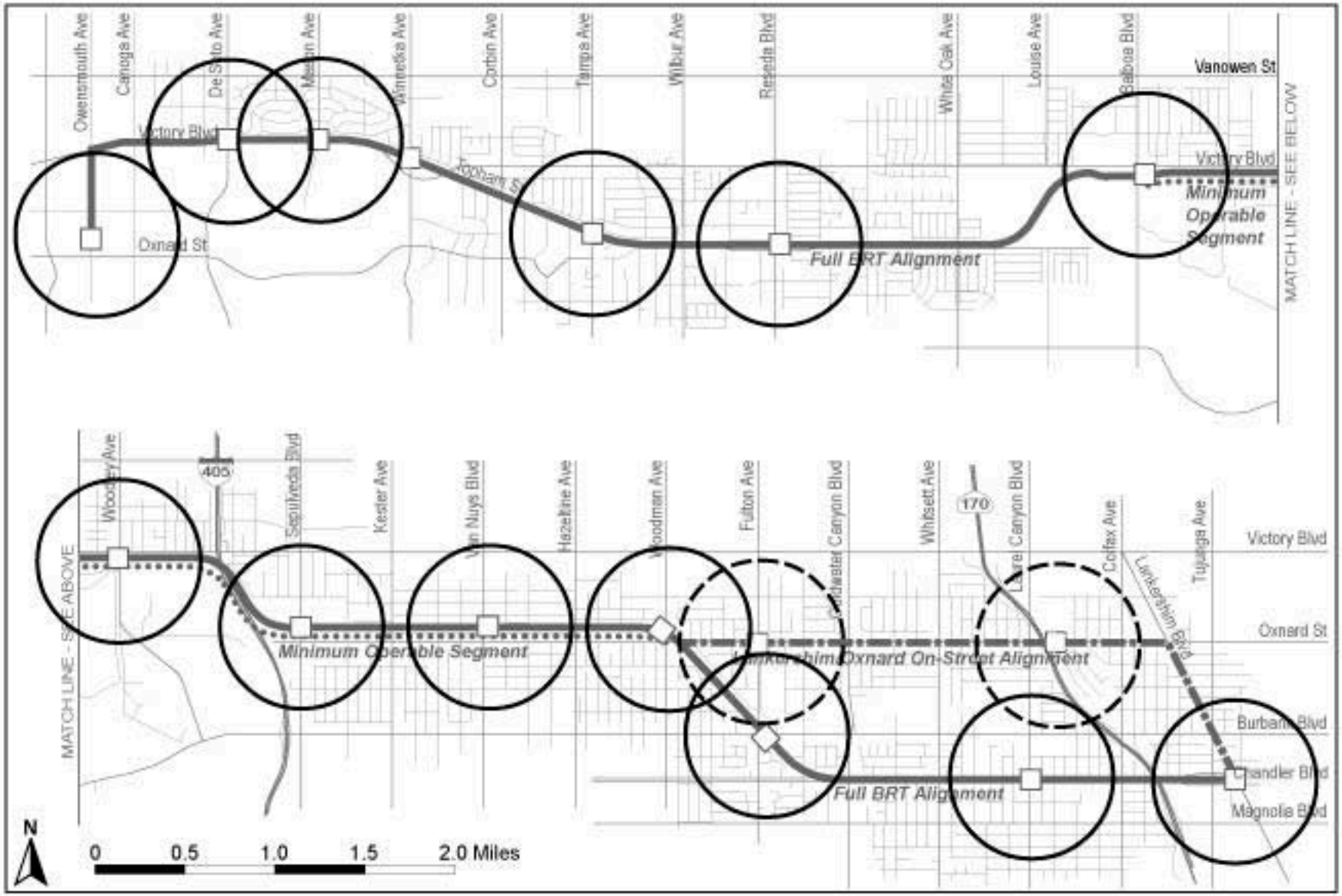


Figure 4-26: Station Influence Areas

Table 4-5 lists population, housing, and employment characteristics of the study area and of the City of Los Angeles. Data for the City of Los Angeles are provided in order to compare the study area with the larger urbanized area of which it is a part. The study area (which includes both the East and West Valley) has housing vacancy rates that are approximately equal to the City as a whole. The West Valley, however, has higher levels of owner-occupancy and more single-family residences than the City, while the East Valley has lower levels of owner-occupancy and more multi-family residences.

