SP/Los Angeles River Bridge

One bridge, The *Los Angeles River crossing of the Southern Pacific Burbank-Chatsworth line*, warranted evaluation for its significance.

The bridge was built in approximately 1941 as part of the Army Corp of Engineers Los Angeles River channelization project. Although a railroad bridge has been present at this location since the Burbank-Chatsworth line was first built in the late 1890's, previous bridges were washed out in floods that occurred in the early decades of the twentieth century and the flood of 1938. The Burbank-Chatsworth line crossing was reconstructed with six reinforced, poured in place concrete piers with pilings embedded in the concrete river channel. Each pier was formed in a slender ellipse with the narrow edge facing down stream and were designed in a restrained Late Moderne style.

The bridge decking is constructed of in line steel box girders approximately seven feet wide and topped with standard wood rail ties. An open metal grate supported by wood boards extends beyond the deck ties approximately five feet on either side of the bridge. A simple railing of thin steel posts and cable, lines the edge along each side of the bridge. The bridge joins nondescript, poured concrete abutments on either side of the river channel. John R. Signor's report states that none of this material is historically significant.

~~The bridge does not appear to be individually eligible for the National Register under any criteria. It may be a contributing element of the larger flood control system of the Los Angeles River and the Los Angeles County Drainage Area (LACDA). Evaluation of the entire Los Angeles River flood control system and drainage area is well beyond the scope and responsibility of this project. Should MTA propose to replace the piers or construct a new bridge at this location in the future, evaluation of the resource within this context would be required under section 106, with the Army Corps of Engineers as the lead agency.~~

In a letter dated August 23, 2001, the State Historic Preservation Officer states that they "…concur with FTA's determination that the Los Angles River Crossing structure is individually ineligible for inclusion in the NRHP under any of the criteria established by 36 CFR 60.4. The structure has no strong associations with significant historical events or persons and is not an example of outstanding engineering design or function. On the basis of these comments, we can now concur with FTA's determination that any proposed project involving the alteration or replacement of the structure will have no effect on historic properties."

4-14.3 Impacts

The criteria for determining impacts on historic properties under Section 106 of the National Historic Preservation Act are found in 36 CFR §800.5(a) and the criteria used under the California Environmental Quality Act are found in PRC §15064.5. A project is typically found to have an adverse effect if it causes a change in an otherwise eligible property that would

prevent its inclusion in the National Register of Historic Places. Examples of changes include, but are not limited to, physical damage to or alteration of the property, moving the property, introducing visual or audible elements that jeopardize the characteristic for which the property is deemed eligible for listing, and causing neglect and deterioration of the property.

A more complete description of potential project impacts is contained in the *Request for Determination of Eligibility and Effects Report*, completed for this project under separate cover, and are subject to concurrence from the California State Historic Preservation Officer (SHPO).

4-14.3.1 No Build Alternative

The No Build Alternative would have no impact on cultural resources.

4-14.3.2 Transportation System Management (TSM) Alternative

The Transportation System Management Alternative would have no impact on cultural resources.

4-14.3.3 Bus Rapid Transit (BRT) Alternative

a. Full BRT

The full BRT Alternative proposes the construction of a busway within an existing rail right-of-way and thus would not result in any direct or indirect adverse effects on historic resources. Although the proposed project calls for a change of technology, the historic setting of the resources includes an active transportation corridor. Four of the five resources are located along Chandler Boulevard, which has been used both by the Southern Pacific for passenger and freight traffic, and also by the Pacific Electric Red Car electric passenger trolleys. The proposed busway would be constructed within the central median of Chandler Boulevard, which would maintain the original configuration of the road.

Lankershim Southern Pacific Depot, 11275 Chandler Boulevard

The Lankershim Depot and North Hollywood BRT station site currently consists of a paved parking area. The proposed bus bay would be constructed of at-grade concrete paving with standard curb heights. The extent of the concrete paving would be in essentially the same location as the extent of the existing asphalt parking lot, which ends approximately 25 ft. north of the depot building. Therefore the introduction of an at-grade paved bus bay and layover area would not introduce a change in the setting of the historic depot. The proposed ~~busway~~ bus bay will have some kind of passenger seating and shelter in a waiting area located primarily at the ~~eastern~~ northern end of the bus bay. ~~While at this time the exact size and dimensions of this shelter is not determined, it~~ The shelter would have a minimal profile and would be at a sufficient distance from the historic depot as to not significantly obstruct/obscure views to it. None of the Criteria of Adverse Effect [36 CFR Section 800.5] would apply and the proposed project would not alter any of the characteristics that qualify the Lankershim Depot for inclusion

in the National Register, therefore, there would be no effect on this historic property under Section 106. The proposed project would not cause a substantial adverse change in the significance of the Lankershim Depot, therefore, it would not be a significant effect on an historical resource under CEQA.

The Lankershim Depot building is owned by the MTA and is currently vacant. The MTA is developing a restoration plan for this structure, acting in consultation with the CRA, as a project completely separate from the BRT. A future use has not been specifically determined, but several transportation-related options are being considered. The BRT is being developed to be sufficiently removed from the depot to eliminate the potential for any adverse effects under NEPA (significant effects under CEQA) on it.

Residence for S.B. Gleason, 5404 Bellingham Avenue

The S.B. Gleason Residence is located at the northeast corner of Chandler Boulevard and Bellingham Avenue, approximately 60 feet north of the section of the Chandler Boulevard ~~SP~~ MTA ROW that has historically been used both by the Southern Pacific Railroad for passenger and freight traffic, and also by the Pacific Electric Red Car Electric Passenger Trolleys. The construction of a paved and landscaped busway would not create adverse indirect effects under NEPA (significant indirect effects under CEQA), such as changes in the visual character or noise levels, and would not conflict with the historic use of the right-of-way and its relationship to the Gleason Residence.

Department of Water and Power Building, 14601 Aetna Street

The DWP Building at 14601 Aetna, is located in a light industrial neighborhood that was historically serviced by SP freight cars. The construction of a paved and landscaped busway would not create adverse indirect effects, such as changes in the visual character or noise levels, and would not conflict with the historic use of the right-of-way.

Residence for Mike Masciotra, 12641 Chandler Boulevard

The Masciotra Residence is located approximately 60 feet north of the section of the Chandler Boulevard ~~SP~~ MTA ROW that has historically been used both by the Southern Pacific Railroad for passenger and freight traffic, and also by the Pacific Electric Red Car Electric Passenger Trolleys. The construction of a paved and landscaped busway would not create adverse indirect effects under NEPA (significant indirect effects under CEQA), such as changes in the visual character or noise levels, and would not conflict with the historic use of the right-of-way and its relationship to the Masciotra Residence.

North Hollywood Post Office, 11304 Chandler Boulevard

The North Hollywood Post Office is located approximately 60 feet south of the section of the Chandler Boulevard ~~SP~~ MTA ROW that has historically been used both by the Southern Pacific Railroad for passenger and freight traffic, and also by the Pacific Electric Red Car Electric Passenger Trolleys. The construction of a paved and landscaped busway would not create adverse indirect effects under NEPA (significant indirect effects under CEQA), such as changes

in the visual character or noise levels, and would not conflict with the historic use of the right-of-way and its relationship to the North Hollywood Post Office.

SP/Los Angeles River Bridge

~~The bridge does not appear to be individually eligible for the National Register under any criteria. It may be a contributing element of the larger flood control system of the Los Angeles River and the Los Angeles County Drainage Area (LACDA). Evaluation of the entire Los Angeles River flood control system and drainage area is well beyond the scope and responsibility of this project. Should MTA propose to replace the piers or construct a new bridge at this location in the future, evaluation of the resource within this context would be required under section 106, with the Army Corps of Engineers as the lead agency. If the bridge is found eligible for the National Register, either individually or as part of a district, then effects on the bridge would be taken into account as part of that section 106 compliance process.~~

In a letter dated August 23, 2001, the State Historic Preservation Officer states that they

"…concur with FTA's determination that the Los Angles River Crossing structure is individually ineligible for inclusion in the NRHP under any of the criteria established by 36 CFR 60.4. The structure has no strong associations with significant historical events or persons and is not an example of outstanding engineering design or function. On the basis of these comments, we can now concur with FTA's determination that any proposed project involving the alteration or replacement of the structure will have no effect on historic properties."

Implementation of the Full BRT Alternative would have no effect on cultural resources found eligible for listing in the National or California Register.

b. Lankershim/Oxnard On-Street Alignment

No cultural resources were identified along the on-street portion of the Lankershim/Oxnard On-Street Alignment; therefore, it would have no impact on cultural resources. For the balance of the route, the description provided in Section 4-14.3.3a above would pertain.

c. Minimum Operable Segment (MOS)

One identified resource, the Department of Water and Power Building, is located adjacent to the MOS. The MOS would have no direct impact on the building and would not cause adverse indirect impacts (e.g., visual, noise, or vibration) to the resource. Thus, the MOS would have no impact on cultural resources.

4-14.4 Mitigation Measures

No mitigation measures are required for cultural resources for any of the alternatives under consideration, except as noted in Section 5-15.3.3.

4-15 SECTION 4(f) EVALUATION

4-15.1 Application of Section 4(f)

4-15.1.1 Introduction

Section 4(f) of the Department of Transportation Act of 1966, codified at 49 USC 303, declares that "[i]t is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites."

Section 4(f) specifies that "[t]he Secretary [of Transportation] may approve a transportation program or project . . . requiring the use of publicly owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge or site) only if –

(1) there is no prudent and feasible alternative to using that land; and

(2) the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use."

Section 4(f) further requires consultation with the Department of Interior and, as appropriate, the involved offices of the Department of Agriculture and the Department of Housing and Urban Development, and relevant state and local officials, in developing transportation projects and programs which use lands protected by section 4(f).

The proposed project, as described in section 4-15.2, below, is a transportation project that may receive federal funding through the Federal Transit Administration (FTA); therefore, documentation of compliance with section 4(f) is required.

This Draft Section 4(f) Evaluation has been prepared in accordance with the FTA regulations for section 4(f) compliance codified at 23 CFR 771.135.

