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Acronyms and Abbreviations

2008 RCP	2008 Regional Comprehensive Plan
2016 RTP	2016–2040 Regional Transportation Plan/Sustainable Communities Strategy
AA	Alternatives Analysis
BRT	bus rapid transit
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CPA	Community Plan Area
DEIR	Draft Environmental Impact Report
DEIS	Draft Environmental Impact Statement
FTA	Federal Transit Administration
Growth Vision	2004 Compass Blueprint Growth Vision
HOV	high-occupancy vehicle
I	Interstate [I]
LADOT	Los Angeles Department of Transportation
LRT	light rail transit
LRTP	Long-Range Transportation Plan
Metro	Los Angeles County Metropolitan Transportation Authority
MPO	Metropolitan Planning Organization
MSF	maintenance and storage facility
NEPA	National Environmental Policy Act
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
SCAG	Southern California Association of Governments
SR	State Route
TSM	Transportation System Management
U.S.C.	United States Code

1.1 Study Background

What Is the East San Fernando Valley Transit Corridor?

The Federal Transit Administration (FTA) and Los Angeles County Metropolitan Transportation Authority (Metro) have initiated a Draft Environmental Impact Statement (DEIS)/Environmental Impact Report (DEIR) for the East San Fernando Valley Transit Corridor Project (Project). The DEIS/DEIR is being prepared with the FTA as the Lead Agency under the National Environmental Policy Act (NEPA) and Metro as the Lead Agency under the California Environmental Quality Act (CEQA).

The DEIS/DEIR and related engineering are being undertaken by Metro, in close coordination with the City of Los Angeles Department of Transportation (LADOT). The DEIS/DEIR will be a combined document complying with the most recent state and federal environmental laws. The Project's public/community outreach component is being undertaken as an integrated parallel effort to the DEIS/EIR.

Prior to the initiation of the DEIS/DEIR, an Alternatives Analysis (AA) was carried out in January 2013 to study the East San Fernando Valley Transit Corridor in order to define, screen, and recommend alternatives for future study.

This study enabled Metro, the City of Los Angeles, and the City of San Fernando to evaluate a range of new public transit service alternatives that can accommodate future population growth and transit demand, while being compatible with existing land uses and future development opportunities. The study considered the Sepulveda Pass Corridor, which is another Measure R project, and the proposed California High Speed Rail project. Both of these projects may be directly served by a future transit project in the study area. The Sepulveda Pass Corridor could eventually link the West Los Angeles area to the east San Fernando Valley and the California High Speed Rail Project via the Project corridor. As part of the January 2013 Alternatives Analysis, most of Sepulveda Boulevard was eliminated as an alignment option. As a result of the Alternatives Analysis, modal recommendations were for BRT and LRT.

As a result of the alternatives screening process and feedback received during the public scoping period, a curb-running BRT, median-running BRT, median-running low-floor LRT/tram, and a median-running LRT, were identified as the four build alternatives, along with the TSM and No-Build Alternatives to be carried forward for analysis in this DEIS/DEIR.

1.1.1 Study Area

Where Is the Study Area Located?

The East San Fernando Valley Transit Corridor Project area is located in the San Fernando Valley in the County of Los Angeles. Generally, the Project study area extends from the City of San Fernando and the Sylmar/San Fernando Metrolink Station in the north to the Van Nuys Metro Orange Line Station within the City of Los Angeles in the south. However, the study area used for the

environmental issue described in this report could vary from this general study area, depending on the needs of the analysis. For the purposes of the analysis contained in this report, the study area coincides with the general study area.

The eastern San Fernando Valley includes the two major north-south arterial roadways of Sepulveda and Van Nuys Boulevards, spanning approximately 10 to 12 miles and the major north-west arterial roadway of San Fernando Road.

Several freeways traverse or border the eastern San Fernando Valley. These include the Ventura Freeway US-101, the San Diego Freeway I-405, the Golden State Freeway I-5, the Ronald Reagan Freeway SR-118, and the Foothill Freeway I-210. The Hollywood Freeway SR-170 is located east of the Project area. In addition to Metro local and Metro Rapid bus service, the Metro Orange Line (Orange Line) Bus Rapid Transit service, the Metrolink Ventura Line commuter rail service, Amtrak inter-city rail service, and the Metrolink Antelope Valley Line commuter rail service are the major transit corridors that provide interregional trips in the area.

Land uses in the study area include neighborhood and regional commercial land uses, as well as government and residential land uses. Specifically, land uses in the study area include government services at the Van Nuys Civic Center, retail shopping along the project corridor, and medium- to high-density residential uses throughout the area. Notable land uses in the eastern San Fernando Valley include: The Village at Sherman Oaks, Panorama Mall, Whiteman Airport, Van Nuys Airport, Mission Community Hospital, Kaiser Permanente Hospital, Van Nuys Auto Row, and several schools, youth centers, and recreational centers.

1.1.2 Alternatives Considered

What Alternatives Are under Consideration?

The following six alternatives, including four build alternatives, a TSM Alternative, and the No-Build Alternative, are being evaluated as part of this study:

- No-Build Alternative
- Transportation Systems Management (TSM) Alternative
- Build Alternative 1 – Curb-Running Bus Rapid Transit (BRT) Alternative
- Build Alternative 2 – Median-Running BRT Alternative
- Build Alternative 3 – Low-Floor LRT/Tram Alternative
- Build Alternative 4 – Light Rail Transit (LRT) Alternative

All build alternatives would operate over 9.2 miles, either in a dedicated bus lane or guideway (6.7 miles) and/or in mixed-flow traffic lanes (2.5 miles), from the Sylmar/San Fernando Metrolink station to the north to the Van Nuys Metro Orange Line station to the south, with the exception of Build Alternative 4 which includes a 2.5-mile segment within Metro-owned railroad right-of-way adjacent to San Fernando Road and Truman Street and a 2.5-mile underground segment beneath portions of Panorama City and Van Nuys.

1.1.2.1 No-Build Alternative

The No-Build Alternative represents projected conditions in 2040 without implementation of the project. No new transportation infrastructure would be built within the project study area, aside from projects that are currently under construction or funded for construction and operation by 2040.

These projects include highway and transit projects funded by Measure R and specified in the current constrained element of the Metro 2009 Long-Range Transportation Plan (LRTP) and the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Existing infrastructure and future planned and funded projects assumed under the No-Build Alternative include:

- Existing Freeways – Interstate 5, and Interstate 105, State Route 118, and U.S. 101;
- Existing Transitway – Metro Orange Line;
- Existing Bus Service – Metro Rapid and Metro Local Shuttle;
- Los Angeles Department of Transportation Commuter Express, and DASH;
- Existing and Planned Bicycle Projects – Bicycle facilities on Van Nuys Boulevard and connecting east/west facilities; and
- Other Planned Projects – Various freeway and arterial roadway upgrades, expansions to the Metro Rapid Bus system, upgrades to the Metrolink system and the proposed California High Speed Rail project.

This alternative establishes a baseline for comparison to other alternatives in terms of potential environmental effects, including adverse and beneficial environmental effects.

1.1.2.2 TSM Alternative

The TSM Alternative enhances the No-Build Alternative and emphasizes transportation systems upgrades, which may include relatively low-cost transit service improvements. It represents efficient and feasible improvements to transit service, such as increased bus frequencies and minor modifications to the roadway network. Additional TSM Alternative transit improvements that may be considered include, but are not limited to, traffic signalization improvements, bus stop amenities/improvements, and bus schedule restructuring (Figure 1-1).

The TSM Alternative considers the existing bus network, enhanced operating hours, and increased bus frequencies for Rapid Line 761 and Local Line 233. Under this alternative, the Metro Rapid Line 761 and Metro Local Line 233 bus routes would retain existing stop locations. This alternative would add 20 additional buses to the existing Metro Local 233 and Metro Rapid 761 bus routes. These buses would be similar to existing Metro 60-foot articulated buses, and each bus would have the capacity to serve up to 75 passengers (57 seats x 1.30 passenger loading standard). Buses would be equipped with transit signal priority equipment to allow for improved operations and on-time performance.

The existing Metro Division 15 maintenance and storage facility (MSF) located in Sun Valley would be able to accommodate the 20 additional buses with the implementation of the TSM Alternative. Operational changes would include reduced headway (elapsed time between buses) times for Metro Rapid Line 761 and Metro Local Line 233, as follows:

- Metro Rapid Line 761 would operate with headways reduced from 10 minutes to 8 minutes during peak hours (7 a.m. to 9 a.m. and 4 p.m. to 7 p.m. on weekdays) and from 17.5 minutes to 12 minutes during off-peak hours.
- Metro Local Line 233 would operate with headways reduced from 12 minutes to 8 minutes during peak hours and from 20 minutes to 16 minutes during off-peak hours.

Figure 1-1: TSM Alternative



Source: STV, 2014.