Table 4-5: Population, Housing, and Employment Characteristics

		City of Los Angeles	East Valley Study Area	West Valley Study Area
Population (1990)		3,485,398	106,954	86,185
Employment (1994)[1]		1,705,100	94,043	44,897
Housing (1990)	Housing Units	1,299,963	45,969	38,592
	Occupancy (%)	1,217,405 (94%)	43,104 (94%)	35,768 (93%)
	Vacancy (%)	82,558 (6%)	2,919 (6%)	2,827 (7%)
	# of SFR (%)	589,591 (45%)	16,843 (37%)	18,440 (48%)
	# of MFR (%)	686,938 (53%)	28,770 (63%)	19,667 (51%)
	# of Other (%)	23,434 (2%)	352 (<1%)	485 (1%)
	# Owner-Occupied (%)	486,250 (40%)	14,478 (34%)	16,891 (47%)
	# Renter-Occupied (%)	731,155 (60%)	28,626 (66%)	18,877 (53%)

Notes:
(1) Employment data are from SCAG and represent employees working within the census tracts of the area, and not employees living within the census tract who are employed.
SFR = single-family residence
MFR = multi-family residence

Sources: U.S. Census Bureau, 1990; SCAG, 1998.

The City of Los Angeles, along with the Valley study area, is expected to substantially gain both population and employment over the next 20 years (see Table 4-6). The Southern California Association of Governments (SCAG) predicts that by the year 2020, the City of Los Angeles will have a total population of 4,890,900 people; an increase of 34 percent from 1994. The West Valley study area is expected to grow more quickly, with an increase of 37 percent over the same time period, and the East Valley is expected to grow more slowly, with an increase of 27 percent. The same pattern holds true for employment. The City of Los Angeles is expected to increase its employment by 30 percent over the next 20 years, while the West Valley study area employment is expected to grow 42 percent, and the East Valley study area employment is expected to grow 22 percent.

Table 4-6: Population and Employment Projections (1990-2000)				
		City of Los Angeles	**East Valley Study Area**	**West Valley Study Area**
Population	1990 (U.S. Census)	3,485,398	106,954	86,185
	1994	3,656,700	114,458	89,631
	2000	3,845,300	119,288	94,715
	2020	4,890,900	145,763	122,582
	% Change (1994-2020)	34%	27%	37%
Employment	1994	1,705,100	44,897	94,043
	2000	1,851,600	47,816	105,426
	2020	2,209,300	54,834	133,879
	% Change (1994-2020)	30%	22%	42%
Notes: Percentages rounded to the nearest whole number. All data provided by SCAG, except 1990 population data, which was provided by the U.S. Census.				

Sources: U.S. Census Bureau, 1990; SCAG, 1998.

Table 4-7 characterizes the study area and station influence areas in terms of transit dependency and compares this to the City of Los Angeles. Transit dependency is characterized by a) the population unlikely to drive (those under 16 and over 64 years of age), b) the number of workers using public transportation, and c) the number of persons below the poverty line.[2] The percentages of people under 16 and over 64 are similar between the study area and the City of Los Angeles, although the study area does have a slightly lower percentage of people under 16 and slightly higher percentage of people over 64. Most of the station influence areas exhibit roughly the same percentages; however, the Tampa/Victory station area has a substantially higher percentage of people under 16 and over 64 (31 percent and 22 percent, respectively). People in these age groups are unlikely to drive their own vehicles and are thus more likely to be transit dependent. Workers that use public transportation are another transit-dependent demographic group. The study area as a whole has a lower percentage of workers that use public transportation than does the City (roughly 5 percent as compared to the city-wide average of 11 percent). The East and West Valley have comparable percentages of workers that use public transportation (6 and 4 percent), as do all the station influence areas, which vary between 2 and 8 percent of workers. Finally, the number of people below the poverty line is also indicative of transit dependency. The City of Los Angeles has a larger proportion of persons living below the poverty line (18 percent) than does the study area, and within the study area the East Valley has a higher proportion of people below the poverty line than the West Valley (12 percent compared to 9 percent). When broken down into individual station influence areas, the percentage of people below the poverty line varies widely; from 3 to 18 percent. These percentages are still, however,