4-15.1.2 Section 4(f) "Use"

As defined in 24 CFR 771.135(p), the "use" of a protected section 4(f) resource occurs when:

(1) land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., "direct use");

(2) there is a temporary occupancy of land that is adverse in terms of the preservationist purposes of section 4(f) (i.e., "temporary use"); or

(3) there is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify a resource for protection under section 4(f) are substantially impaired (i.e., "constructive use").

a. Direct Use

A direct use of a section 4(f) resource takes place when property is permanently incorporated into a proposed transportation project. This may occur as a result of partial or full acquisition of a fee simple interest, permanent easements, or temporary easements which exceed regulatory limits noted below (*see also* 23 CFR 771.135[p][7]).

b. Temporary Use

A temporary use of a section 4(f) resource occurs when there is a temporary occupancy of property that is considered adverse in terms of the preservationist purposes of the section 4(f) statute. The FTA regulations detail the conditions under which a temporary occupancy of property does not constitute a use of a section 4(f) resource. The following requirements must be satisfied: (1) the occupancy must be of temporary duration (i.e., shorter than the period of construction) and not involve a change in ownership of the property; (2) the scope of work must be minor, with only minimal changes to the protected resource; (3) there are no permanent adverse physical effects on the protected resource, nor will there be temporary or permanent interference with activities or purpose of the resource; (4) the property being used must be fully restored to a condition which is at least as good as that which existed prior to the proposed project; and (5) there must be documented agreement of the appropriate officials having jurisdiction over the resource regarding the foregoing requirements.

c. Constructive Use

A constructive use of a section 4(f) resource happens when a transportation project does not permanently incorporate land from the resource, but the proximity of the project results in impacts (e.g., noise, vibration, visual, access, and/or ecological impacts) so severe that the protected activities, features, or attributes that qualify the resource for protection under section 4(f) are substantially impaired. Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished. This determination is made through: (1) identification of the current activities, features, or attributes of the Section 4(f) resource which may be sensitive to proximity impacts; (2) analysis of the potential proximity impacts on the resource; and (3) consultation with the appropriate officials having jurisdiction over the resource.

4-15.2 Proposed Project

4-15.2.1 Description of Proposed Project

The proposed project would involve transit improvements in the San Fernando Valley East-West Transit Corridor, located in the southern portion of the San Fernando Valley in the City of Los Angeles. The proposed project corridor encompasses an approximately 14-mile long corridor between the North Hollywood Metro Red Line station and the Warner Center Transit Hub. The corridor parallels the Ventura Freeway (U.S. 101) and connects various employment and activity centers such as the North Hollywood Business District, Valley College, the Valley Government Center in Van Nuys, Pierce College, and Warner Center. A detailed description of the proposed project is provided in Chapter 2.

The alternatives under consideration for the proposed project corridor include:

a. No Build Alternative

The No Build Alternative reflects conditions in the San Fernando Valley if no new transit improvements are made in the next 20 years. Increases in service would only be made in response to increased population and congestion. The No Build Alternative would include already planned investments, such as interchange improvements and High-Occupancy Vehicle (HOV) lanes along some freeways in the Valley.

b. Transportation System Management (TSM) Alternative

The TSM Alternative is a federally mandated "basic improvements" alternative. It is comprised of low-cost, non-capital intensive enhancements to transit service in the Valley. The TSM Alternative in the Valley primarily consists of improved bus service along major arterial streets.

c. Bus Rapid Transit (BRT) Alternative

Full BRT - The "build" alternative under consideration is the BRT Alternative, a bus rapid transit system on an exclusive busway between the North Hollywood Metro Red Line station and the Warner Center Transit Hub. Nearly the entire busway would be located within the former Southern Pacific Railroad Burbank-Chandler right-of-way (~~SP~~ MTA ROW). The ~~SP~~ MTA ROW is owned by the Los Angeles County Metropolitan Transportation Authority (MTA), and ranges in width from approximately 30 feet to 250 feet. The busway would be a 26-foot wide, at-grade facility in a landscaped setting, with 13 stations spaced approximately one mile apart.

Lankershim/Oxnard On-Street Alignment – An on-street alignment that would operate in mixed traffic flow on Lankershim Boulevard and Oxnard Street, between the North Hollywood Metro Red Line station and Woodman Avenue, is being considered as a variation on the BRT Alternative. Buses leaving the North Hollywood Metro Red Line station would head north along Lankershim Boulevard to Oxnard Street. From there, buses would proceed west along Oxnard

Street to Woodman Avenue, where they would enter the ~~SP~~ MTA ROW, continuing to Warner Center on the BRT alignment.

Minimum Operable Segment (MOS) – If funding is not available for the full BRT Alternative, a segment of the full BRT between Woodman Avenue and Balboa Boulevard is also being considered as an initial phase. This shorter busway segment would still provide enhanced cross-Valley bus service by avoiding the congestion on Victory Boulevard near the I-405. Buses would run on-street along Oxnard Street and Lankershim Boulevard to complete the eastern portion of the route to the North Hollywood Metro Red Line station and along Variel Avenue, Erwin Street, Oxnard Street, Victory Boulevard, and Owensmouth Avenue in the western portion of the route to the Transit Hub on Owensmouth at Warner Center.

4-15.2.2 Purpose of and Need for Proposed Project

As described more fully in Chapter 1 of the Draft EIS/EIR, a need for the proposed project has developed as a result of certain demographic changes and increasing travel demand and congestion, both in the San Fernando Valley East-West Transit Corridor area and in the region. Forecasts of demographic trends predict substantial growth in population, housing, and employment in the corridor area over the next 20 years. Other demographic trends indicate an increasingly transit-dependent population with growing mobility barriers. The growth in population, housing, and employment is expected to lead to substantial increases in traffic congestion by the year 2020, in the absence of mobility improvements. Travel demand is also anticipated to grow considerably from its current levels by the year 2020. In combination, these changing demographic and traffic conditions create a need for the proposed project.

The purpose of the proposed project is to provide transportation improvements in the San Fernando Valley East-West Transit Corridor that will address the need described above. Specifically, the goals for the proposed project are to: (1) improve east-west mobility in the San Fernando Valley and connect government and educational institutions, parks, business districts, and cultural facilities; (2) support land use and development goals; (3) maximize community input; (4) provide a transportation project that is compatible with and enhances the physical environment where possible; (5) provide a transportation project that minimizes impacts on the community; and (6) provide a transportation project that is cost-effective and within the ability of the MTA to fund, including capital and operating costs.

4-15.3 Description of Section 4(f) Resources

An inventory of potential section 4(f) resources located within or immediately adjacent to the proposed project study area has been compiled. For purposes of this analysis, the study area is defined as the area approximately one-half mile on either side of the ~~SP~~ MTA ROW (and either side of Lankershim Boulevard and Oxnard Street in the case of the Lankershim/Oxnard On-Street Alignment).

Field surveys of the study area were conducted in order to locate potential resources. Additional sources of information that have been consulted include: the *Thomas Guide - Los Angeles and*

Orange Counties (Thomas Bros. Maps 2000), City of Los Angeles community plans, and the City Department of Recreation and Parks web site and maps. National, state, and local inventories and lists were reviewed to determine previously identified historical resources.

A summary of the section 4(f) resources in the study area is provided in Table 4-58. Figure 4-65 and Figure 4-66 illustrate the location of each resource in relation to the proposed project corridor.

4-15.3.1 Public Parks and Recreation Areas

a. North Hollywood Park and Recreation Center

The North Hollywood Park and Recreation Center is situated across the south Chandler Boulevard right-of-way from the proposed full BRT alignment, a distance of about 100 feet at the nearest point. Park facilities that lie closest to the full BRT alignment include the park's recreation center, lighted ball field and maintenance facility. The park is located diagonally across Tujunga Avenue and is one block west of the North Hollywood Metro Red Line station.

b. Valley Plaza Park

A portion of Valley Plaza Park is located in the 12000 block of Erwin Street, on the west side of the Hollywood Freeway (SR 170). This well-maintained green space was created from the remnants of blocks acquired for the freeway's construction. There are numerous mature trees and a picnic area. The park is located two blocks north of Oxnard Street and is adjoined by residential properties on the south and west. The freeway creates a diagonal northwest to southeast border.

c. Erwin Park

Erwin Park is located two blocks north of Oxnard Street on Erwin Street at Ethel Avenue. It is a large green space, with a practice ball field, located in a residential area.

d. Delano Park

Delano Park is located in a mixed-use area on Erwin Street at Noble Avenue. The park facility closest to the full BRT and MOS alignment is a soccer field. On the west side of the park is a shopping center that faces onto Sepulveda Boulevard. The south side adjoins an industrial tract, which separates the park from the full BRT and MOS alignment. The east side of the park adjoins commercial land uses and parking on the south side of Delano Street.