1.1.2.3 Build Alternative 1 – Curb-Running BRT Alternative

Under the Curb-Running BRT Alternative, the BRT guideway would incorporate 6.7 miles of existing curb lanes (i.e., lanes closest to the curb) along Van Nuys Boulevard between San Fernando Road and the Metro Orange Line. This alternative would be similar to the Metro Wilshire BRT project and would operate similarly. The lanes would be dedicated curb-running bus lanes for Metro Rapid Line 761 and Metro Local Line 233, and for other transit lines that operate on short segments of Van Nuys Boulevard. The segment between Parthenia Street and Roscoe Boulevard, adjacent to Panorama Mall, where on-street parking is currently prohibited, would have curb-running bus lanes 24 hours per day. In addition, this alternative would incorporate 2.5 miles of mixed-flow lanes, where buses would operate in the curb lane along San Fernando Road and Truman Street between Van Nuys Boulevard and Hubbard Avenue for Metro Line 761. Metro Line 233 would continue north on Van Nuys Boulevard to Lakeview Terrace. These improvements would result in an improved Metro Rapid Line 761 (hereafter referred to as 761X) and an improved Metro Local Line 233 (hereafter referred to as 233X). The route of the Curb-Running BRT Alternative is illustrated in Figure 1-2.

From the Sylmar/San Fernando Metrolink station:

- Metro Rapid Line 761X would operate within roadway travel lanes on Truman Street and San Fernando Road.
- At Van Nuys Boulevard, Metro Rapid Line 761X would turn southwest and travel south within a curb-running dedicated bus lane along Van Nuys Boulevard.
- The alternative would continue to be curb running along Van Nuys Boulevard until reaching the Metro Orange Line Van Nuys station where Metro Rapid Line 761X service would be integrated into mixed-flow traffic.
- Metro Line 761X would then continue south to Westwood as under existing conditions, though it should be noted that in December 2014 the Metro Rapid Line 761 will be re-routed to travel from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 would travel from Van Nuys Boulevard through the Sepulveda Pass to Westwood as part of a Metro demonstration project.

Metro Local Line 233X would operate similar to how it currently operates between the intersections of Van Nuys and Glenoaks Boulevards to the north and Van Nuys and Ventura Boulevards to the south. However, Metro Local Line 233X would operate with improvements over existing service because it would utilize the BRT guideway where its route overlaps with the guideway along Van Nuys Boulevard.

Transit service would not be confined to only the dedicated curb lanes. Buses would still have the option to operate within the remaining mixed-flow lanes to bypass right-turning vehicles, a bicyclist, or another bus at a bus stop.

The Curb-Running BRT Alternative would operate in dedicated bus lanes, sharing the lanes with bicycles and right turning vehicles. However, on San Fernando Road and Truman Street, no dedicated bus lanes would be provided. The Curb-Running BRT Alternative would include 18 bus stops.

Figure 1-2: Build Alternative 1 – Curb-Running BRT Alternative

East San Fernando Valley Transit Corridor Curb Running Bus Rapid Transit (BRT)



Source: KOA and ICF International, 2014.

1.1.2.4 Build Alternative 2 – Median-Running BRT Alternative

The Median-Running BRT Alternative consists of approximately 6.7 miles of dedicated median-running bus lanes between San Fernando Road and the Metro Orange Line, and would have operational standards similar to the Metro Orange Line. The remaining 2.5 miles would operate in mixed-flow traffic between the Sylmar/San Fernando Metrolink Station and San Fernando Road/Van Nuys Boulevard. The Median-Running BRT Alternative is illustrated in Figure 1-3.

Similar to the Curb-Running BRT Alternative, the Median-Running BRT (Metro Rapid Line 761X) would operate as follows from the Sylmar/San Fernando Metrolink station:

- Metro Rapid Line 761X would operate within mixed-flow lanes on Truman Street and San Fernando Road.
- At Van Nuys Boulevard, the route would turn southwest and travel south within the median of Van Nuys Boulevard in a new dedicated guideway.
- Upon reaching the Van Nuys Metro Orange Line Station, the dedicated guideway would end and the Rapid Line 761X service would then be integrated into mixed-flow traffic.
- The route would then continue south to Westwood, similar to the existing route. Similar to Build Alternative 1, it should be noted that in December 2014 the Metro Rapid Line 761 will be re-routed to travel from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 would travel from Van Nuys Boulevard through the Sepulveda Pass to Westwood as part of a Metro demonstration project.

Metro Local Line 233 would operate similar to existing conditions between the intersections of Van Nuys and Glenoaks Boulevards to the north and Van Nuys and Ventura Boulevards to the south. Rapid Bus stops that currently serve the 794 and 734 lines on the northern part of the alignment along Truman Street and San Fernando Road would be upgraded and have design enhancements that would be Americans with Disabilities Act (ADA) compliant. These stops would also serve the redirected 761X line:

1. Sylmar/San Fernando Metrolink Station
2. Hubbard Station
3. Maclay Station
4. Paxton Station
5. Van Nuys/San Fernando Station

Along the Van Nuys Boulevard segment, bus stop platforms would be constructed in the median. Seventeen new median bus stops would be included.

Figure 1-3: Build Alternative 2 – Median-Running BRT Alternative



Source: KOA and ICF International, 2014.

1.1.2.5 Build Alternative 3 – Low-Floor LRT/Tram Alternative

The Low-Floor LRT/Tram Alternative would operate along a 9.2-mile route from the Sylmar/San Fernando Metrolink station to the north, to the Van Nuys Metro Orange Line station to the south. The Low-Floor LRT/Tram Alternative would operate in a median dedicated guideway for approximately 6.7 miles along Van Nuys Boulevard between San Fernando Road and the Van Nuys Metro Orange Line station. The low-floor LRT/tram alternative would operate in mixed-flow traffic lanes on San Fernando Road between the intersection of San Fernando Road/Van Nuys Boulevard and just north of Wolfskill Street. Between Wolfskill Street and the Sylmar/San Fernando Metrolink station, the low-floor LRT/tram would operate in a median dedicated guideway. It would include 28 stations. The route of the Low-Floor LRT/Tram Alternative is illustrated in Figure 1-4.

The Low-Floor LRT/Tram Alternative would operate along the following route:

- From the Sylmar/San Fernando Metrolink station, the low-floor LRT/tram would operate within a median dedicated guideway on San Fernando Road.
- At Wolfskill Street, the low-floor LRT/tram would operate within mixed-flow travel lanes on San Fernando Road to Van Nuys Boulevard.
- At Van Nuys Boulevard, the low-floor LRT/tram would turn southwest and travel south within the median of Van Nuys Boulevard in a new dedicated guideway.
- The low-floor LRT/tram would continue to operate in the median along Van Nuys Boulevard until reaching its terminus at the Van Nuys Metro Orange Line Station.

Based on Metro's *Operations Plan for the East San Fernando Valley Transit Corridor Project*, the Low-Floor LRT/Tram Alternative would assume a similar travel speed as the Median-Running BRT Alternative, with speed improvements of 18 percent during peak hours/peak direction and 15 percent during off-peak hours.

The Low-Floor LRT/Tram Alternative would operate using low-floor articulated vehicles that would be electrically powered by overhead wires. This alternative would include supporting facilities, such as an overhead contact system (OCS), traction power substations (TPSS), signaling, and a maintenance and storage facility (MSF).

Because the Low-Floor LRT/Tram Alternative would fulfill the current functions of the existing Metro Rapid Line 761 and Metro Local Line 233, these bus routes would be modified to maintain service only to areas outside of the project corridor. Thus, Metro Rapid Line 761 (referred to as 761S with reduced service) would operate only between the Metro Orange Line and Westwood, and Metro Local Line 233 (referred to as 233S with reduced service) would operate only between San Fernando Road and Glenoaks Boulevard. It should be noted that in December 2014 the Metro Rapid Line 761 will be re-routed to travel from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 would travel from Van Nuys Boulevard through the Sepulveda Pass to Westwood as part of a Metro demonstration project.

Stations for the Low-Floor LRT/Tram Alternative would be constructed at various intervals along the entire route. There are portions of the route where stations are closer together and other portions where they are located further apart. Twenty-eight stations are proposed with the Low-Floor LRT/Tram Alternative. The 28 proposed low-floor LRT/tram stations would be ADA compliant.

Figure 1-4: Build Alternative 3 – Low-Floor LRT/Tram Alternative



Source: KOA and ICF International, 2014.

1.1.2.6 Build Alternative 4 – LRT Alternative

Similar to the Low-Floor LRT/Tram Alternative, the LRT would be powered by overhead electrical wires (Figure 1-5). Under Build Alternative 4, the LRT would travel in a dedicated guideway from the Sylmar/San Fernando Metrolink station along San Fernando Road south to Van Nuys Boulevard, from San Fernando Road to the Van Nuys Metro Orange Line Station, over a distance of approximately 9.2 miles. The LRT Alternative includes a segment in exclusive right-of-way through the Antelope Valley Metrolink railroad corridor, a segment with semi-exclusive right-of-way in the middle of Van Nuys Boulevard, and an underground segment beneath Van Nuys Boulevard from just north of Parthenia Street to Hart Street.