[2] The Census Bureau set the poverty line at $12,674 per year for a family of four in 1989 for use with the last census in 1990.

equal to or lower than the City of Los Angeles. Overall, study area residents are less likely to be transit dependent than residents of the City of Los Angeles as a whole.

Table 4-7: Transit Dependency Characteristics

Location	Persons Under 16	%	Persons Over 64	%	Workers Using Public Transportation	%[1]	Persons Below the Poverty Line	%
City of Los Angeles	773,779	22	347,713	10	17,1746	11	643,809	18
East Valley	18,701	17	12,140	11	2,911	6	13,076	12
West Valley	15,078	17	10,769	13	1,764	4	7,502	9
Station Influence Areas								
North Hollywood	5,106	20	2,048	8	946	7	4,513	18
Laurel Canyon	3,793	15	3,889	15	554	4	2,375	9
Valley College/Burbank	3,095	16	3,176	17	363	4	1,384	7
Woodman/Oxnard	3,690	20	1,730	10	469	5	2,145	12
Van Nuys/Oxnard	5,076	16	1,807	6	829	8	4,117	13
Sepulveda/Oxnard	3,496	21	1,581	9	564	7	2,655	16
Woodley/Victory	3,713	21	1,350	8	676	7	2,601	15
Balboa/Victory	2,489	17	1,943	13	258	3	735	5
Reseda/Oxnard	4,062	17	2,794	12	521	4	1,924	8
Tampa/Topham	5,347	31	3,798	22	159	2	470	3
Mason/Victory	2,306	20	964	8	260	4	1,093	10
De Soto/Victory	1,226	19	457	7	221	6	809	13
Warner Center	3,012	13	3,725	16	285	2	1,701	7
Fulton/Oxnard[2]	1,858	18	1,419	14	251	5	672	7
Hwy 170/Oxnard[2]	2,748	19	1,594	11	356	5	1,823	12

Notes:
Percentages rounded to the nearest whole number.
(1) Percent calculation based on the number of workers over the age of 16.
(2) For the on-street alignment only.

Source: U.S. Census Bureau, 1990.

d. Environmental Justice

Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations (Environmental Justice), Executive Order 12898, signed by President Clinton on February 11, 1994, requires each federal agency, as part of its mission, to achieve environmental justice by identifying and addressing disproportionately high and adverse human health or environmental effects of its activities on minority and low income populations. When there is substantial federal involvement in a project, the federal agency (in this case, FTA) must collect and analyze data on race, national origin, and income for the populations surrounding the project and must assess environmental and human health risks borne by the populations of concern (i.e.

minority and low income populations). The federal agency must ensure that its activities do not discriminate against persons or groups of persons on the basis of race, national origin, or income.

Average per capita income along with the racial and ethnic breakdown[3] of the study area is shown in Table 4-8. As well as having a lower percentage of people below the poverty line (according to the 1990 U.S. Census, poverty is defined as an annual income of $12,674 for a family of four; see Table 4-3.3), the study area also has a higher per capita income than the City of Los Angeles. While in the City average per capita income is $16,188 a year, in the study area it is between $18,751 (East Valley) and $19,974 (West Valley) a year. Only 3 of the 13 station influence areas have lower average per capita incomes than the City of Los Angeles, and these are the Van Nuys/Oxnard, Woodley/Victory, and De Soto/Victory station areas.

The study area also has a substantially higher proportion of whites and lower proportion of minorities than the City of Los Angeles. While in the City minorities represent 63 percent of the total population, in the study area they only represent between 41 percent (East Valley) and 29 percent (West Valley) of the total population. The only station influence area that varies widely from this trend is the Van Nuys/Oxnard station area, in which 30 percent of the population is white, and the remaining 70 percent is minority. In both the City of Los Angeles and the study area, Hispanics are by far the largest minority population.