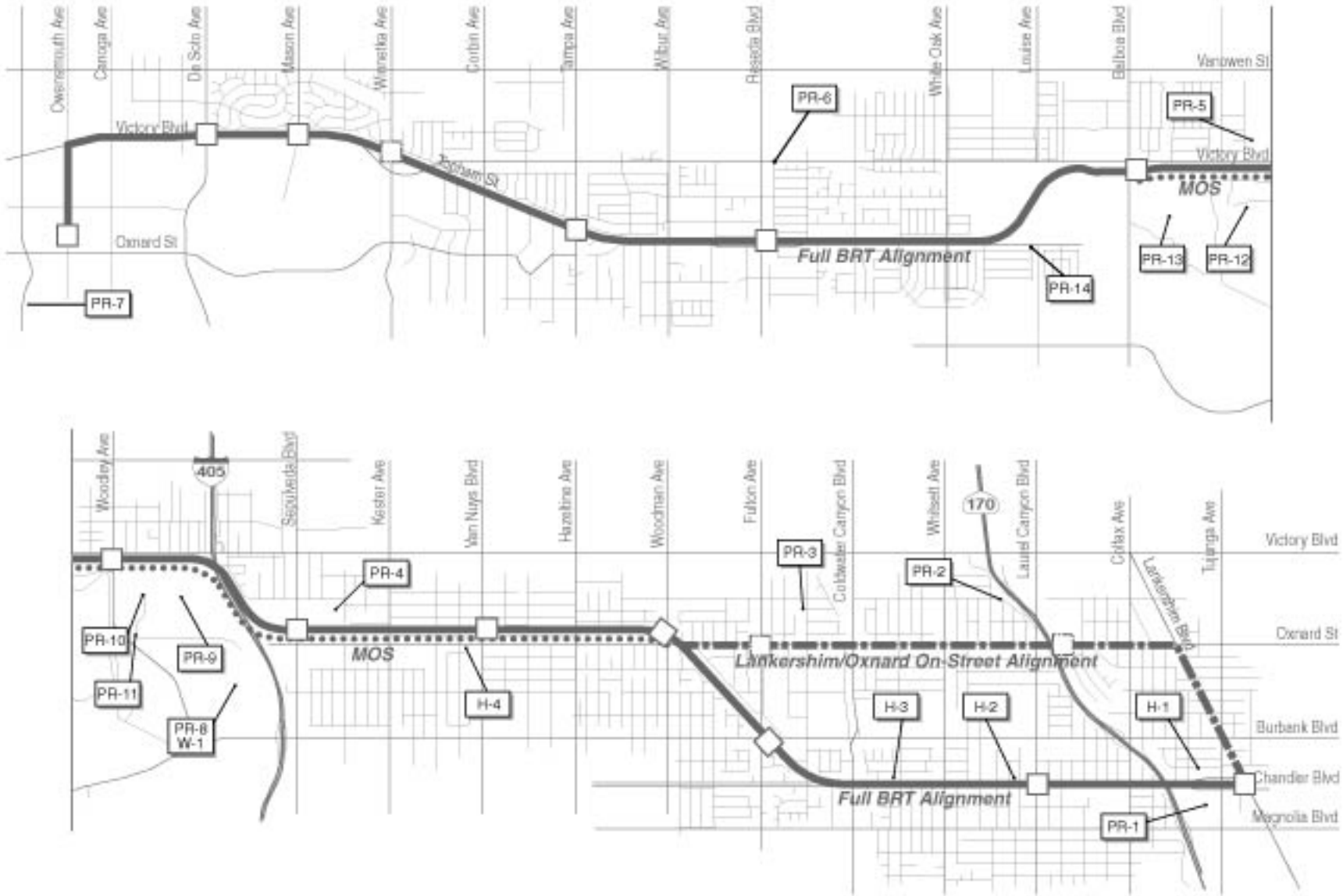

Figure 4-65: Locations of Parks, Recreational Facilities, and Wildlife and Historic Resources

Figure 4-66: Location of Bikeway Resources

Table 4-58: Section 4(f) Resources in the Study Area

Map #	Alignment Potentially Affecting Resource			Resource	Location	Approximate Distance (ft.) from Resource to Alignment
	BRT Full	BRT Oxnard	BRT MOS			
PUBLIC PARKS AND RECREATION AREAS						
PR-1	X	X	X	North Hollywood Park/ Recreation Center	5301 Tujunga Ave. North Hollywood	100
PR-2		X	X	Valley Plaza Park	12200 Erwin St. North Hollywood	1200
PR-3	X	X	X	Erwin Park	13100 Erwin St. North Hollywood	Full: 2,750 MOS/Oxnard: 750
PR-4	X	X	X	Delano Park	15100 Erwin St. Van Nuys	650
PR-5	X	X	X	Van Nuys Golf Course	6550 Odessa Ave. Van Nuys	150
PR-6		X	X	Reseda Park/ Recreation Center	18411 Victory Blvd. Reseda	0
PR-7	X	X	X	Warner Ranch Park	5800 Topanga Cyn. Blvd. Woodland Hills	1200
Sepulveda Dam Recreation Area (includes the following 7 units):						
PR-8	X	X	X	Sepulveda Basin Wildlife Reserve	6100 Woodley Ave. Van Nuys	300
PR-9	X	X	X	Sepulveda Basin Cricket Fields	6300 Woodley Ave. Van Nuys	250
PR-10	X	X	X	Japanese Gardens (at D.C. Tillman Water Reclamation Plant)	6300 Woodley Ave. Van Nuys	250
PR-11	X	X	X	Woodley Avenue Park	6350 Woodley Ave. Van Nuys	300
PR-12	X	X	X	Woodley Lakes Golf Course	6331 Woodley Ave. Van Nuys	300
PR-13	X	X	X	Anthony C. Beilensen (Lake Balboa) Park	6200 Balboa Blvd. Encino	50
PR-14	X	X	X	Little League Complex	17000 Oxnard St. Encino	50
Bikeways						
B-1	X		X	Class I Bike Path (Planned)	~~SP~~ MTA ROW from east of Lankershim Blvd. to Victory Blvd./I-405	Full: 0 MOS: 0-3600
B-2	X	X	X	Class II Bike Lane	Laurel Cyn. Blvd. at Oxnard St. (MOS/Oxnard), and at Chandler Blvd./~~SP~~ MTA ROW (Full)	0
B-3	X	X	X	Class I Bike Path	Tujunga Wash at Oxnard St. (MOS/Oxnard), and at Coldwater Cyn. Ave./~~SP~~ MTA ROW (Full)	0
B-4	X	X	X	Class II Bike Lane	Woodman Ave. at Oxnard St./~~SP~~ MTA ROW	0
B-5	X		X	Class I Bike Paths	Sepulveda Basin	0-7200
B-6	X		X	Class II Bike Lane	Woodley Ave. at Victory Blvd./~~SP~~ MTA ROW	0

Table 4-58: Section 4(f) Resources in the Study Area

Map #	Alignment Potentially Affecting Resource			Resource	Location	Approximate Distance (ft.) from Resource to Alignment
	BRT Full	BRT Oxnard	BRT MOS			
B-7	X		X	Class III Commuter Bikeway	Balboa Blvd. at Victory Blvd./~~SP~~ MTA ROW	0
B-8	X		X	Class I Bike Path	Los Angeles River from Sepulveda Dam to Vanowen St./Mason Ave.	0-7200
B-9	X		X	Class II Bike Lane	White Oak Ave. at Victory Blvd. (MOS) and at Oxnard St./~~SP~~ MTA ROW (Full)	0
B-10	X		X	Class II Bike Lane	Reseda Blvd. at Victory Blvd. (MOS), and at Oxnard St. (Full)	0
B-11	X		X	Class II Bike Lane	Victory Blvd. from White Oak Ave. to De Soto Ave.	Full: 0-2400 MOS: 0
B-12	X		X	Class II Bike Lane	Winnetka Ave. at ~~SP~~ MTA ROW (Full) and at Victory Blvd. (MOS)	0
B-13	X		X	Class II Bike Lane	De Soto Ave. at Victory Blvd./~~SP~~ MTA ROW	0
B-14	X		X	Class III Commuter Bikeway	De Soto Ave. at Victory Blvd./~~SP~~ MTA ROW	0
B-15	X		X	Class III Commuter Bikeway	Victory Blvd. from De Soto Ave. to Owensmouth Ave.	0
---	X		X	Study Corridor	Canoga Ave. from Victory Blvd. to Ventura Fwy.	0
PUBLIC WILDLIFE AND WATERFOWL REFUGES						
W-1	X		X	Sepulveda Basin Wildlife Reserve	6100 Woodley Ave. Van Nuys	300
HISTORIC SITES						
H-1	X			Lankershim (Toluca) Southern Pacific Depot	11275 Chandler Blvd.	25
H-2	X			Residence for S.B. Gleason	5404 Bellingham Ave.	50
H-3	X			Residence at 12641 Chandler Blvd.	12641 Chandler Blvd. North Hollywood	75
H-4	X		X	Department of Water and Power Building	14601 Aetna St. Van Nuys	25

Source: Myra L. Frank & Associates, Inc., 2000.

e. Sepulveda Basin Recreation Area/Wildlife Reserve

There are several park and recreation units located within the Sepulveda Basin Recreation Area. The Basin is owned by the United States Army Corps of Engineers, while the park units are operated under lease arrangements by the City of Los Angeles. Property just to the west of the Sepulveda Dam (to Haskell Creek) and about 300 feet south of the full BRT and MOS alignment is designated as the Sepulveda Basin Wildlife Reserve, further described in section 4-15.3.2, below.

f. Sepulveda Basin Cricket Fields

West of the Wildlife Reserve is the Donald C. Tillman Water Reclamation Plant, which contains two public park resources. On the east side of the plant (to Haskell Creek) are the Sepulveda Basin Cricket Fields. The fields are separated from the full BRT and MOS alignment to the north by the Sepulveda Air National Guard property, a distance of about 300 feet.

g. Japanese Garden

At the northwest corner of the Tillman Plant is the Japanese Garden. It is separated from the proposed full BRT and MOS alignment to the north by the Sepulveda Air National Guard property.

h. Woodley Avenue Park

Woodley Avenue Park is on the east side of Woodley Avenue. An access road to the northwest corner of the Tillman Plant property (which is along the east side of the park) defines the north edge of the park, which is about 300 feet south of the proposed full BRT and MOS alignment. Open play fields are in the area of the park closest to the alignment, which is separated by the Air National Guard property.

i. Woodley Avenue Golf Course

The Woodley Avenue Golf Course is on the west side of Woodley Avenue. The north edge of the park is about 300 feet south of the full BRT and MOS alignment and is separated from the alignment by a United States Army Reserve maintenance facility. A roadway between the maintenance facility and the golf course provides access to the golf clubhouse and to the Valley Region Headquarters facilities of the City of Los Angeles Department of Recreation and Parks. The headquarters facilities lie west of the Army maintenance facility and parallel to the full BRT and MOS alignment.

j. Anthony C. Beilensen/Lake Balboa Park

Anthony C. Beilensen/Lake Balboa Park is situated on the east side of Balboa Avenue. The park adjoins the Woodley Avenue Golf Course on its eastern boundary. The north end of the park includes a landscaped berm that blocks views from the park to the full BRT and MOS alignment. East of Bull Run, which bisects the park in a north-south direction, Beilensen Park includes open play areas between the north side of Lake Balboa and the north edge of the park. The west part of the park includes a model airplane field.