The LRT Alternative would be similar to other street-running LRT lines that currently operate in the Los Angeles area, such as the Metro Blue Line, Metro Gold Line, and Metro Exposition Line. The LRT would travel along the median for most of the route, with a subway of approximately 2.5 miles in length between Vanowen Street and Nordhoff Street. On the surface-running segment, the LRT Alternative would operate at prevailing traffic speeds and would be controlled by standard traffic signals.

Stations would be constructed at approximately 1-mile intervals along the entire route. There would be 14 stations, three of which would be underground near Sherman Way, the Van Nuys Metrolink station, and Roscoe Boulevard. Entry to the three underground stations would be provided from an entry plaza and portal. The entry portals would provide access to stairs, escalators, and elevators leading to an underground LRT station mezzanine level, which, in turn, would be connected via additional stairs, escalators, and elevators to the underground LRT station platforms.

Similar to the Low-Floor LRT/Tram Alternative, the LRT Alternative would require a number of additional elements to support vehicle operations, including an OCS, TPSS, communications and signaling buildings, and an MSF.

Figure 1-5: Build Alternative 4 – LRT Alternative

East San Fernando Valley Transit Corridor Median Running Light Rail Transit (LRT)



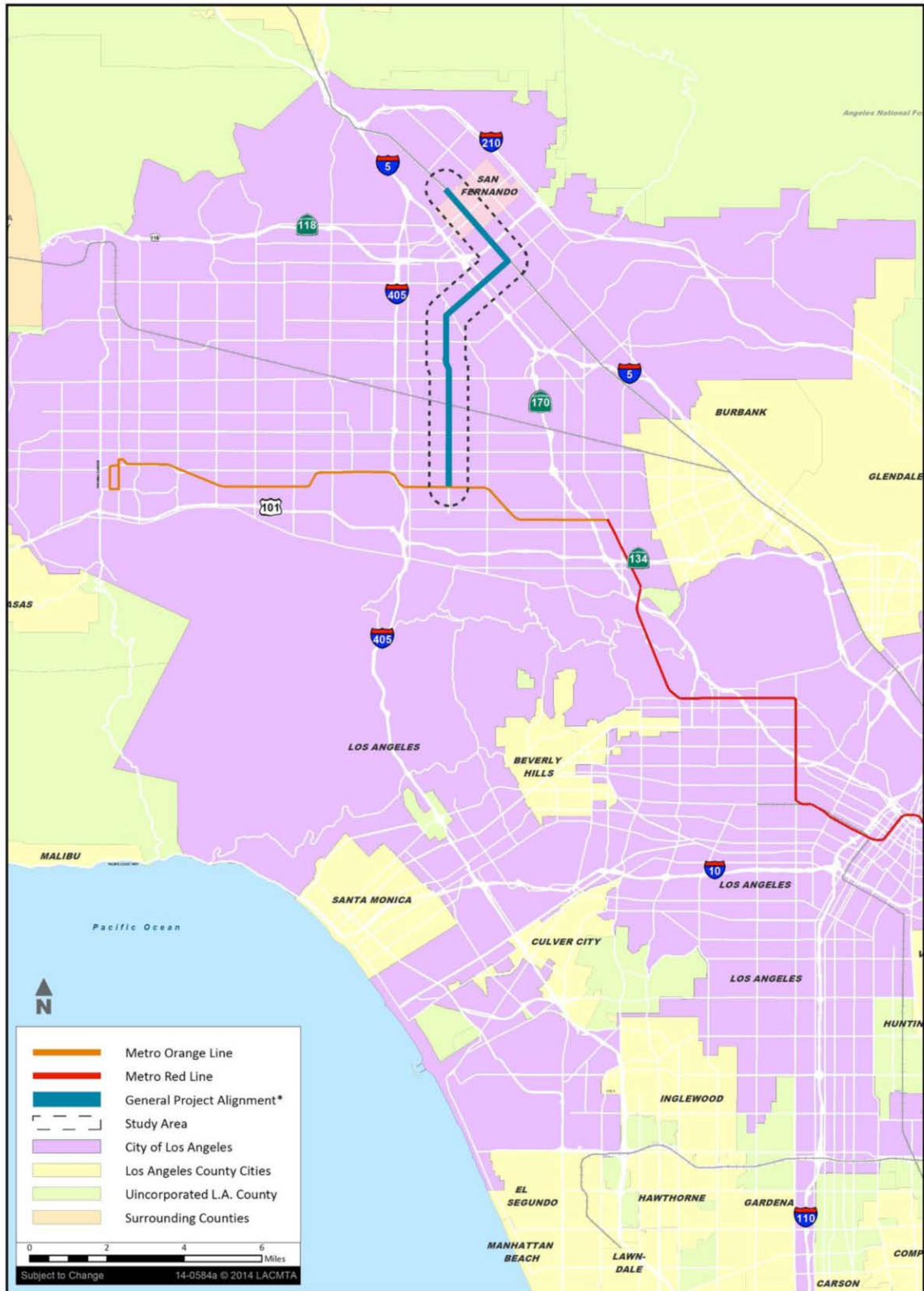
Source: KOA and ICF International, 2014.

2.1 Regulatory Framework

This section describes the regulatory framework related to land use and the methodology used to determine potential land use impacts that could result from the Project. The following common terms are used in this report and are defined below for clarity:

- **Land Use:** Land use refers to the human use of land. There are several types of land uses, including residential, commercial, industrial, public facilities, and open space.
- **Study Area:** The study area for land use encompasses the area in which direct and/or indirect impacts associated with the project would likely result. The study area for this land use report extends one-half mile surrounding the East San Fernando Valley Transit Corridor (project corridor) to incorporate potential impacts to surrounding neighborhoods and roadways (see Figure 2-1).
- **Direct Effects:** Direct effects are effects that would be caused by the Project and would result at the same time and place as the Project.
- **Indirect Effects:** Indirect effects are effects that would be caused by the Project and would result later in time or would be farther removed in distance, but would still be reasonably foreseeable. Indirect effects would include growth-related 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.
- **Project Corridor:** The East San Fernando Valley Transit Corridor (project corridor) is defined as the area that could be directly and physically affected by at least one of the project alternatives (road widening, construction of a BRT, low-floor LRT/tram, or LRT system, et cetera). More specifically, the project corridor is limited to the properties abutting the following roadway/transit segments:
 - Van Nuys Boulevard, from the Metro Orange Line in the south to San Fernando Road in the north.
 - San Fernando Road, from Van Nuys Boulevard in the southeast to the Sylmar/San Fernando Metrolink Station in the northwest (at 12219 Frank Modugno Drive between Hubbard Avenue and Sayre Street).
 - Truman Street, from La Rue Street in the southeast to the Sylmar/San Fernando Metrolink Station in the northwest.
 - The Antelope Valley Metrolink railroad corridor, from Van Nuys Boulevard in the southeast to the Sylmar/San Fernando Metrolink Station in the northwest.

Figure 2-1: Study Area Overview



Source: ESRI, 2013

2.1.1 Federal Regulations

2.1.1.1 National Environmental Policy Act

NEPA of 1969, as amended, established that the federal government must use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings.¹ The Council on Environmental Quality (CEQ) regulations, which establishes the steps necessary to comply with NEPA, requires evaluation of the potential environmental consequences of all proposed federal activities and programs.

This provision includes a requirement to examine indirect effects, which may result in areas beyond the immediate influence of a proposed action and/or at some time in the future. These effects may include changes in land use and population density, which are elements of growth.²

2.1.2 State Regulations

2.1.2.1 California Environmental Quality Act

CEQA states that “The [Environmental Impact Report] shall discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans” (CEQA Guidelines, 14 CCR Section 15125 [d]).³

CEQA does not consider an economic or social change alone to be a substantial impact on the environment. However, if a social or economic change is related to a physical change, then an economic or social change may be considered in determining whether the physical change is significant.⁴

CEQA also requires the analysis of a project’s potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents “...discuss the ways in which the project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment...”⁵

2.1.3 Local Regulations

The study area is in the Southern California region and is under the jurisdiction of the Southern California Association of Governments (SCAG). SCAG is responsible for defining regional planning goals for the project corridor. In addition, the study area lies within the County of Los Angeles, the City of Los Angeles, and the City San Fernando. The local regulations for these jurisdictions were reviewed for policies and regulations that apply to the Project, with a focus on land use policies related to transportation and transit corridors in the planning areas.

¹ U.S. Congress. 1969. *National Environmental Policy Act of 1969, as amended*, 42 USC Section 4331. Available: <<http://ceq.hss.doe.gov/nepa/regs/nepa/nepaeqia.htm>>. Accessed: February 15, 2013.

² CEQ (Council on Environmental Quality). n.d. *Regulations for Implementing NEPA*, 40 CFR Section 1508. Available: <<http://ceq.hss.doe.gov/nepa/regs/ceq/1508.htm>>. Accessed: February 15, 2013.

³ California Natural Resources Agency. 2010a. *State CEQA Guidelines, 14 CCR Section 15125(d)*. Available: <<http://ceres.ca.gov/ceqa/guidelines/art20.html>>. Accessed: February 15, 2013.