Based upon the demographic information collected and reported in Table 4-8, there does not appear to be a target population (substantial presence of low-income or minority residents, based on proportionality) to be focused on pursuant to Executive Order 12898.

[3] The Census Bureau considers "Hispanic" an ethnic category, while it treats "white", "black", "Asian", and "Native American" as racial categories. Thus, in order to use exclusive categories in this analysis, no distinction is made among racial groups within the Hispanic ethnic category.

Table 4-8: Environmental Justice Variables

Location	Average Per Capita Income	Racial/Ethnic Groups											
		White	%	Black	%	Hispanic	%	Asian	%	Native American	%	Other	%
City of Los Angeles	$16,188	1,299,604	37	454,289	13	1,391,411	40	320,668	9	9,774	0.3	9,652	0.3
East Valley	$18,751	62,566	59	4,648	4	34,440	32	4,702	4	291	0.3	255	0.2
West Valley	$19,974	61,065	71	2,698	3	17,374	20	4,754	5	249	0.3	97	0.1
Station Influence Areas:													
North Hollywood	$14,379	11,660	46	1,512	6	11,019	43	1,166	5	88	0.4	55	0.2
Laurel Canyon	$20,938	18,931	74	1,109	4	4,319	17	1,191	5	80	0.3	59	0.2
Valley College/Burbank	$23,715	14,804	78	565	3	2,710	14	869	5	61	0.3	53	0.3
Woodman/Oxnard	$19,217	10,198	56	836	5	6,139	34	804	4	45	0.3	44	0.2
Van Nuys/Oxnard	$14,580	9,584	42	901	4	11,272	49	928	4	48	0.2	57	0.3
Sepulveda/Oxnard	$16,120	8,408	50	558	3	7,240	43	673	4	43	0.3	45	0.3
Woodley/Victory	$15,196	8,686	53	835	5	6,884	40	828	5	55	0.3	17	0.1
Balboa/Victory	$20,543	11,236	76	321	2	2,341	16	817	6	49	0.3	23	0.2
Reseda/Oxnard	$19,238	17,842	78	751	3	3,465	15	1,136	5	69	0.3	20	0.1
Tampa/Topham	$19,097	9,446	76	285	2	2,261	13	748	5	52	0.4	22	0.2
Mason/Victory	$15,877	7,163	63	310	3	2,974	26	981	9	38	0.3	16	0.2
De Soto/Victory	$15,485	3,835	60	231	4	1,758	28	535	8	17	0.3	6	0.0
Warner Center	$23,264	18,105	80	663	3	2,835	12	1,291	5	45	0.1	18	0.1
Fulton/Oxnard*	$21,336	7,282	71	377	4	2,008	20	542	5	45	0.4	44	0.4
Hwy 170/Oxnard*	$16,054	8,628	59	669	5	4,527	31	774	5	40	0.3	43	0.3

Notes:

Percentages rounded to the nearest whole number, except in cases where the value was less than one percent.

(*) For the Lankershim/Oxnard On-Street Alignment only.

Source: U.S. Census Bureau, 1990.

4-3.2 Impact Analysis Methodology and Evaluation Criteria

a. Demographics

1990 U.S. Census data are used to describe the existing demographic characteristics of the study area, and SCAG population projections are used to describe expected growth in the area. A qualitative discussion is provided to examine the potential impacts of the project on these demographic patterns. An adverse impact under NEPA (significant impact under CEQA) to the area's demographics could occur if the project causes the redistribution of the population, or an influx or loss of population.

b. Neighborhoods

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

❑ Neighborhood Character

An adverse impact under NEPA (significant impact under CEQA) to a neighborhood's character could occur if the presence of the project could potentially change the character of a neighborhood by introducing an incompatible use to the area.

❑ Neighborhood Access

If property acquisitions or the physical presence of the project alignment or transit stations could substantially impair access to, from, or within a neighborhood, or create a division within a neighborhood that was not previously present, then an adverse impact under NEPA (significant impact under CEQA) to neighborhood access could occur.