k. Little League Ball Fields

As the full BRT alignment continues west from Balboa Boulevard, it makes an S-curve to the southwest, crosses the Los Angeles River, and then becomes parallel with Oxnard Street. On the north side of the river, the alignment adjoins a sod farm on the south and east sides. On the west side of the alignment are open space lands. On the south side of the river, the busway alignment passes within 50 feet of a complex of Little League ball fields to the east, located off the 17000 block of Oxnard Street. These ball fields are the westernmost facilities in the Sepulveda Basin that are located adjacent to the full BRT alignment.

l. Van Nuys Golf Course

Also in the vicinity of the Sepulveda Basin is the Van Nuys Golf Course. The course is about 150 feet north of the full BRT and MOS alignment, across the six-lane Victory Boulevard. The golf course is open to the public.

m. Reseda Park and Recreation Center

The Reseda Park and Recreation Center is located at the corner of Reseda Boulevard and Victory Boulevard. Facilities in the park adjacent to Victory Boulevard include tennis courts, swimming pool and recreation center, lighted ball field, picnic area playground, and parking.

n. Warner Ranch Park

Warner Ranch Park is located about one block south of the proposed busway terminal in the Warner Center. This green space, which features the Lou Bielow Pavilion, adjoins residential properties on the east and south and commercial properties on the north and west.

o. Bikeways

A total of fifteen bikeways have been identified in the study area (see Table 4-58). The bikeways are located both adjacent to and intersecting the full BRT, Lankershim/Oxnard On-Street, and MOS alignments. To the extent that the bikeways are designated or functioning for a recreational purpose, section 4(f) would apply to these resources. If a bikeway is primarily for transportation and is an integral part of the local transportation system, the requirements of

section 4(f) would not apply. Additional consultation with the City of Los Angeles will be necessary to determine the primary purpose of the bikeways in the study area.

4-15.3.2 Public Wildlife and Waterfowl Refuges

The Sepulveda Basin Wildlife Reserve lies east and south of the Donald C. Tillman Water Reclamation Plant. Totaling 225 acres, this public reserve is managed by the City of Los Angeles Department of Recreation and Parks with the assistance of an advisory board composed of representatives of the Audubon Society, Canada Goose Project, California Native Plant Society, Friends of the L.A. River, Resource Conservation District of the Santa Monica Mountains, and Sierra Club. Located in the northern part of the reserve is an archery range, which is on the east bank of Haskell Creek and more than 1000 feet south of the busway alignment. The reserve does not directly adjoin the full BRT and MOS alignment. A rear access to the Air National Guard property off a cul-de-sac (Haskell Avenue) separates the reserve area from the alignment.

4-15.3.3 Historic Sites

a. Lankershim (Toluca) Southern Pacific Depot

The Lankershim Depot was constructed in 1896 by the Southern Pacific Railroad on the Chatsworth Park Branch line to serve the agricultural needs of the Lankershim Ranch and passenger needs of the community of Toluca (later known as Lankershim and then North Hollywood). From 1911 to 1952, this one story, wood frame building also provided passenger service for the Pacific Electric Railway as part of its San Fernando Valley line. In later years, it was used for lumber storage by Hendrick's Builders Supply Company. The Depot is located in the median of Chandler Boulevard, immediately west of Lankershim Boulevard, on property purchased by LACTC (now MTA) in 1991.

The Depot was determined eligible for listing on the National Register on May 24, 1983, as a result of a study conducted for an earlier Metro Rail project. Consequently, it was automatically listed on the California Register. The building is important for its association with the early growth and subsequent settlement of North Hollywood and as a relatively unaltered example of a rare building type: a nineteenth century, wood frame, railroad depot in Southern California. It is also one of the only surviving non-adobe structures constructed during the nineteenth century in the Valley.

b. Residence for S.B. Gleason

The S.B. Gleason Residence is located at the northeast corner of Chandler Boulevard and Bellingham Avenue approximately 60 feet from the median of Chandler Boulevard, and approximately 500 feet west of the proposed Laurel Canyon Station. It was Constructed in the Streamline Moderne style by architect Milton J. Black. Black was one of Los Angeles' most prolific designers of the Streamline Moderne style during its period of popularity. The vast majority of Black's work was undertaken in the Hollywood-West Hollywood area, and the 1936

Gleason Residence is Black's only known design in the Valley. Black's most important Streamline Moderne designs may be found in a group of approximately 10 apartment buildings constructed near Kings Road and 1st Street between 1935 and 1936. The apartments are regarded as the finest grouping of Streamline Moderne residential buildings in Los Angeles. Black's other important designs include the Westwood-Ambassador Apartments (1940) at 10427 Wilshire; the Cernitz House (1938) at 601 Amalfi; and a Moderne interpretation of the Spanish Colonial Revival style at the El Cadiz Apartments (1936) located at 1721-1731 N. Sycamore. The Gleason Residence appears eligible for listing in the National Register under Criterion (C) and the California Register under Criterion 3 for the quality of its Streamline Moderne design. FTA will be submitting this finding of National Register eligibility to the SHPO for concurrence.

c. Department of Water and Power Building

The Department of Water and Power (DWP) Building, which is located at the northwest corner of Aetna Street and Vesper Avenue, is a good example of the PWA Moderne architectural style, a style that was commonly used for utilitarian buildings and structures during the 1930s. Generally, intact examples of the PWA Moderne style are becoming increasingly rare; however, those constructed for the DWP are still evident throughout Los Angeles. Within the context of the San Fernando Valley the DWP building appears to be individually eligible for the National Register at the local level under criterion (C) and the California Register under criterion 3 because it is a relatively rare example of PWA Moderne architecture in a municipal structure within the San Fernando Valley. The period of significance for the DWP building is 1938. FTA will be submitting this finding of National Register eligibility to the SHPO for concurrence.

d. Residence for Mike Masciotra, 12641 Chandler Boulevard

The Masciotra residence at 12641 Chandler Boulevard is a good example of the Storybook/English Revival style, an unusual architectural style that is occasionally found in the state, but rarely in the San Fernando Valley (see Figure 4-62). Constructed in 1928, the Masciotra residence is located on a large parcel and is one of the earliest resources within the section of Chandler Boulevard that falls within the proposed project's APE. The Masciotra residence appears to be eligible for listing in the California Register under Criterion 3 for its quality of architectural design.

e. North Hollywood Post Office, 11304 Chandler Boulevard

The North Hollywood Post Office is located approximatey 60 feet south of the Chandler Boulevard ~~SP~~ MTA ROW. Constructed in 1936 at a cost of $100,000 the North Hollywood Post Office was the realization of a seven year campaign by the Chamber of Comerce to obtain the new building. It was designed in a restrained Spanish Colonial Revival style, and is a good representative example of government architecture in the Los Angeles region, as well as being one of the earlier government buildings in the San Fernando Valley. The resource appears to be eligible for listing in the California Register under Criterion 3 for its quality of architectural design.

4-15.4 Impacts on Section 4(f) Properties

4-15.4.1 Public Parks and Recreation Areas

a. No Build Alternative

The No Build Alternative would result in no uses of protected public parks and recreation areas.

b. Transportation System Management (TSM) Alternative

The TSM Alternative would result in no uses of protected public parks and recreation areas.

c. Bus Rapid Transit (BRT) Alternative

The BRT Alternative, including the Lankershim/Oxnard On-Street Alignment and the MOS, would require no direct use of public parks and recreation areas, since no park and recreation properties would need to be acquired. In addition, there would be no temporary occupancy or construction activities at public parks and recreation areas that would result in a temporary use of those resources. As described more fully below, constructive use of public parks and recreation areas would also not occur.

The BRT project would increase accessibility to Section 4(f) resources throughout the corridor. The potential for impacts to parks and recreation areas is limited, since most of the parks are located well away from the proposed project. Valley Plaza, Erwin and Delano Parks are between 650 and 2,750 feet from the proposed busway alignments and separated by intervening properties. Because of these distances and intervening land uses, there would be no impacts generated by proposed improvements that could potentially have an effect on the parks, such as noise, vibration, or visual impacts. Accordingly, there would be no constructive use of these three parks for any of the alternatives.

The North Hollywood Park and Recreation Center has the potential for indirect impacts because of its close proximity to the full BRT alignment. "Worst-case" noise levels associated with the operation of buses in this area at 81 feet are expected to be about 62 dbA. The park is currently subject to a 65 dBA noise level from the Chandler Boulevard and Tujunga Avenue thoroughfares that adjoin the park. Noise associated with operation of the busway on Chandler Boulevard or the park and ride lot would not be discernable above current levels and thus would not diminish the qualities or functions of the park. There would, therefore, be no constructive use at North Hollywood Park and Recreation Center for any of the alternatives.

At the Sepulveda Dam Recreation Area, the cricket fields, Japanese Garden, Woodley Avenue Park, and Woodley Lakes Golf Course are all separated from the alignment that would be used for the full BRT alternative and MOS by the intervening Air National Guard and Army Reserve Maintenance facilities. Each park unit is at least 250 feet from the right-of-way. "Worst-case" noise levels from the operation of buses in this area at 242 feet are expected to be about 73 dBA

and would be lost within the traffic noise currently generated along Victory Boulevard (also about 73 dbA) and Woodley Avenue. While buses using the busway could be visible from some locations in each of the park units, their presence would be similar to the views of traffic along Victory Boulevard and would not diminish the qualities or features of the parks. At Anthony C. Beilensen Park, the existing berm at the north end of the park provides a natural barrier from the busway. This barrier effectively eliminates potential noise and visual impacts. Consequently, there would be no constructive use of any of these park units for any of the alternatives.

At the west end of the Sepulveda Dam Recreation Area, the busway would pass within 50 feet of a Little League ball field complex. The busway would be on an elevated berm, at least 30 feet above the level of the playing fields. Passing buses could occasionally distract those using the fields, just as vehicles passing by on Oxnard Street or entering parking lots for the complex do now. These occasional distractions would not substantially diminish the utility or quality of the resource. Thus, no constructive use of the ball field complex would result from the full BRT alignment. The Lankershim/Oxnard On-Street Alignment and the MOS do not pass by this location and would have no effects on this location.