⁴ California Natural Resources Agency. 2010b. *State CEQA Guidelines, 14 CCR Section 15358*. Available: <<http://ceres.ca.gov/ceqa/guidelines/art20.html>>. Accessed: February 15, 2013.

⁵ California Natural Resources Agency. 2010a. *State CEQA Guidelines, 14 CCR Section 15126.2(d)*. Available: <<http://ceres.ca.gov/ceqa/guidelines/art9.html>>. Accessed: February 15, 2013.

2.1.3.1 Southern California Association of Governments

SCAG 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy

SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) focuses on the need to coordinate land use and transportation decisions to manage travel demand within the region. The 2016-2040 RTP/SCS sets forth the regional goal of encouraging land use and growth patterns that facilitate transit and non-motorized transportation.

SCAG 2008 Regional Comprehensive Plan

SCAG's 2008 Regional Comprehensive Plan addresses important regional issues, such as housing, traffic/transportation, water, and air quality, and presents a vision of how the region can balance resource conservation, economic vitality, and quality of life. The plan identifies voluntary best practices to approach growth and infrastructure challenges and serves as an advisory document to local agencies in the Southern California region for their information and use in preparing local plans and addressing local issues of regional significance. The plan has the following goals related to land use that apply to the Project:

- Focus growth in existing and emerging centers and along major transportation corridors.
- Create significant areas of mixed-use development and walkable, “people-scaled” communities.
- Target growth in housing, employment, and commercial development within walking distance of existing and planned transit stations.

2.1.3.2 County of Los Angeles

Pacoima Wash Vision Plan

The Pacoima Wash Vision Plan Initiative is funded through the County of Los Angeles Department of Public Health by a competitive grant awarded to Pacoima Beautiful in 2008. The initiative focuses on a four-mile stretch of the Pacoima Wash running through the Sylmar and Pacoima neighborhoods of the City of Los Angeles.⁶ The plan proposes a multi-use greenway trail network and new local parks along the Pacoima Wash. The greenway will provide a non-motorized transportation path and recreation trail connecting schools, local services, employment centers, transit, and the regional trail network.

2.1.3.3 City of Los Angeles

City of Los Angeles 2010 Bicycle Plan

The City of Los Angeles 2010 Bicycle Plan (City's Bicycle Plan) designates Van Nuys Boulevard as part of the “Backbone Bicycle Network,” which is a 719-mile interconnected system facilitating mobility on key arterials.⁷ The network is comprised primarily of bicycle lanes, which will enable access to major employment centers, transit stations and stops, and educational, retail, entertainment, and other open space and recreational resources. In 2010, the Backbone Bicycle Network consisted of 124 miles of bicycle lanes and 64 miles of routes (52 of which would be

⁶ County of Los Angeles. 2009. *Pacoima Wash Vision Plan*. December. Available: http://www.pacoimabeautiful.org/wp-content/uploads/2010/12/Pacoima-Wash-Vision-Plan-Book_FINAL.pdf

⁷ City. March 2011. 2010 Bicycle Plan.

converted to lanes over time). The City's Bicycle Plan added an additional 554 miles of lanes, 16 miles of routes, and 12 miles of bicycle friendly streets to complete the development of the 719-mile Backbone Bicycle Network.

City of Los Angeles Land Use/Transportation Policy

The City of Los Angeles Land Use/Transportation Policy provides the framework to guide future development around transit station areas.⁸ The policy includes several elements, consisting of Land Use, Housing, Urban Design, Ridership Strategy, Parking and Traffic Circulation, Equity, Economic Development, and Community Facilities Elements. The elements are intended to guide the land use and circulation patterns linked to the transit system. The objectives and guiding principles of the Land Use/Transportation Policy that may apply to the Project are to:

- Increase land use intensity in transit station areas, where appropriate.
- Create a pedestrian oriented environment in context of an enhanced urban environment.
- Reduce reliance on the automobile.
- Increase transit ridership and maximize the use and efficiency of Los Angeles' rail and bus transit systems.
- Distribute housing, employment, and public transit opportunities equitably for all social and economic groups.
- Establish transit centers and station areas as places where future growth of Los Angeles is focused.
- Develop and apply urban design standards to ensure the development of a high quality and safe and secure urban environment.
- Provide open space and recreation space around transit station areas.
- Develop compact quality pedestrian oriented mixed-use neighborhoods within walking distance to rail transit stations and other transit centers.
- Reflect the unique cultural and physical identity of each community.
- Promote private sector development in rail and other transit centers to maximize public investment.
- Promote easy and efficient access for transit patron mode transfers.
- Promote policies that protect and preserve existing single family neighborhoods.

City of Los Angeles General Plan

The City of Los Angeles General Plan guides future development within the City.⁹ Any projects that are proposed within the City must be consistent with the general plan. The following elements are applicable to land use impacts.

⁸ City of Los Angeles. 1993. *City of Los Angeles/Planning Department Land Use/Transportation Policy*. Adopted November 2. Available: <http://www.metro.net/images/Land_Use-Transportation_Policy.pdf>. Accessed: February 16, 2013.

⁹ City of Los Angeles. 2013. *General Plan*. Available: <<http://cityplanning.lacity.org/>>. Accessed: March 1, 2013.

Framework Element

The City of Los Angeles General Plan Framework Element provides citywide policy and direction for the creation and updates of community plans and other General Plan Elements. The Framework Element was reviewed for land use policies related to the location of transit stations and intended land uses around station areas.

The Framework Element encourages new development in proximity to rail and bus transportation corridors and stations.¹⁰ The existing concentration of uses in designated neighborhood districts, mixed-use boulevards, and in community, regional, and downtown centers reflect that this objective has largely been accomplished. Within these areas, the highest development intensities have been targeted generally within one quarter mile of the transit stations.

The Framework Element aims to ensure that a considerable mix of uses be accommodated to provide support services to the community and enhance activity near the stations. Intended land uses may encompass a range of retail, commercial offices, personal services, entertainment, restaurants, and housing to serve both transit users and local residents. The provision of streetscape amenities is encouraged to promote pedestrian activity in each area.

While the Framework Element encourages development in districts and centers along designated mixed-use boulevards and transit routes at sufficient densities to sustain these areas and support the local transit system, the Framework Element also proposes to maintain existing stable multi-family residential neighborhoods, mixed-use boulevards, and commercial areas, and to minimize impacts on those neighborhoods and on areas of inadequate infrastructure and/or overly intense development.

The following goals, objectives, and policies may apply to the Project:

- Goal 3K. Transit stations to function as a primary focal point of the City's development.
- Objective 3.15. Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations, while protecting and preserving surrounding low-density neighborhoods from the encroachment of incompatible land uses.
- Policy 3.15.1. Work with developers and the Metropolitan Transportation Authority to incorporate public- and neighborhood-serving uses and services in structures located in proximity to transit stations, as appropriate.
- Policy 3.15.3. Increase the density generally within one quarter mile of transit stations, determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations are funded in accordance with Policy 3.1.6.
- Policy 3.16. Allow for the adjustment of General Plan Framework Element land use boundaries to account for changes in the location or introduction of new transit routes and stations (or for withdrawal of funds) and, in such cases, consider the appropriate type and density of use generally within one quarter mile of the corridor and station to reflect the principles of the General Plan Framework Element and the Land Use/Transportation Policy.
- Policy 3.15.4. Design and site new development to promote pedestrian activity and provide adequate transitions with adjacent residential uses.

¹⁰ City of Los Angeles. 2001a. *City of Los Angeles General Plan, Framework Element*. Re-Adopted August 8. Available: <<http://cityplanning.lacity.org/cwd/framwk/contents.htm>>. Accessed: February 16, 2013.

- Policy 3.15.5. Provide for the development of public streetscape improvements, where appropriate.
- Goal 3I. A network of boulevards that balance community needs and economic objectives with transportation functions and complement adjacent residential neighborhoods.
- Objective 3.13. Provide opportunities for the development of mixed-use boulevards where existing or planned major transit facilities are located and which are characterized by low-intensity or marginally viable commercial uses with commercial development and structures that integrate commercial, housing, and/or public service uses.

Transportation Element

The City of Los Angeles General Plan Transportation Element was reviewed for objectives and policies that apply to transit services in the planning area. The Transportation Element has the following objectives and policies that may apply to the Project:¹¹

- Objective 2. Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.
- Policy 2.1. Evaluate the benefits of major transportation projects based on movement of persons and goods, rather than vehicle-movement, and look for opportunities on the arterial system to enhance ridesharing and transit.
- Policy 2.2. Cooperate with regional agencies to establish regionwide Transportation Demand Management (TDM) programs to achieve regional trip reductions and/or increased vehicle occupancy.
- Policy 2.3. Promote the development of transportation facilities and services that encourage transit ridership, increase vehicle occupancy, and improve pedestrian and bicycle access, such as:
a. Locally-based Transportation Management Organizations (TMO); b. Enhanced transit services and improved transit safety; c. Merchant incentives; d. Preferential parking; e. Bicycle access and parking facilities; and f. Adequate and appropriate lighting for pedestrian, vehicular, bicycle, and transit uses.
- Policy 2.8. Continue to integrate transit and environmental planning to enhance environmental preservation.
- Policy 2.14. Promote the increase of bus service along high-demand routes and corridors in order to reduce bus overcrowding.
- Policy 2.15. Promote the provision of additional express and local bus service in corridors to be served by the funded rail system, so as to increase transit ridership and prepare for future rail service.
- Policy 2.16. Promote the expansion of express and local bus service in priority corridors not served by the funded rail system, so as to reduce congestion along congested corridors.
- Policy 2.20. Promote the multi-modal function of transit centers (bus and rail) through improved station design and management of curb lanes to facilitate transfers between modes (e.g. rail to bus or shuttle or taxi).