❑ Neighborhood Security

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

c. Environmental Justice

Ethnic composition and income data are used to determine if the study area contains target populations (i.e. substantial concentrations of minority and low income populations). A qualitative discussion is provided to examine the potential for disproportionately high and adverse human health or environmental impacts on minority or low income populations, pursuant to Executive Order 12898.

4-3.3 Impacts

4-3.3.1 Demographics

Demographic characteristics for the City of Los Angeles and the project study area are discussed above, in section 4-3.1 c. Over the next 20 years, both population and employment in the City of Los Angeles and the project study area are expected to increase between 22 and 42 percent (depending on the area). The proposed project is not anticipated to have an adverse impact under NEPA (significant impact under CEQA) on these projections.

a. No Build Alternative

The No Build Alternative would not provide any major new physical improvements in the East-West Transportation Corridor above the improvements already planned for the area. Since no substantial changes to the existing system would be made, this alternative would have no impact on the area's demographics.

b. Transportation System Management (TSM) Alternative

The TSM Alternative would provide enhanced on-street bus service along existing routes. Because this alternative would not provide access to transportation in previously inaccessible areas no redistribution of the population would be anticipated as a result of the project. Although this alternative would provide improved transportation in the area, a substantial influx of population is not expected due to the fact that the area is already highly developed, and the construction of additional housing which might stimulate such an influx would be difficult.

c. Bus Rapid Transit (BRT) Alternative

The BRT Alternative would provide improved transportation along a new public transit corridor. This corridor has been used previously for public transportation service. Pacific Electric service was present in the past, and there is existing bus service parallel to, adjacent to, and crossing the ROW. No redistribution of the population is anticipated as a result of the project, because the proposed station stops are located either on or in close proximity to streets currently used by the MTA bus system. Therefore, no substantial shift of the population is expected as a result of the BRT Alternative. The BRT Alternative is also not anticipated to result in a gain or loss of population in the area. One single-family residence and five multi-family residential units would

be displaced by the proposed project (see Table 4-2.1), requiring the relocation of about 17 people; however, this would not result in a substantive population loss.

No adverse demographic impacts under NEPA (significant demographic impacts under CEQA) from the Lankershim/Oxnard On-Street Alignment or Minimum Operable Segment (MOS) are anticipated, for the same reasons as are enumerated above.

4-3.3.2 Neighborhoods

a. No Build Alternative

This alternative would not provide any new major physical improvements in the East-West Transportation Corridor. No street widenings or new streets would be required as a result of adjustments to MTA service. The deployment of new buses or alteration of existing bus routes would not create neighborhood impacts because it is assumed that new buses would be deployed or new routes established along major arterials which already offer bus service or a high demand for bus service. Bus service would be contained along major arterials and would avoid neighborhood areas. Neighborhood character, access, or perceived security would not be negatively affected.

b. TSM Alternative

This alternative would enhance the existing bus system by increasing and improving bus operations. No new major physical improvements would be introduced into the corridor, with the exception of existing planned improvements, noted above. This alternative assumes generally the same bus routes as the No Build Alternative. The deployment of new buses would be focused on several major arterials in the Valley which already offer bus service (see Chapters 2 and 3). New buses would not travel through previously unaffected residential neighborhoods; thus, neighborhood character, security, and access would not be negatively affected.

c. BRT Alternative

- **Character**

As is noted above in Section 4-3.1a, *Historical Development of the San Fernando Valley*, transportation corridors have been an integral part of the development and character of the San Fernando Valley since 1874, when the Southern Pacific Railroad first established rail service between San Fernando and downtown Los Angeles. The San Fernando Valley communities grew up alongside the Southern Pacific rail corridors, and as such, transportation uses are an essential part of the historic character of the Valley as a whole. The alignment proposed in the BRT alternative, in particular, was an important part of the historic transportation system. The Burbank branch of the Southern Pacific rail line, which ran along much of the proposed alignment, opened in 1893 and carried both passengers and freight, and continued to operate as a freight line until 1992. In addition, Pacific Electric Red Cars (trolleys that also ran from the Valley to downtown Los Angeles) carried passengers along Chandler Boulevard until 1952. A

complete description of the historic transportation uses in the San Fernando Valley and along the project corridor is given in Section 4-14.