The Van Nuys Golf Course is unlikely to be affected by secondary impacts. The course is located more than 150 feet north of the busway alignment that would be used for the full BRT and MOS. "Worst-case" noise levels from bus operations in this area at 242 feet are projected to be about 73 dbA and would be lost within the traffic noise currently generated along Victory Boulevard (also about 73 dbA). Buses passing along the busway alignment would be similar to the traffic passing by on Victory Boulevard, but would have less effect, due to the greater distance between the golf course and the busway alignment, and the screening provided by trees on the south side of Victory Boulevard. Thus, there would be no constructive use at the Van Nuys Golf Course.

There is very little potential for constructive use at Reseda Park and Recreation Center under the MOS variation. Buses would use the adjoining segment of Victory Boulevard as the link between Warner Center and the MOS terminus at Balboa Boulevard. "Worst-case" noise levels from bus operations in this area at 242 feet are expected to be about 73 dBA and would be lost within the traffic noise currently generated along Victory Boulevard (also about 73 dbA). Visual impacts would be virtually identical to that associated with the current operation of Victory Boulevard. None of the facilities within the park would be significantly affected. As a result, there would be no constructive use at Reseda Park and Recreation Center.

Warner Ranch Park is not likely to be affected by any busway alignment. The proposed terminal station is located about 1,200 feet north of the park. Noise levels from busway operations are expected to be negligible at this distance and would be lost within the traffic noise currently generated in the area. Additionally, the parking garage on the north blockface of Califa Street blocks views to the station from the park. There would be no constructive use at Warner Ranch Park.

The fifteen bikeways in the study area would potentially be affected by the proposed project. As noted in section 4-15.3.1, it is unclear whether the bikeways have a recreational function

sufficient to trigger the provisions of section 4(f). For the purposes of this analysis, however, it will be assumed that the bikeways serve a recreational function.

No direct use of any existing or planned bikeway would occur since none would be acquired for the proposed project. Constructive use of the bikeways would be unlikely as well. The indirect noise, vibration, and visual effects of the proposed project would be essentially the same as the conditions already encountered along the bikeways from existing bus and automobile traffic in the area. During construction there may be some periodic, short-term detours or delays along bikeways. These minor, brief disruptions would not constitute a use for purposes of section 4(f) since: (1) they would only last for a short period of time relative to the construction period; (2) the temporary changes to the bikeways, if any, would be minimal; (3) no permanent physical changes would occur, nor would there be any substantial interference with the activities or purpose of the bikeways; (4) the bikeways will be restored to as good or better condition than at present. Consultation with the City of Los Angeles regarding their agreement with the foregoing analysis will occur as part of the project development process.

Portions of the ~~SP~~ MTA ROW and other sections of the proposed busway alignment have been designated as existing or planned bikeways by the City of Los Angeles (e.g., a planned bikeway in the ~~SP~~ MTA ROW between Lankershim Boulevard and I-405, and Victory Boulevard between I-405 and Pierce College), with at least two bikeway segments that may be constructed concurrently with or prior to construction of the proposed busway (i.e., ~~SP~~ MTA ROW between the SR 170 Hollywood Freeway and Valley College, and ~~SP~~ MTA ROW between White Oak Avenue and Pierce College). Coordination with LADOT is expected to maximize opportunities to accommodate existing and future bikeways, as well as minimize the temporary impacts to existing bikeways in the ~~SP~~ MTA ROW that may arise during construction of the proposed busway.

4-15.4.2 Public Wildlife and Waterfowl Refuges

The northern tip of the Sepulveda Basin Wildlife Reserve would not be affected by the proposed project. This area is separated from the busway alignment by the cul-de-sac of Haskell Avenue and adjoining land that provide a rear entry to the Air National Guard property. The Wildlife Reserve is at least 300 feet south of the busway alignment. Noise levels from operation of the full BRT and MOS at 300 feet would be about 57 dbA and would not be discernable from noise generated along Victory Boulevard or from the nearby elevated I-405 freeway. Existing trees along the busway alignment and within other parts of the Basin property limit potential views of the busway alignment to that small area (about 50 feet) where it crosses Haskell Avenue. Buses passing through this small area, at a distance of 300 feet or more, would not diminish the overall function or quality of the wildlife reserve area. No constructive use of the wildlife reserve would occur.

4-15.4.3 Historic Sites

a. No Build Alternative

The No Build Alternative would involve no uses of protected historic sites.

b. Transportation System Management (TSM) Alternative

The TSM Alternative would involve no uses of protected historic sites.

c. Bus Rapid Transit (BRT) Alternative

❑ Full BRT

The full BRT Alternative proposes the construction of a busway within an existing rail right-of-way and would not result in any direct use of any protected historic sites. Although the proposed project calls for a change of technology, the historic setting of the resources includes an active transportation corridor. Three of the four resources are located along Chandler Boulevard, which has been used both by the Southern Pacific for passenger and freight traffic, and also by the Pacific Electric Red Car electric passenger trolleys. The proposed busway would be constructed primarily within the central median of Chandler Boulevard, which would maintain the original configuration of the road. The fourth resource, the DWP Building at 14601 Aetna Street, is located in a light industrial neighborhood that was historically serviced by Southern Pacific freight cars. The construction of a paved and landscaped busway would not create significant indirect impacts, such as changes in the visual character or noise levels, and would not conflict with the historic use of the right-of-way. Thus, implementation of the full BRT Alternative would require no direct, temporary, or constructive uses of protected historic sites.

❑ Lankershim/Oxnard On-Street Alignment

No historic sites were identified on the on-street portion of the Lankershim/Oxnard On-Street Alignment; therefore, no use of protected historic resources would occur.

❑ MOS

One identified resource, the Department of Water and Power Building, is located adjacent to the MOS. The MOS would have no direct impact on the building and would not cause significant indirect impacts (e.g., visual, noise, or vibration) to the resource. Thus, the MOS would not result in the use of this protected section 4(f) resource.

4-15.5 Avoidance Alternatives

No avoidance alternatives are needed for public parks and recreation areas, public wildlife and waterfowl refuges, or historic sites because there would be no uses of these protected section 4(f) resources.

4-15.6 Measures to Minimize Harm

No measures to minimize harm are necessary, since no significant impacts would accrue to public parks and recreation areas, public wildlife and waterfowl refuges, or historic sites from any of the alternatives.

4-15.7 Coordination

The project planning and development process includes consultation and coordination with Caltrans, the City of Los Angeles Department of Recreation and Parks, City of Los Angeles Department of Transportation (LADOT), California State Historic Preservation Officer (SHPO), and National Park Service.

4-15.8 Section 6(f)(3) Considerations

Section 6(f)(3) of the Land and Water Conservation Fund Act (LWCF Act) (16 USC 460l-4) contains strong provisions to protect federal investments in park and recreation resources and the quality of those assisted resources. The law is firm but flexible. It recognizes the likelihood that changes in land use or development may make some assisted areas obsolete over time, particularly in rapidly changing urban areas. At the same time, the law discourages casual "discards" of park and recreation facilities by ensuring that changes or "conversions from recreation use" will bear a cost - a cost that assures taxpayers that investments in the "national recreation estate" will not be squandered. The LWCF Act contains a clear and common sense provision to protect grant-assisted areas from conversions.

> SEC. 6(f)(3) - No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.

This “anti-conversion” requirement applies to all parks and other sites that have been the subject of LWCF grants of any type, whether for acquisition of parkland, development or rehabilitation of facilities.

A review of the LWCF grants database indicates that a $244,983 grant was provided in 1968 for the Sepulveda Dam Recreation Area. Consultation with the National Park Service has been initiated to determine the location and size of the funded property.

4-16 OTHER IMPACT CONSIDERATIONS

For the topics in this section that are required by both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), both NEPA and CEQA language is employed in the discussion of impacts.

For the topics in this chapter that are required only by NEPA, and not by CEQA, solely the NEPA term "adverse" (and not the CEQA term "significant") is used to describe impacts.

For the topics in this chapter that are required only by CEQA, and not by NEPA, solely the CEQA term "significant" (and not the NEPA term "adverse") is used to describe impacts.

4-16.1 Indirect/Secondary Impacts

This section is required by both NEPA and CEQA.

The No Build Alternative and TSM Alternative would not be expected to result in indirect effects on the environment since few, if any, modifications to the existing conditions in the area would occur.

Construction and operation of the BRT Alternative, including the Lankershim/Oxnard On-Street Alignment and the MOS, would involve both direct effects, and indirect (secondary) effects. Indirect effects may include those impacts which are induced by a proposed project, but which tend to occur at some distance from and/or time after the project (e.g., the effects of transit development on long-term population growth). Indirect effects may also include those impacts that occur as a result of interrelationships between different resource systems in the environment (e.g., the effects of water pollution on sensitive biological resources).

The Council on Environmental Quality (CEQ) regulations governing the implementation of NEPA (40 CFR 1508.8) define indirect effects as those which are:

> …caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Indirect effects cannot always be clearly and immediately discerned, or precisely measured under standard environmental impact assessment methodologies. Additionally, very little formal guidance on analyzing indirect effects has been developed by government agencies. The analysis that follows considers the potential indirect effects, if any, that would result from construction and operation of the proposed project.

4-16.1.1 Transportation

The proposed project would potentially have indirect effects related to transportation. As transit ridership increases and daily vehicle trips on highways decrease as a result of the proposed project, indirect benefits to local and regional air quality and traffic congestion can be expected.

Any other potential effects of the proposed project related to transportation would be considered direct effects, since they would be limited to the immediate vicinity and time frame, and they would not affect other resource systems. These effects are described in Chapter 3.

4-16.1.2 Land Use and Development

The proposed project would potentially have indirect effects related to land use and development. Opportunities may exist for joint use developments at station areas and other portions of the MTA right-of-way, although no such development is specifically included in the proposed project and human habitation is not permitted within the Sepulveda Flood Control Basin. Development that is consistent with applicable local land use plans and objectives may have some indirect benefits to the community, particularly with respect to economic development potential, new employment, and new housing.

Any other potential effects of the proposed project related to land use and development would be considered direct effects, since they would be limited to the immediate vicinity and time frame, and they would not affect other resource systems. These effects are described in Section 4-1.