¹¹ City of Los Angeles. 1999a. *City of Los Angeles General Plan, Transportation Element*. Adopted September 8. Available: <<http://cityplanning.lacity.org/cwd/gnlpln/transelt/index.htm>>. Accessed: February 13, 2013.

- Objective 3. Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in Community Plans.
- Policy 3.7. Promote the development of transit alignments and station locations which maximize transit service to activity centers and which permit the concentration of development around transit stations as illustrated [in the General Plan].
- Policy 3.12. Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards.
- Policy 3.13. Enhance pedestrian circulation in neighborhood districts, community centers, and appropriate locations in regional centers and along mixed-use boulevards; promote direct pedestrian linkages between transit portals/platforms and adjacent commercial development through facilities orientation and design.
- Objective 10. Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel.
- Policy 10.3. Identify pedestrian priority street segments in Community Plans and implement guidelines to develop, protect, and foster the pedestrian oriented nature of these areas.
- Policy 10.4. Expedite the implementation of the streetscape guidelines and standards set forth in this Transportation Element for pedestrian priority and transit priority streets as funding allows.
- Policy 10.6. Consider school child safety as a priority over vehicular movement on all streets regardless of highway classifications.

Land Use Element

The City of Los Angeles has various community plans, which describe local land use policy and collectively make up the Land Use Element of the General Plan. Portions of the study area overlap with City Community Plan Areas (CPA).¹² Each CPA is comprised of a group of City of Los Angeles neighborhoods. For each of the 35 separate CPAs, community plans were developed to guide land use and design policies within specific portions of Los Angeles.

In relation to the study area, Figure 2-2 illustrates the CPA boundaries. There are four CPA boundaries that overlap the study area. However, it should be noted that not all of the neighborhoods included in each CPA are wholly included in the study area.

The community plans that apply to the study area are as follows:

- Van Nuys-North Sherman Oaks Community Plan¹³
- Mission Hills – Panorama City – North Hills Community Plan¹⁴
- Arleta – Pacoima Community Plan¹⁵
- Sylmar Community Plan¹⁶

¹² KOA Corporation. 2011. Van Nuys Boulevard Corridor Mobility Study, Purpose and Need Framework. Monterey Park, CA.

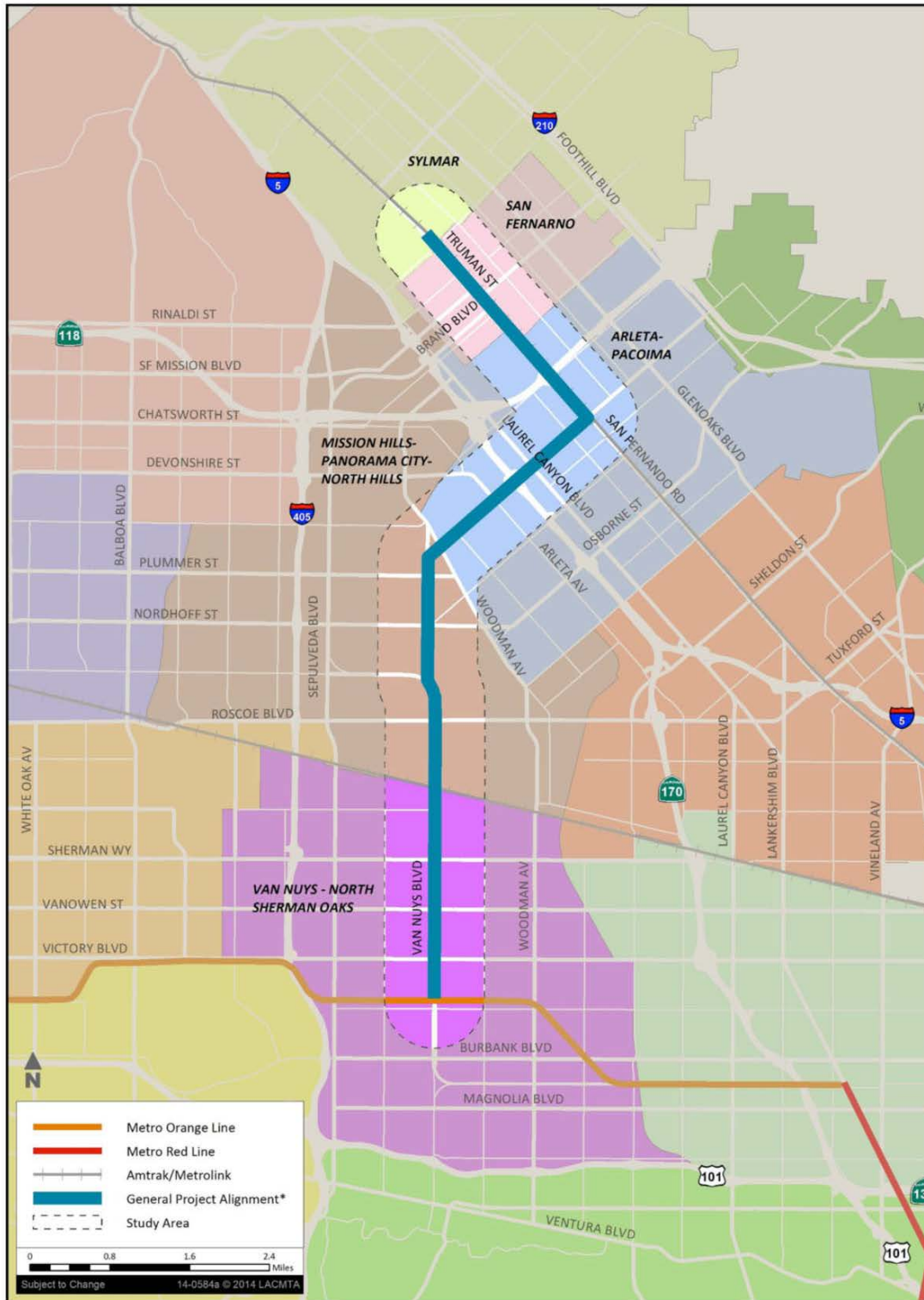
¹³ City of Los Angeles. 1998d. *Van Nuys-North Sherman Oaks Community Plan*. Adopted September 9. Available: <<http://cityplanning.lacity.org/complan/pdf/vnycptxt.pdf>>. Accessed: February 13, 2013.

¹⁴ City of Los Angeles. 1999b. *Mission Hills-Panorama City-North Hills Community Plan*. Adopted June 9. Available: <<http://cityplanning.lacity.org/complan/pdf/msscptxt.pdf>>. Accessed: February 13, 2013.

¹⁵ City of Los Angeles. 1996. *Arleta-Pacoima Community Plan*. Approved November 6. Available: <<http://cityplanning.lacity.org/complan/pdf/arlcp.txt.pdf>>. Accessed: February 13, 2013.

¹⁶ City of Los Angeles. 1997. *Sylmar Community Plan*. Adopted August 8. Available: <<http://cityplanning.lacity.org/complan/pdf/sylcptxt.pdf>>. Accessed: February 16, 2013.

Figure 2-2: Community Plan Area Boundaries



*Alignment generalized for this overview map only for clarity at this scale. Detailed alignments for each alternative are included on the map segments.

Source: ESRI, 2013

According to the community plans listed above, development is anticipated around transit stations. To promote uses compatible with transit station uses, the plans recommend amendments and zone changes from industrial to commercial uses for specific areas surrounding stations. Commercial uses, such as mixed-use, childcare, and retail, would promote opportunities to encourage transit use versus single occupancy vehicle trips.

The primary area of influence (defined in the Land Use/Transportation Policy as a ¼-mile from the transit site) for the transit stations would have incentives for development, such as parking reductions and increased intensity of development. For example, an increase in the floor area ratio of 100 percent would be permitted within 1,000 feet of transit sites.

The community plans contain similar goals, objectives, and policies. Therefore, the following goals, objectives, and policies are applicable to most of the CPAs in the study area and are related to land use:

- Locate higher residential densities near commercial centers, light rail transit stations, and major bus routes where public service facilities and utilities will accommodate this development.
- Protect the identity of single-family residential areas adjacent to transit stations.
- Promote housing in mixed-use projects in transit corridors.
- Promote mixed-use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.
- Encourage large mixed-use projects and other large new development projects adjacent to transit stations to incorporate child care and/or other appropriate human service facilities as part of the project.
- Encourage flexibility in siting libraries and similarly accessible facilities in mixed-use projects and transit oriented districts.
- Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
- Encourage improved local and express bus service through the community and encourage bus routes to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities.
- Coordinate with the Metropolitan Transit Authority (MTA) to improve local bus service to and within the community plan areas.
- Encourage the expansion wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons and the transit-dependent population.
- Encourage the provision of safe, attractive, and clearly identifiable transit stops with user friendly design amenities.
- Increase the work trips and non-work trips on public transit.
- Develop an intermodal mass transportation plan to implement linkages to future mass transit service.
- Promote pedestrian-oriented mobility and utilization of the bicycle for commuter, school, recreation use, economic activity, and access to transit facilities.