Given the aforementioned facts, the proposed busway would be consistent with the historic transportation uses that are an integral part of the Valley communities' characters, and particularly the character of those areas which directly abut the old Southern Pacific Railroad right-of-way. This includes both the areas in the West Valley where the corridor traverses alongside existing streets, and areas in the East Valley where the corridor is located in the median. Although local residents may have become accustomed to the lack of transportation-related traffic along the right-of-way in the past 8 to 9 years, this absence represents a short-term divergence from historically present transportation uses in the area (a major part of the San Fernando Valley for nearly 100 years), rather than a permanent change in the character of the surrounding neighborhoods. ~~Stated conversely, the proposed transit project can be viewed as a restoration of transportation uses to the historic corridor.~~

While the proposed restoration of transportation uses in the historic corridor would utilize buses rather than trains, the additional adverse effects under NEPA (significant effects under CEQA) associated with buses (rather than trains) would not negatively affect neighborhood character. These effects are primarily air quality during construction and noise effects, which can be mitigated. These are discussed in Sections 5-8 (Air Quality) and 4-9 (Noise and Vibration). The other divergence from historic transportation patterns would be the increase in the number of vehicle trips per day along the corridor. While the proposed bus schedule differs greatly from the infrequent freight train trips that characterized the right-of-way in past years, it is important to note that the proposed busway is located almost entirely in the median of or directly adjacent to a major roadway along which hundreds of cars per day already travel. Adding one bus trip every 2.5 minutes on a busway directly adjacent to a busy roadway would not change the essential character of the surrounding neighborhoods because it would not substantially increase the number of vehicles traveling along the transit corridor.

Aesthetic benefits would also result from the proposed busway. The proposed busway would consist of an at-grade concrete roadway for the buses to travel on, stations spaced approximately one mile apart (with typical stations amenities to include a waiting area, benches, canopy, etc.), new landscaping (including ground cover, shrubs, and a generous planting of trees), and potentially a bikeway (a separate project being ~~pursued by~~ planned in conjunction with the City of Los Angeles). These facilities would be constructed on or installed along the existing abandoned railroad right-of-way that currently has no amenities and, in most areas, an unsightly appearance created by deteriorating railroad track and ballast, dirt, and weeds.

~~Compared with~~ Given the historic transportation use of the corridor, the proposed busway would be compatible and would provide a range of enhancements that currently do not exist. The proposed BRT would be compatible with its surroundings, based on these considerations, and therefore would not change the character of the neighborhoods through which it passes.

The majority of the necessary soundwalls would be installed in areas where all of the adjacent residences face away from the ~~SP~~ MTA ROW. Most of these residences already have fences or landscaping between the back or side yard and the ~~SP~~ MTA ROW that shield the residence from

the ROW. In these cases, the sound barriers would be an improvement over existing conditions because they would more effectively shield these residences from the ROW. Along Topham Street, between Corbin Avenue and Wilbur Avenue, and between Lindley Avenue and Zelzah Avenue, there are many single-family residences that face the ~~SP~~ MTA ROW. The sound barriers would not result in an adverse effect under NEPA (significant effect under CEQA) here, however, because they would not place a visual barrier between portions of a cohesive neighborhood. While along these portions of Topham Street residences on one side of the street do face the ROW, the residences on the opposite side of the street are situated several hundred feet away, and face away from the opposite residences. In other words, the soundwalls proposed along Topham Street would not be constructed between rows of houses which face each other. Therefore, the houses on the north side of the ROW do not appear to form a cohesive neighborhood group with the houses on the south side of the ROW, and the sound barriers would not result in an adverse effect under NEPA (significant effect under CEQA).

- **Access**

The BRT alternative would not substantially impair access to and from the neighborhoods surrounding the alignment because no legal crossings would be eliminated. All existing legal crossing points (i.e., crosswalks at signalized intersections) would be maintained, and therefore, access across the proposed busway would not be impaired.