4-16.1.3 Acquisitions and Displacements

The proposed project is unlikely to have indirect effects related to acquisitions and displacements other than the same future development opportunities as noted above related to land use and development.

Any other potential effects of the proposed project related to acquisitions and displacements would be considered direct effects, since they would be limited to the immediate vicinity and time frame, and they would not affect other resource systems. These effects are described in Section 4-2.

4-16.1.4 Demographics and Neighborhoods

The proposed project is unlikely to have indirect effects related to demographics and neighborhoods. Population density, distribution, and growth would not be expected to change from forecast projections since the proposed project is located in a substantially developed area where many other factors besides transit service contribute to demographic change.

As noted above in the discussion of indirect effects related to land use and development, joint development opportunities may permit some future housing uses at station areas or other

portions of undeveloped right-of-way. Housing development that is consistent with local land use plans and objectives would potentially be an indirect benefit of the proposed project.
Any other potential effects of the proposed project related to demographics and neighborhoods would be considered direct effects, since they would be limited to the immediate vicinity and time frame, and they would not affect other resource systems. These effects are described in Section 4-3 and Section 5-4.

4-16.1.5 Community Facilities and Services

The proposed project would potentially have indirect effects related to community facilities and services. Increased transit access to public facilities would represent a beneficial indirect effect of the proposed project.

Any other potential effects of the proposed project related to community facilities and services would be considered direct effects, since they would be limited to the immediate vicinity and time frame, and they would not affect other resource systems. These effects are described in Section 4-4 and Section 5-5.

4-16.1.6 Fiscal and Economic Conditions

The proposed project would potentially have indirect effects related to fiscal and economic conditions. Businesses in the project area would be served by a more efficient transit system with links to the entire region. The resulting improvements in the business climate would be a beneficial indirect effect of the proposed project. The proposed project would also have indirect effects on employment and economic output as described in Section 4-5 and Section 5-6.

Any other potential effects of the proposed project related to fiscal and economic conditions would be considered direct effects, since they would be limited to the immediate vicinity and time frame, and they would not affect other resource systems. These effects are described in Section 4-5 and Section 5-6.

4-16.1.7 Visual and Aesthetic Conditions

The proposed project is unlikely to have indirect effects related to visual and aesthetic conditions except to the extent that urban design, landscaping, and artwork elements along the corridor would contribute to a more pleasant environment in which to reside, visit, or conduct business.

Any other potential effects of the proposed project related to visual and aesthetic conditions would be considered direct effects, since they would be limited to the immediate vicinity and time frame, and they would not affect other resource systems. These effects are described in Section 4-6 and Section 5-7.

4-16.1.8 Air Quality

The proposed project is unlikely to have indirect effects related to air quality. Air emissions from construction and operation of the proposed project would not have an indirect adverse effect under NEPA (indirect significant effect under CEQA) on biological resources, public health, or other sensitive systems. A net benefit to air quality, with additional indirect benefits to related resource systems, may result as persons chose to make trips on public transit rather than by automobiles.

Any other potential effects of the proposed project related to air quality would be considered direct effects, since they would be limited to the immediate vicinity and time frame, and they would not affect other resource systems. These effects are described in Section 4-7 and Section 5-8.

4-16.1.9 Energy

The proposed project is unlikely to have indirect effects related to energy; however, as persons choose to use public transit rather than automobiles, there may be some indirect reductions in the consumption of fossil fuels.

Any other potential effects of the proposed project related to energy would be considered direct effects, since they would be limited to the immediate vicinity and time frame, and they would not affect other resource systems. These effects are described in Section 4-8 and Section 5-9.

4-16.1.10 Noise and Vibration

The proposed project would potentially have indirect effects related to noise and vibration. Most indirect noise and vibration effects would be limited to the period of construction activities. During that time some residences and other sensitive noise receptors in the community) may experience temporary, short-term disruptions from construction-related noise and vibration. Compliance with contractor specifications and construction standards for noise and vibration are expected to minimize these indirect disruptions to sensitive receptors.

Any other potential effects of the proposed project related to noise and vibration would be considered direct effects, since they would be limited to the immediate vicinity and time frame, and they would not affect other resource systems. These effects are described in Section 4-9 and Section 5-10.

4-16.1.11 Geotechnical Considerations

The proposed project is unlikely to have indirect effects related to geotechnical considerations.

Any other potential effects of the proposed project related to noise and vibration would be considered direct effects, since they would be limited to the immediate vicinity and time frame,

and they would not affect other resource systems. These effects are described in Section 4-10 and Section 5-11.

4-16.1.12 Biological Resources

The proposed project would potentially have indirect effects related to biological resources. As detailed in Section 4-11 and Section 5-12, the proposed project would traverse the Los Angeles River. Prior to mitigation, there exists a possibility that pollutants discharged at this crossing would enter the river and indirectly affect downstream vegetation and habitat areas. Mitigation has been proposed, however, that is expected to minimize any such indirect adverse effect under NEPA (indirect significant effect under CEQA).

Any other potential effects of the proposed project related to biological resources would be considered direct effects, since they would be limited to the immediate vicinity and time frame, and they would not affect other resource systems. These effects are described in Section 4-11 and Section 5-12.

4-16.1.13 Water Resources

Because the proposed project will be designed to accommodate surface runoff and storm drainage, no adverse indirect effects under NEPA (significant indirect effects under CEQA) related to water resources are expected. Project design elements and mitigation measures have been provided to ensure that potential surface runoff, storm drainage, and groundwater effects associated with construction and operation of the proposed project will not indirectly affect biological resources, public health, or other sensitive systems.

Any other potential effects of the proposed project related to water resources would be considered direct effects, since they would be limited to the immediate vicinity and time frame, and they would not affect other resource systems. These effects are described in Section 4-12 and Section 5-13.

4-16.1.14 Safety and Security

The proposed project is unlikely to have indirect effects related to safety and security.

Any other potential effects of the proposed project related to safety and security would be considered direct effects, since they would be limited to the immediate vicinity and time frame, and they would not affect other resource systems. These effects are described in Section 4-13 and Section 5-14.

4-16.1.15 Cultural Resources

The proposed project is unlikely to have indirect effects related to cultural resources. Project design features and mitigation measures will ensure that no adverse indirect noise and vibration

effects under NEPA (significant indirect noise and vibration effects under CEQA) on cultural resources occur.

Any other potential effects of the proposed project related to cultural resources would be considered direct effects, since they would be limited to the immediate vicinity and time frame, and they would not affect other resource systems. These effects are described in Section 4-14 and Section 5-14.

4-16.2 Cumulative Impacts

This section is required by both NEPA and CEQA.

The No Build Alternative and TSM Alternative would not be expected to result in cumulative effects on the environment since few, if any, modifications to the existing conditions in the area would occur.

Construction and operation of the BRT Alternative, including the Lankershim/Oxnard On-Street Alignment and the MOS, would involve the direct and indirect effects of the proposed project as well as the cumulative effects of the proposed project combined with other related past, present and reasonably foreseeable future actions.

Given the difficulty with which cumulative effects can be identified, described and measured, very little formal guidance has been prepared regarding an appropriate definition of and means of assessing cumulative effects. For purposes of analyzing the potential cumulative effects of the proposed project, the definition of "cumulative impact" in the CEQ regulations governing the implementation of NEPA (40 CFR 1508.7) has been followed. The regulations define a cumulative impact as:

> the impact on the environment which results from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

The analysis of the cumulative effects of the proposed project also incorporates the suggestions in the CEQ's handbook entitled "Considering Cumulative Effects Under the National Environmental Policy Act" (January 1997), which is intended as an informational document rather than formal agency guidance.

Based on the CEQ discussion of cumulative effects, the following principles can be applied to the assessment of cumulative effects of the proposed project:

- Cumulative effects typically are caused by the aggregate effects of past, present and reasonably foreseeable actions. These are the effects (past, present and future) of the

proposed action on a given resource *and* the effects (past, present and future), if any, caused by all other related actions that affect the same resource.

- When other related actions are likely to affect a resource that is also affected by the proposed action, it does not matter who (federal, non-federal or private) has taken the related action(s).
- The scope of cumulative effects analyses can usually be limited to reasonable geographic bounds and time periods. These boundaries should extend only so far as the point at which a resource is no longer substantially affected or where the effects are so speculative as to no longer be truly meaningful.
- Cumulative effects can include the effects (past, present and future) on a given resource caused by similar types of actions (e.g., air emissions from several individual highway projects) *and/or* the effects (past, present and future) on a given resource caused by different types of actions (e.g., air emissions from a highway project, a solid waste incinerator and a mining facility).

The analysis that follows considers the potential cumulative effects, if any, that would result from construction and operation of the proposed project, combined with construction and operation of other transit projects and other related but non-transit projects.

4-16.2.1 Related Transit and Transportation Projects

Related transit and transportation projects that have been identified as part of this cumulative impacts analysis include:

- Development of other portions of the *MTA Long Range Plan* described in Appendix I, including transit extensions in the Eastside and Mid-City (Wilshire and/or Exposition) Corridors;
- Recommendations in the *San Fernando Valley Transit Restructuring Study*, including transit centers in Sylmar, Burbank, Chatsworth, Warner Center, and Universal City;
- Multimodal capital improvements, including park and ride transit centers and regional bikeway improvements;
- Continued operation of the Metrolink commuter rail system;
- Planned highway capital improvements, including freeway interchanges and high occupancy vehicle lanes at various locations; and
- Traffic signal system improvements throughout the Valley such as ATSAC.

4-16.2.2 Other Related Projects

In addition to the transit and transportation projects described above, there are several other past, present, and reasonably foreseeable development projects in the vicinity of the proposed project. Table 4-59 summarizes these related projects.