The Urban Design Chapter of the community plans also outline design guidelines for transit stops, including standards for the selection and installation of street trees, street lighting, sidewalk/crosswalk paving, street furniture, and public signage.

City of Los Angeles Streetscape Plans

Each of the City of Los Angeles CPAs has a streetscape plan that provides design guidelines to enhance the pedestrian environment, including right-of-way, sidewalk, and street improvements. The plans also include design requirements for a variety of elements, such as transit shelters and benches. The following streetscape plans apply to the study area:

- Van Nuys Central Business District (CBD) Streetscape Plan¹⁷
- Panorama City Center Streetscape Plan¹⁸
- Pacoima Streetscape Plan¹⁹

City of Los Angeles Special Districts

Special district plans for the City of Los Angeles were referenced for information on local regulations that apply to the Project. Figure 2-3 highlights the special districts within the study area boundaries.

These special planning districts are typically in areas that offer shopping and transportation opportunities in a central location to surrounding residential developments. The design guidelines and standards for these districts are focused on creating pedestrian-oriented commercial centers and enhancing the aesthetic appearance of the areas. The guidelines and standards include providing for landscaped medians, decorative crosswalks, pedestrian lighting, and street furniture (benches, bus shelters, and newsstands).

The following special districts are located within the study area:

- Van Nuys Auto Row Business Improvement District (BID)²⁰
- Van Nuys CBD Special Planning Area (SPA)
- Van Nuys Central Business District (CBD) Community Design Overlay District (CDO)²¹
- Panorama City CDO²²
- Panorama City BID²³
- Pacoima CDO²⁴
- San Fernando Corridors SPA
- Sylmar BID²⁵

¹⁷ City of Los Angeles. 2002d. *Van Nuys Central Business District Streetscape Plan*. Amended June 27. Available: <<http://cityplanning.lacity.org/complan/othrplan/pdf/vnycbdstsplan.pdf>>. Accessed: February 13, 2013.

¹⁸ City of Los Angeles. 2004b. *Panorama City Center Streetscape Plan*. Approved July 22. Available: <<http://cityplanning.lacity.org/complan/othrplan/pdf/PanoramaCityStreetscape.pdf>>. Accessed: February 13, 2013.

¹⁹ City of Los Angeles. 2004a. *Pacoima Streetscape Plan*. Approved July 22; Extension Approved August 26. Available: <<http://cityplanning.lacity.org/complan/othrplan/pdf/PacoimaStreetscapeCPCFinalApproved.pdf>>. Accessed: February 13, 2013.

²⁰ City of Los Angeles. 2000. *Van Nuys Auto Row Business Improvement District*. March. Available: <<http://cityplanning.lacity.org/complan/rproginform/BID/bidmap/vnyauto.pdf>>. Accessed: February 15, 2013.

²¹ City of Los Angeles. 2004c. *Van Nuys Central Business District Community Design Overlay District (CDO) Design Guidelines and Standards*. Revised August 16. Available: <<http://cityplanning.lacity.org/complan/othrplan/pdf/vnycbcdotxt.pdf>>. Accessed: February 13, 2013.

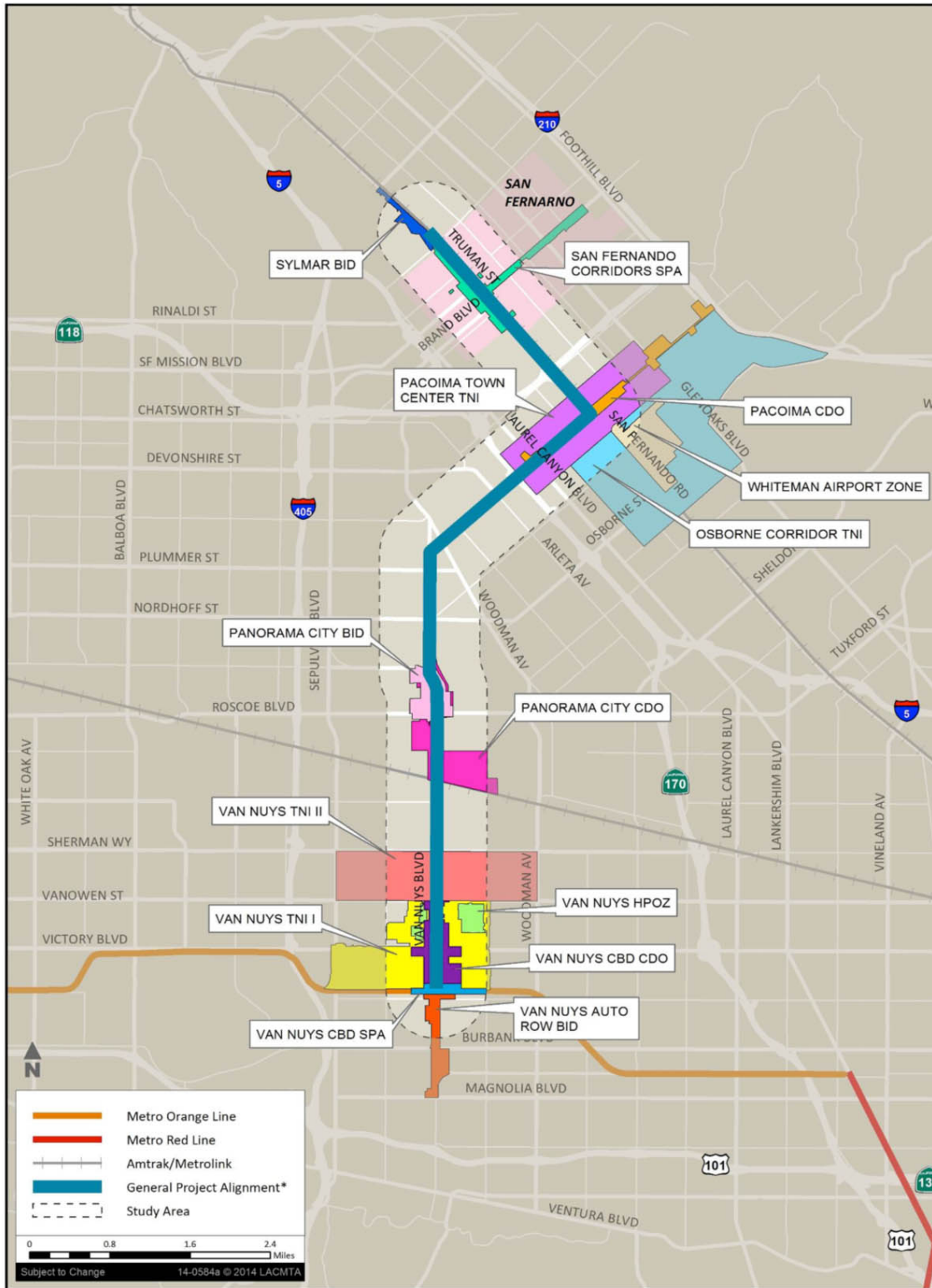
²² City of Los Angeles. 2003c. *Panorama City Community Design Overlay (CDO) Design Guidelines and Standards*. Approved March 27. Available: <http://cityplanning.lacity.org/complan/othrplan/pdf/PanoramaCityCDO_guidelines.pdf>. Accessed: February 15, 2013.

²³ City of Los Angeles. 2009. *Panorama City Business Improvement District*. Approved March.

²⁴ City of Los Angeles. 2003b. *Pacoima Community Design Overlay (CDO) Design Guidelines and Standards*. Approved May 22. Available: <<http://cityplanning.lacity.org/complan/othrplan/pdf/PacoimaCDOGuidelines.pdf>>. Accessed: February 13, 2013.

²⁵ Sylmar Chamber of Commerce. 2012. *The Vista at Sylmar*. Available: <<http://www.sylmarchamber.com/sylmarbid.html>>. Accessed: November 10, 2014.

Figure 2-3: Special Districts and Targeted Neighborhood Initiatives



*Alignment generalized for this overview map only for clarity at this scale. Detailed alignments for each alternative are included on the map segments.