In the Orthodox Jewish community, an accommodation will be made to facilitate pedestrian movement across the corridor. Orthodox Judaism requires that adherents walk, not drive, to religious services on the Sabbath, therefore several informal pedestrian crossings of the ROW currently exist in the Chandler/Burbank area. In order to accommodate these pedestrian movements, two mid-block at-grade pedestrian crossings will be provided, one at Goodland Avenue and another at Agnes Avenue, with signals activated without having to press a button, thereby avoiding "work" as is also prescribed for the Orthodox Jewish community. In addition, there is an existing at-grade pedestrian crossing at Zelzah Avenue providing community access across the ~~SP~~ MTA ROW. This crossing will be maintained. With these accommodations, no adverse effect under NEPA (significant effect under CEQA) on access would occur.

- **Security**

The proposed station locations would not result in any impacts to neighborhood security. Of the eleven proposed new stations, only five are located directly adjacent to a residential neighborhood. These are the De Soto Avenue, ~~Mason Avenue~~ Pierce College, Tampa Avenue, and Woodman Avenue stations. The eastbound De Soto Avenue station platform would be located just south of a residential neighborhood. While the busway would separate the platform from the residential neighborhood, the platform would be oriented towards the residences on the north side of the alignment. Any views this might provide, however, would be blocked by the fences and landscaping that currently separate the right-of-way from the residential area, and may be further blocked by the installation of sound walls as part of noise mitigation measures. In addition, access to the De Soto Avenue station would only be provided via De Soto Avenue and Victory Boulevard.

There is a residential neighborhood on the north side of the Pierce College station (located at Mason Avenue or Winnetka Avenue), adjacent to the westbound station platform. No additional access to ~~this~~ these neighborhoods would be provided, however, because the station stop would only be accessible via Mason Avenue or Winnetka Avenue and Victory Boulevard, and the westbound stop would be oriented away from the adjacent single-family residences.

The Tampa Avenue stop would be located directly south of a residential neighborhood, but would not result in security impacts for the same reasons noted for the De Soto Avenue and Mason Avenue stops. Access to both the eastbound and westbound platforms would only be provided via Tampa Avenue and Topham Street, and no new views into residential areas would be created because of the platform orientation of the westbound stop, and intervening landscaping and fences opposite the eastbound stop.

The Woodman Avenue station would be located directly west of a residential neighborhood but would not result in security impacts for the same reasons noted above for the De Soto Avenue and Mason Avenue stations. Access will only be from Oxnard Street and no new views into the residential areas would be created.

In addition, given appropriate mitigation, the BRT alternative would not create any new views into adjoining neighborhoods that could affect perceived neighborhood security. Much of the proposed alignment runs in the median of an existing roadway, or directly alongside an existing roadway. Therefore, in these areas the views available from the proposed busway are equivalent to the views currently available from the adjoining roadway. The sections of the proposed alignment between Coldwater Canyon Avenue and Woodman Avenue, and Sepulveda Boulevard and I-405 do not follow the alignment of an existing roadway, and cut directly through a residential neighborhood. In many places, views into residential areas would be completely blocked by soundwalls installed for noise mitigation purposes (see Section 4-9). In most other places along this section, potential new views from the alignment would be blocked by existing fences and dense landscaping that create a barrier between the right-of-way and the residential areas.

Security against crimes would be maintained through active processes, such as on-vehicle operator surveillance, existing MTA crime prevention programs and policies, and law enforcement response; and passive measures, such as fences and area lighting. It is not expected that crime rates would be any greater than are already being managed on the balance of the MTA system, and in fact could be less, given the opportunity that the project would provide to install crime deterrents at stations and parking areas.

d. Lankershim/Oxnard On-Street Alignment

Although this alignment would diverge from the old Southern Pacific right-of-way between Woodman Avenue and the North Hollywood Red Line station, proposed operations would be consistent with neighborhood character because MTA buses currently run along Oxnard Street and Lankershim Boulevard.

~~Up to 12 residences (1 single-family residence; 11 multi-family residences) would require sound insulation treatment to mitigate the added noise.~~