Table 4-59: Related Projects

Project	Location	Date
GENERAL DEVELOPMENT		
New storage facility (202,877 sq. ft.)	Victory Boulevard/Variel Avenue	1999
New commercial development - 9 office buildings, 3 parking structures (800,202 sq. ft.)	Erwin Street/Canoga Avenue	1999
New fast food restaurant/laundry (7,912 sq. ft.)	Vanowen Street/De Soto Avenue	1999
New hotel/commercial development (117,255 sq. ft.)	Topham Street/Corbin Avenue	1998
New 16-unit condominium (28,800 sq. ft.)	Hatteras Street/Yolanda Avenue	1998
New Target retail store w/ 6 level parking structure (180,1133 sq. ft.)	Sepulveda Boulevard/Oxnard Street	1999
New parking structure (82,888 sq. ft.)	Hatteras Street/Van Nuys Boulevard	1999
New storage facility (59,000 sq. ft.)	Lankershim Boulevard/Erwin Street	1998
SCHOOLS		
Convert office to 160 student private high school (14,156 sq. ft.)	Chandler Boulevard/Whitsett Avenue	1998
New 615 student school (18,390 sq. ft.)	Laurel Canyon Boulevard/Chandler Boulevard	1999
New 150 student private elementary school (16,000 sq. ft.)	Oxnard Street/Hazeltine Avenue	2000
East Valley New High School #1B	Chandler Boulevard/Lankershim Boulevard	2000
East Valley New Middle School #1	Victory Boulevard/Laurel Canyon Boulevard	2000
North Hollywood New Elementary School #4	Area between Sherman Way, Laurel Canyon Boulevard, Victory Boulevard, and Bellaire Avenue	2000
Van Nuys New Elementary School	Columbus Avenue/Vanowen Street	2000
PUBLIC WORKS		
New sewer (Chandler/Lankershim GID #13)	Magnolia Boulevard, Colfax Avenue, Oxnard Street, and Clybourn Avenue	2002

Sources: City of Los Angeles, 2000; Los Angeles Unified School District, 2000.

4-16.2.3 Impacts

a. Operational

❑ Transportation

Once it is operational the proposed busway project would be an integral part of the local and regional transit system, including the other related transit improvements identified above. The

effects of the proposed project, in conjunction with the other past, present, and reasonably foreseeable transit projects would largely be beneficial given increasing transit ridership and a corresponding decrease in automobile usage. Daily countywide bus boardings would be increased from 1,573,710 to 1,596,147. Countywide daily vehicle trips would decrease as a result of transit improvements, with reductions from 25,712,159 to 25,700,964 anticipated. Daily vehicle miles of travel would also decrease, from 425,828,070 to 425,342,700. Average speeds on the countywide roadway system would improve from a No Build speed of just under 25 miles per hour to as much as 27 miles per hour. Overall, therefore, implementation of the proposed busway project would have beneficial cumulative effects on transit and transportation in both the Valley and the County as a whole.

❑ Land Use and Development

The proposed project has been developed in the context of planned public transportation and roadway improvements, and the land use plans and policies of the City of Los Angeles. The project has, therefore, resolved most if not all of the potential cumulative land use effects in that process. It is believed that potential inconsistencies have largely been eliminated and that there are no adverse under NEPA (significant under CEQA) cumulative land use and development effects. The BRT Alternative, more than the No Build and TSM alternatives, would support land use plans because of the greater potential influence of fixed capital improvements. This would represent a beneficial cumulative effect of the proposed project on land use and development.

❑ Acquisitions and Displacements

The property acquisitions and displacements associated with the proposed project may occur in areas where other projects also are acquiring property. An adverse cumulative effect under NEPA (significant cumulative effect under CEQA) is unlikely, however, since the acquisitions necessary for the proposed project would not induce any additional acquisitions and displacements beyond those that might otherwise occur as a result of the other individual related projects.

❑ Demographics and Neighborhoods

The proposed project is not expected to result in adverse effects under NEPA (significant effects under CEQA) on population, housing, neighborhood character, access, or community security. Viewed in conjunction with other potential related projects, the project is also not likely to contribute to any cumulative effects since none of these related projects appear to be of a type, size, or location that might result in cumulative effects with the proposed project.

❑ Community Facilities and Services

The proposed project would not cause adverse effects under NEPA (significant effects under CEQA) on community facilities and services in the area. Rather, transit access to these facilities and services would be improved as the proposed project and other transit improvements are implemented. Since the addition of new transit service would broaden the range of community

accessibility at the system level, this would be a beneficial cumulative effect of the proposed project.

❑ Fiscal and Economic Conditions

The proposed project would contribute to the displacement of an estimated 25 to 66 jobs. This is not considered to be an adverse effect under NEPA (significant effect under CEQA), in and of itself, given the relatively small number of employees affected, and given the high probability that the displaced employees would be able to locate substitute employment elsewhere. Other related projects may also involve some displacement of employees as a result of right-of-way acquisition, though the amount of such displacement cannot be known with any certainty.

It is assumed, as a result of the size of the economy in the Southern California region, that employees subject to displacement by whatever means will be able to relocate with the affected business or will be able to find other suitable employment in the area. No jobs would be displaced that are of such a unique type that an ability to relocate would not be reasonably expected. Accordingly, no adverse cumulative effect under NEPA (significant cumulative effect under CEQA) on employment would occur.

The proposed project would also result in the loss of a small amount of tax and fee revenues, including a negligible amount of possessory tax revenue. While the amounts of such losses would be minor in the context of total revenues collected in the City of Los Angeles, the losses would nonetheless be additive to other such losses occurring as a result of some of the other related projects, particularly the transit and transportation projects which may involve property acquisitions. Other projects (e.g., Warner Center phased development) would likely add significantly to the revenue base in the corridor and the region. Such beneficial effects would almost certainly outweigh the losses due to property acquisition. On balance, it is reasonable to conclude that a beneficial cumulative effect on tax and fee revenues would occur.

❑ Visual and Aesthetic Conditions

The proposed project will improve the visual appearance of the corridor and is anticipated to be generally compatible with its surroundings, including other related projects in the area. The other projects do not seem to have any peculiar characteristics that, when viewed along with the proposed busway, would cause any adverse cumulative effects under NEPA (significant cumulative effects under CEQA) on the visual quality of the project area.

❑ Air Quality

The proposed project would reduce daily regional emissions of 3 out of 4 criteria pollutants in the corridor. The various other related transportation and transit projects should result in additional emissions reductions, corresponding to the increase in public transit ridership, HOV usage, and travel speeds that would occur. The related non-transportation projects would generally attract travel, most of which would be by automobile, and therefore these projects would contribute to increased emissions along the corridor.

Because the proposed project would contribute to reduced emissions at the corridor level and would not produce substantial additional exceedances of state or federal standards, it would have a beneficial cumulative effect on air quality under both NEPA and CEQA.

❑ Energy

The proposed project and related projects would all consume varying amounts of energy. This additional energy consumption would only marginally burden existing and future energy sources in light of current projections of adequate supplies for the foreseeable future. Insofar as automobile travel may be decreased as a result of the proposed project, there may be some savings in energy consumption by the proposed project. This would be considered a beneficial cumulative effect.

❑ Noise and Vibration

The proposed project would involve some noise increases along the corridor, most of which would not be adverse under NEPA (significant impact under CEQA) if all proposed mitigation measures are applied. Presumably, the other related projects would also have noise effects that could be mitigated. The net result would be no adverse cumulative noise effects under NEPA (no significant cumulative noise effects under CEQA).

❑ Geotechnical Considerations

The potential effects of the proposed project related to geology and seismicity would generally not be considered adverse under NEPA (significant under CEQA) in the context of existing conditions on the project area. Most potential effects would be related to the stability of fixed facilities or disruptions in operations in the event of an incident such as an earthquake. None of these potential effects, however, would influence other areas or projects in any noticeable manner, and they would not have additive effects on general geology and seismic concerns in the project area or the region.

❑ Biological Resources

There are no sensitive plant or animal species in the project area and there are no indications that such species would be found in the vicinity of other related projects. Thus, no cumulative effects related to biology are expected to occur.

❑ Water Resources

The proposed project would involve a minor increase in impervious surfaces resulting in a small increase in runoff. The increased runoff could result in some degradation of downstream water quality. The degree of this potential effect would be relatively minor, however, because the watershed within the San Fernando Valley is essentially urban, and the amount of new impervious surfaces added would be negligible compared to the Valley area and region as a whole. The various related projects would also add to the amount of impervious surfaces, but

again the total new amount would be small in relation to the already developed area in the vicinity.

Since groundwater in the project corridor is generally located at a substantial depth below the surface, it is unlikely that the proposed project or other related projects would have any effect on such resources.

Both the proposed project and the related projects may have encroachments into 100- and 200-year floodplains. The area is highly urbanized, however, and little or no encroachment is expected beyond what has already occurred.

Because the proposed project and other related projects would add marginally to impervious surfaces, would have no effect on groundwater, and would have only minor encroachments into floodplain areas, no adverse cumulative effects under NEPA (significant cumulative effects under CEQA) related to water resources are expected to occur.

❑ Safety and Security

The proposed project would generate some additional traffic around station sites that could slightly increase the number of accidents involving vehicles, considering the increased number of vehicles travelling to the location. However, the accident rate would not be increased in the context of background growth. Additionally, increased transit service is expected to yield a mode shift away from automobiles toward public transportation. This effect would arguably reduce cumulative accident potential rather than add to it. Implementation of the proposed project would have no effect on the safety and security of the other related projects, and none of those projects would have any effect on the safety and security of the proposed project. The safety and security characteristics of each are mutually exclusive. Thus, on balance, no adverse cumulative effects under NEPA (significant cumulative effects under CEQA) would occur.

❑ Cultural Resources

The proposed project would have no effects on cultural resources.

b. Construction

To the extent that the proposed busway project and the other projects in the region may proceed within a similar period of time or in close geographic proximity, there may be some cumulative effects resulting from their construction. A coincidence of construction activities would tend to exacerbate the effects of each project. In other words, individually limited effects could, through an additive or synergistic process, become cumulatively considerable. The most probable cumulative effects would be expected in air quality and traffic. The relative intensity of these effects would depend on such factors as time, location, and duration.

To some degree, the potential cumulative effects of the proposed busway and other projects have already been considered in the analyses of local and regional traffic and air quality. The

assessments of air quality and traffic impacts take into account that, even with some level of anticipated development, a net improvement in the background environmental setting would result from the implementation of regional transportation and air quality plans (i.e., the RTP and AQMP). In fact, as Section 4-7 (Air Quality) indicates, the proposed busway would tend to cumulatively contribute to a reduction in regional emissions as transit ridership increases and automobile use decreases.