Source: ESRI, 2013

City of Los Angeles Targeted Neighborhood Initiatives

A number of City of Los Angeles Targeted Neighborhood Initiatives (TNI) are within the study area boundaries and are shown on Figure 2-3. These initiatives strategically revitalize Los Angeles neighborhoods through several community-driven neighborhood improvement programs, including transportation and pedestrian corridor improvements that provide street trees, street lights, benches, and bus shelters. There are four TNIs within the study area:

- Van Nuys Boulevard TNI²⁶
- Van Nuys TNI II²⁷
- Pacoima Town Center TNI²⁸
- Osborne Corridor TNI²⁹

City of Los Angeles Special Zones

There are two special zones within the study area:

- **Van Nuys Historic Preservation Overlay Zone (HPOZ):** Within the Van Nuys HPOZ, lots are categorized by whether they have contributing features, non-contributing features, or if the parcel is undeveloped. The Van Nuys HPOZ Preservation Plan includes guidelines to preserve the historic character of the streetscape, including paving and curbs, signage, street furniture, utilities, street lights, and sidewalks.
- **Whiteman Airport Zone:** Whiteman Airport is outside of the project corridor, but is within the study area, just 0.5 miles southeast of the project corridor; therefore, many parcels within the study area fall within the Whiteman Airport Zone. To avoid the construction of hazards to air navigation, Los Angeles County's Aviation Division requests that parcels within this zone report projects to the department to ensure compliance with Federal Aviation Administration requirements.³⁰

City of Los Angeles Zoning Code

The City of Los Angeles Zoning Code (Los Angeles Municipal Code, Section 12) was reviewed for regulations and ordinances that apply to Project implementation. The City of Los Angeles Zoning Code includes development provisions and design standards for the various zoning districts within the planning area, as well as general provisions that allow the City of Los Angeles zoning authorities to protect the public peace, health, and safety from any land use that:³¹

²⁶ City of Los Angeles. 2002c. *Van Nuys Boulevard Targeted Neighborhood Initiative (TNI)*. Available: <<http://planning.lacity.org/complan/rproginfo/TNI/tniarea/vannuystni.htm>>. Accessed: November 18, 2011.

²⁷ City of Los Angeles. 2001c. *Van Nuys Targeted Neighborhood Initiative (TNI II)*. Available: <<http://planning.lacity.org/complan/rproginfo/TNI/tniarea/vannuys2.htm>>. Accessed: February 13, 2013.

²⁸ City of Los Angeles. 1998b. *Pacoima Town Center Targeted Neighborhood Initiative*. Available: <<http://cityplanning.lacity.org/complan/rproginfo/TNI/tnimap/tni-paco.pdf>>. Accessed: February 13, 2013.

²⁹ City of Los Angeles. 2001b. *Osborne Corridor Targeted Neighborhood Initiative (TNI)*. Available: <<http://cityplanning.lacity.org/complan/rproginfo/TNI/tnimap/osborncor.pdf>>. Accessed: February 14, 2013.

³⁰ City of Los Angeles Department of Building and Safety. 2011. *Zoning Information File #2418*. Effective July 25.

³¹ City of Los Angeles. n.d. *Municipal Code, Chapter I (Planning and Zoning Code), Chapter I, General Provisions and Zoning, Article 2, Specific Planning – Zoning Comprehensive Zoning Plan*. Available: <[http://www.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:lapz_ca\\$anc=>](http://www.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen?f=templates$fn=default.htm$3.0$vid=amlegal:lapz_ca$anc=>)>. Accessed: February 13, 2013.

- Becomes a nuisance.
- Adversely affects the health, peace, or safety of persons residing or working in the surrounding area.
- Violates any land use related condition imposed pursuant to this chapter or other provision of law, while protecting the constitutional rights of the parties involved.

The zoning code does not include regulations that specifically apply to transit projects in the planning area. However, other sections of the municipal code include provisions on construction activities, which are limited to between the hours of 7 a.m. and 9 p.m. (Los Angeles Municipal Code, Section 41.40(a)).

2.1.3.4 City of San Fernando

City of San Fernando General Plan

The City of San Fernando General Plan provides comprehensive planning for the future of the City and indicates how the City plans to respond to diverse human needs, such as shelter, commerce, employment, recreation, and the protection of health, safety, and welfare.³² The Land Use Element establishes guidelines for the public and private uses of land and includes the following goals and objectives:

Goals

- To retain the small town character of San Fernando.
- To promote economic viability of commercial areas.
- To maintain an identity that is distinct from surrounding communities.

Objectives

- To conserve single family neighborhoods.
- To attract new commercial activities, particularly within the downtown area.

The Transportation Element also includes an objective that conflicts between vehicular traffic and railway operations will be minimized to the maximum extent possible. In addition, this element includes a goal to provide a street system that links San Fernando to other communities and regional facilities, while providing the residents of those communities with easily accessible routes to various facilities within the City of San Fernando.

The San Fernando Corridors Specific Plan

The 2005 San Fernando Corridors Specific Plan includes policies and strategies to transform Truman Street, San Fernando Road, and Maclay Avenue into attractive, livable, and economically vital districts.³³

³² City of San Fernando. 1987. *City of San Fernando Revised General Plan*. Prepared by Castaneda & Associates. Available: <http://www.ci.san-fernando.ca.us/city_government/departments/comdev/forms_docs/General%20Plan%20-%20Complete.pdf>. Accessed: February 21, 2013.

³³ City of San Fernando. 2005. *The San Fernando Corridors Specific Plan*. Adopted January 2005. Available: <http://www.ci.san-fernando.ca.us/sfold/news/specific_plan/sf_corridors_sp_final.pdf>. Accessed: February 13, 2013.

The following objectives may apply to the Project:

- To maintain and improve vehicular traffic circulation within the specific plan area and the adjacent community so as to safely and efficiently move both local and through traffic to its destination, while accommodating future demand for circulation by all modes of transportation.
- To implement traffic calming techniques in specific areas as a means to improve traffic and pedestrian safety.
- To create attractive urban streetscapes with design and amenities that are visually compatible with and enhance planned private development pursuant to this specific plan in general, and that support pedestrian use and outdoor activities in particular.

The following policies may apply to the Project:

- Circulation Policy 4. The City will encourage the movement of through traffic entering the specific plan area from the east or west to use Truman Street in moving through the plan area; and through traffic entering the specific plan area from the north on Maclay Avenue to turn at Glenoaks Boulevard and use this arterial street to connect to alternate north-south arterial routes including Hubbard Street, Paxton Street, and the 118 Freeway.
- Circulation Policy 5. The City will continue to oversee the improvement of a circulation system within the specific plan area that is capable of adequately accommodating a reasonable increase in future traffic demands.
- Circulation Policy 9. The City will ensure that there are clear rights-of-way for safe passage of pedestrians and bicyclists using Maclay Avenue and San Fernando Road.
- Circulation Policy 11. Any future roadway and intersection improvements undertaken by the City shall be in conformance to, and consistent with, this specific plan.

City of San Fernando Transit-Oriented Development (TOD) Overlay Zone (Proposed)

The City of San Fernando received a Metro grant for a proposed project to implement a TOD Overlay Zone, which would create a transit-oriented district on San Fernando Road between the Sylmar/San Fernando Metrolink Station and the San Fernando Mall (on San Fernando Road between Kittridge Street and San Fernando Mission Boulevard). The purpose of the project is to enhance downtown San Fernando by creating a safe and sustainable transit-oriented district that offers greater opportunities to travel without a car.

As part of the project, the City of San Fernando would create new planning standards and guidelines to make it easier for people to live near transit and for residents to walk, bike, or take transit to the Sylmar/San Fernando Metrolink Station. The project would include updates to the City's General Plan with a focus on generating a safer, livable, and walkable downtown neighborhood environment. The project is under CEQA environmental review as of April 2015 and is proposed for adoption in June 2016.

City of San Fernando Pacoima Wash Greenway Master Plan

In 2007, the City of San Fernando obtained funding through Metro to construct elements of a planned greenway and bikeway improvement project along the Pacoima Wash through the City of San Fernando pursuant to the Pacoima Wash Greenway Master Plan.³⁴ Over the next several years, the Pacoima Wash Greenway project will provide 50 additional acres of open space with a bicycle and pedestrian trail, pocket parks, and recreational amenities. The greenway trail will connect with the San Fernando Road Metrolink Bike Path, a 12-mile path that has been partially completed with other sections of the bike path planned for future construction (a 1.75-mile section of the path has already been completed and services the Sylmar/San Fernando Metrolink Station).

The following goals and objectives in the Pacoima Wash Greenway Master Plan are applicable to the Project:

- Increase recreational opportunities within San Fernando and surrounding communities.
- Provide diverse recreational spaces that engage all ages and abilities.
- Identify current and future lots suitable for park space.
- Improve the connection between current and proposed park spaces and the surrounding community.
- Connect local attractions to the greenway.
- Create a comprehensive wayfinding system.
- Increase alternative transportation at all scales.
- Promote bicycling and pedestrian activity.
- Increase connections to mass transit.
- Decrease the use of vehicular transportation for local trips.
- Create alternative connections between neighborhoods, schools, and commercial centers currently divided by the wash.

City of San Fernando Zoning Code

The City of San Fernando Zoning Code (San Fernando Municipal Code, Section 106) includes development provisions and design standards for the various zoning districts within the planning area, as well as general property development standards.³⁵ The zoning code does not include regulations that specifically apply to transit projects in the planning area. However, other sections of the municipal code include provisions on construction activities, which are limited to between the hours of 7 a.m. and 6 p.m. on weekdays, and 8 a.m. and 6 p.m. on Saturdays (San Fernando Municipal Code, Section 34-28(10)).