4-16.2.4 Conclusion

Since all environmental effects will be sufficiently mitigated, the proposed project will not contribute to adverse cumulative impacts. It is also anticipated that monitoring plans and permitting requirements will ensure that potential water quality and air quality effects will be addressed. Therefore, there will be no cumulative impacts to the total effects on any resource, ecosystem, or human community.

4-16.3 Unavoidable Adverse Impacts After Mitigation

This section is required by both NEPA and CEQA.

All potentially adverse effects of the proposed project are expected to be mitigated to an acceptable level. The only possibility of some unavoidable adverse effects after mitigation would be the noise impacts at some locations that would remain if quieter buses could not placed in service. The residual effect would be adverse noise effects under NEPA (significant noise effects under CEQA) at about 25 sensitive noise receptors.

With the exception of the potentially adverse noise effects under NEPA (potentially significant noise effects under CEQA) noted above, no other unavoidable adverse effects under NEPA (unavoidable significant effects under CEQA) are anticipated after the application of appropriate mitigation measures.

4-16.4 Relationship Between Short-Term Uses of the Environment and Maintenance of Long-Term Productivity

This section is required by NEPA only.

The No Build Alternative and TSM Alternative would not be expected to substantially affect either short-term use of the environment or long-term productivity since few, if any, modifications to the existing conditions in the area would occur.

Construction and operation of the BRT Alternative would maintain and enhance the productivity and general quality of life in the San Fernando Valley and greater Los Angeles area through attainment of the following objectives:

- Connect colleges, arts/entertainment districts, government centers, commercial/office areas, medical facilities, and parks;
- Improve east-west mobility in the San Fernando Valley;
- Support land use and development goals;
- Maximize community input;
- Provide a transportation project that is compatible with and enhances the physical environment where possible;
- Provide a transportation project that minimizes impacts on the community;
- Provide a transportation project that is cost-effective and within the ability of the MTA to fund including capital and operating costs.

The proposed project would also result in an improvement to the efficiency of the regional transportation system in general. These benefits would be realized in the near term and would likely increase over the long term as the need for transit services increases.

In addition to the near- and long-term productivity benefits and improved quality of life derived from the proposed project, certain short-term uses of the environment would occur during construction of the proposed project. These short-term uses of the environment would include the temporary, localized traffic obstructions, air emissions, noise, vibration, light and glare which typically occur in the vicinity of construction activities. Other more beneficial short-term effects of the proposed project would be related to new construction employment and purchases of construction materials, supplies and services.

4-16.5 Irreversible and Irretrievable Commitment of Resources

This section is required by NEPA and CEQA.

The No Build Alternative and TSM Alternative would not be expected to involve any substantial irreversible and irretrievable commitment of resources since few, if any, modifications to the existing conditions in the area would occur.

Construction and operation of the BRT Alternative would involve certain commitments of resources. In some instances, the resource committed would be recovered after a short period of time. Often, however, resources would be irreversibly or irretrievably committed to the proposed project because they would be permanently consumed or they would be dedicated to a particular use for an essentially limitless period of time.

The proposed project would involve the commitment of a range of natural, physical, human and fiscal resources. For example, the land used for the project would continue the existing commitment of land in the area for transportation and related services. To the extent that this commitment would be for long-range use, it would be an irreversible commitment. In the event,

however, that a greater need would arise for the land in the future, or the corridor were no longer needed, the land could conceivably be converted to some other use. Currently, there is no reason to expect that such a need for conversion would ever be necessary or desirable.

The proposed project would also require that various other resources be irreversibly or irretrievably committed. Non-renewable fossil fuel resources would be necessary to power construction equipment, electrical devices, vehicles and buses. Considerable amounts of other types of resources would also be expended, including iron, steel, wood, sand, stone, aggregate and cement construction materials. Additionally, large amounts of labor and natural resources would have to be committed to the fabrication and preparation of these construction materials. This commitment of resources would be considered irretrievable, except for the possible recycling of raw materials in the unlikely event that the corridor were ever dismantled. These resources are generally not in short supply and their use would not have an adverse effect under NEPA (significant effect under CEQA) on their continued availability. Given the commitment of these resources well into the foreseeable future, however, their use should be considered irreversible and irretrievable.

A substantial one-time expenditure of local, state and federal financial resources would also be necessary to construct the proposed project. This expense would be offset by the direct and indirect benefits to the local and regional economy from new construction employment, purchases of construction materials and services, and long-term economic development opportunities resulting from an enhanced transit system in the San Fernando Valley.

The commitment of resources to construct and operate the proposed project is based on the belief that residents, employees and visitors would benefit from the improved efficiency, accessibility, and environmental quality of the transportation system in the San Fernando Valley. These benefits are anticipated to substantially outweigh any irreversible or irretrievable commitments of resources.

4-16.6 Growth Inducement

This section is required by CEQA only.

The No Build Alternative and TSM Alternative would not be likely induce any substantial growth in the proposed project corridor or the region in the absence of more intensive physical improvements.

The BRT Alternative would also not be expected to cause any significant unplanned growth within the proposed project corridor or the region, though it may tend to redirect or focus some of the already anticipated growth in the corridor to those areas in the vicinity of certain busway stations. Some stations areas may become more attractive given the improved accessibility provided by the proposed project, but would only be feasible for new development where other conditions besides transit service support that development (i.e., where existing commercial centers exist, community support is present, and land use and zoning requirements are satisfied).

As noted in Section 4-1 (Land Use) additional development in the Warner Center area is anticipated; however, this development will be phased according to the *Warner Center Specific Plan*. The phases of development at Warner Center depend on certain transportation-related criteria, including a transit system such as the proposed busway project. Thus, any development in Warner Center that is encouraged by the proposed busway would only occur in accordance with specified planning regulations.

The BRT Alternative may also provide opportunities for joint development along the corridor. While no specific plans for such development are included as part of the proposed project and would depend on many factors outside the scope of the MTA's authority, development could potentially include surface and/or airspace improvements at stations, at locations within the remaining right-of-way, or at any other property in the vicinity that is owned by or otherwise under the control of the MTA. Under a joint use or joint development project, the MTA could develop uses that are compatible with the proposed transit use and are consistent with local land use plans and objectives (e.g., Warner Center Specific Plan, and planned activities in the North Hollywood Arts and Entertainment District).

4-16.7 Environmentally Superior Alternative

This section is required by CEQA and NEPA.

The No Build Alternative would not involve any substantial construction that would not also be common to all of the other alternatives; therefore, it would avoid the adverse effects associated with such construction, such as property acquisitions and displacements, aesthetics, safety and security concerns, noise and vibration, and air emissions. The No Build Alternative would not, however, offer the benefits of increased transit availability, improved mobility and transportation system capacity, or encouragement of land use and development policies in the area. The No Build Alternative would also not generate a demand for new employment necessary to construct and operate a transit system improvement.

The TSM Alternative, when compared to the BRT Alternative, would result in no adverse effects in the areas of property acquisitions and displacements, aesthetics, noise and vibration, and general construction impacts.

The BRT Alternative evaluated in the Draft EIS/EIR contained three variations: (1) a Full BRT Alternative, (2) a Lankershim/Oxnard variation, and (3) a Minimal Operable Segment variation. With regard to the impacts described in the environmental document, with a few exceptions, the characterization of level of impact is essentially the same for each variation. In addition, the option of providing service on the Lankershim/Oxnard variation, but only on weekends, was considered as part of the process of converting the draft environmental document into a final document. This option also would have impact characterizations quite similar to the Full BRT Alternative. Consequently, with the exception of minor differences in some subject areas, the findings stated below are generally applicable to all of the BRT variations.

The BRT Alternative would have several beneficial environmental effects which neither the No Build Alternative nor the TSM Alternative would provide. Among these are:

Increased transit patronage – The BRT Alternative would result in ~~up to~~ between 12,500 and 15,100 more daily person trips made by transit in Los Angeles County in the year 2020.

Reliability – The BRT Alternative would be constructed primarily in an exclusive right-of-way. Consequently, bus operations under this alternative tend to be more reliable than in the No Build or TSM scenarios.

Consistency with local plans – The BRT Alternative would provide a higher level of support to local land use and redevelopment plans such as the *Warner Center Specific Plan*.

Transit opportunities for transit dependent persons – The BRT Alternative would provide better connections to the remainder of the MTA system at higher travel speeds and to a greater number of locations than would the No Build Alternative or the TSM Alternative.

Employment opportunities - The BRT Alternative would generate ~~about 22,730~~ between 21,440 and 22,350 total jobs during construction.

The adverse effects of the BRT Alternative, though mitigated, would not be completely eliminated by the proposed mitigation measures. In this situation, a clearly preferable alternative with respect to environmental issues is not obvious.

The following findings are made with regard to the BRT Alternative:

- The BRT Alternative would support and be generally consistent with local land use plans and policies;
- The BRT Alternative would have no adverse effects related to population, housing, neighborhood character, or community safety;
- The BRT Alternative would improve access to community services and facilities;
- The BRT Alternative would generate new employment in both the construction and operational phases;
- The BRT Alternative would convert an abandoned rail corridor to a landscaped busway with aesthetically unobstrusive stations;
- The BRT Alternative would not violate standards for criteria air pollutants, would not exceed California carbon monoxide standards, and would cumulatively contribute to a reduction in daily regional emissions;
- The BRT Alternative would decrease annual energy consumption by 218 million BTUs;

- The BRT Alternative would have minimal noise and vibration effects if all proposed mitigation measures can be applied;

- The BRT Alternative, assuming appropriate engineering measures are incorporated as part of the project, would involve no substantial geotechnical concerns, such as subsidence, undue seismic risk, liquefaction, etc.;

- The BRT Alternative would have no substantial adverse effects related to biological or water resources;

- The BRT Alternative would have no substantial adverse effects related to safety and security in the project area;

- The BRT Alternative would have no substantial adverse effects related to cultural resources; and

- The BRT Alternative would not require any use of protected section 4(f) resources.