³⁴ City of San Fernando. 2004. *Pacoima Wash Greenway Master Plan*. June. Prepared by the Department of Landscape Architecture, California State Polytechnic University, Pomona. Available: <ftp://ftpdpla.water.ca.gov/users/prop50/10040_LosAngeles/Attachment%208/8.%20Pacoima%20Wash%20Greenway%20-%208th%20Street%20Project/8-1%20Pacoima%20Wash%20Greenway%20Master%20Plan.pdf>. Accessed: February 22, 2013.

³⁵ City of San Fernando. 2012. *Code of Ordinances, City of San Fernando*. Adopted July 2. Available: <<http://library.municode.com/index.aspx?clientId=11299>>. Accessed: February 13, 2013.

2.2 Methodology

This Land Use Impacts Report was prepared in accordance with CEQA and NEPA. Relevant policies have been described in Section 2.1, and thresholds of significance have been identified in Section 2.3 of this document. The following four steps were used to assess potential impacts from the Project on existing land use in the study area:

- Maps were created to illustrate existing general plan land use in the study area;
- Existing land use along the project corridor was described;
- Field surveys were conducted of the project corridor; and
- An assessment of the Project's impacts on land use was conducted.

2.2.1 Land Use Maps

To illustrate existing land use, General Plan land use designations for the Cities of Los Angeles and San Fernando were overlain onto maps showing the boundaries of the project corridor and study area. To represent the length of the project corridor, the corridor was broken into six segments.

2.2.2 Land Use Descriptions

A textual description of existing land uses within the study area was developed. A general description of land uses along the project corridor was provided, as well as a more detailed description for each of the six segments of the project corridor.

2.2.3 Field Surveys

Field surveys were performed in October 2011 and February 2013 to identify specific land uses along the project corridor and study area. Adjacent property types and associated land uses were also observed. In addition to the observations made during field surveys, photographs were taken throughout the study area to assist with the identification of land use.

2.2.4 Land Use Impact Assessment

The Project's impacts on land use were qualitatively assessed based on the information gathered on the existing land uses and whether the project would be compatible with those land uses. In addition, the Project's impacts on land use were assessed by evaluating whether the Project would be compatible with the land use plans, goals, and policies adopted by the regional and local jurisdictions within the study area.

2.3 Significance Thresholds

Significance thresholds are used to determine whether a project may have a significant environmental effect. The significance thresholds, as defined by federal and state regulations and guidelines, are discussed below.

2.3.1 Federal

NEPA does not include specific significance thresholds. According to the Council on Environmental Quality (CEQ) Regulations for Implementing NEPA, the determination of significance under NEPA is based on context and intensity.³⁶

Context relates to the various levels of society where effects could result, such as society as a whole, the affected region, the affected interests, and the locality. The intensity of an effect relates to several factors, including the degree to which public health and safety would be affected; the proximity of a project to sensitive resources; and the degree to which effects on the quality of the human environment are likely to be highly controversial or involve unique or unknown risks.

Under NEPA, the context and intensity of the Project's effects are discussed in this Land Use Impacts Report regardless of any thresholds levels, and mitigation measures would be included where reasonable.

2.3.2 State

CEQA requires state and local government agencies to identify the significant environmental effects of proposed actions; however, CEQA does not describe specific significance thresholds. According to the Governor's Office of Planning and Research, significance thresholds for a given environmental effect are at the discretion of the Lead Agency and are at the levels at which the Lead Agency finds the effects of the project to be significant.³⁷

2.3.2.1 State CEQA Guidelines

The CEQA Guidelines define a significant effect on the environment as: "a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance" (CEQA Guidelines, Section 15382).³⁸

The CEQA Guidelines do not describe specific significance thresholds. However, Appendix G of the CEQA Guidelines lists a variety of potentially significant effects. As outlined in Appendix G, a project may have a significant effect on land use if the project would:

- Physically divide an established community.
- Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purposes of avoiding or mitigating an environmental effect.
- Conflict with an applicable habitat conservation plan or natural community conservation plan.

³⁶ Code of Federal Regulations. *CEQ – Regulations for Implementing NEPA, 40 CFR Part 1508, Terminology and Index*. Available: <<http://ceq.hss.doe.gov/nepa/regs/ceq/1508.htm>>. Accessed: February 15, 2013.

³⁷ OPR (State of California, Governor's Office of Planning and Research). 1994. *Thresholds of Significance: Criteria for Defining Environmental Significance*. September. Available: <<http://ceres.ca.gov/ceqa/more/tas/Threshold.html>>. Accessed: February 12, 2013.

³⁸ AEP. 2012. *California Environmental Quality Act (CEQA) Statute and Guidelines*. Reproduced with permission from the California Resources Agency. Available: <http://ceres.ca.gov/ceqa/docs/CEQA_Handbook_2012_wo_covers.pdf>. Accessed: February 13, 2013.

2.3.2.2 L.A. CEQA Thresholds Guide

The City of Los Angeles CEQA Thresholds Guide for land use states that a determination of significance shall be made on a case-by-case basis, considering the following factors: ³⁹

Land Use Consistency

- Whether the proposal is inconsistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site.
- Whether the proposal is inconsistent with the General Plan or adopted environmental goals or policies contained in other applicable plans.

Land Use Compatibility

- The extent of the area that would be impacted, the nature and degree of impacts, and the type of land uses within that area.
- The extent to which existing neighborhoods, communities, or land uses would be disrupted, divided, or isolated, and the duration of the disruptions.
- The number, degree, and type of secondary impacts to surrounding land uses that could result from implementation of the Project.

³⁹ City of Los Angeles. 2006. *L.A. CEQA Thresholds Guide, H. Land Use*. Available: <<http://www.ci.la.ca.us/ead/programs/Thresholds/H-Land%20Use.pdf>>. Accessed: February 13, 2013.

3.1 Study Area Setting

The study area is located in the San Fernando Valley area of Los Angeles. The San Fernando Valley is a flat area consisting of approximately 260 square miles, and is bounded by the Santa Susana Mountains to the northwest, the Simi Hills to the west, the Santa Monica Mountains and Chalk Hills to the south, the Verdugo Mountains to the east, and the San Gabriel Mountains to the northeast. The San Fernando Valley is an urbanized area that includes a variety of land uses, including residential, commercial, institutional, and light industrial development. The project corridor is approximately 9.2 miles in length, and runs nearly the entire length of the valley floor.

The following overlay districts, special zones, and programs are located in the study area:

- **Business Improvement District:** A Business Improvement District (BID) is a geographically defined area within the City of Los Angeles, in which services, activities, and programs are paid for through a special assessment that is charged to all members within the district. The assessment money is collected by the city or by the county through a special contractual arrangement with the city.
- **Van Nuys Historic Preservation Overlay Zones:** Historic Preservation Overlay Zones (HPOZs), commonly known as historic districts, provide for review of proposed exterior alterations and additions to historic properties within designated districts. Recognizing the need to identify and protect neighborhoods with distinct architectural and cultural resources, the City of Los Angeles adopted the HPOZ ordinance in 1979. HPOZ areas range in size from neighborhoods of approximately 50 parcels to more than 4,000 properties. While most districts are primarily residential, many have a mix of single-family and multi-family housing, and some include commercial and industrial properties. Van Nuys HPOZ is located in the center of the San Fernando Valley area of Los Angeles, and is the first HPOZ in the valley. Van Nuys includes some of the earliest residential development in the valley.
- **Van Nuys Central Business District Community Design Overlay District:** The Van Nuys Central Business District (CBD) Community Design Overlay District (CDO) establishes Design Guidelines and Standards for projects dealing with commercial properties. The district aims to guide development within a framework that is sensitive to the history of the Van Nuys CBD, while encouraging design creativity.
- **Targeted Neighborhood Initiative:** The Targeted Neighborhood Initiative (TNI) was proposed by Mayor Richard Riordan as a new way to revitalize the City of Los Angeles. The TNI would create the mechanisms and relationships necessary to implement a coordinated effort between City of Los Angeles Departments and area stakeholders. These mechanisms and relationships are created with the intent that duplicate efforts will be minimized, and that the supplemental Community Development Block Grant (CDBG) dollars will be leveraged for greater impact.

3.2 Existing Land Uses

The project corridor is currently designated with the following transportation uses:

- Within the project corridor, Van Nuys Boulevard is designated as a Major Class II Highway.⁴⁰ This type of street is defined as having four full-time through lanes, as well as two lanes that are for parking on a part-time basis and for travel on a part-time basis. This class of street has a median/left-turn lane and 104 feet of right-of-way. Additionally, it has a 12-foot sidewalk/parkway with a 13-foot curb lane.⁴¹ Van Nuys Boulevard is also designated as part of the Backbone Bicycle Network in the City's Bicycle Plan, and existing Class II bike lanes are located on Van Nuys Boulevard from Parthenia Street to Beachy Avenue.
- The Metro Orange Line is designated for public facilities on the City of Los Angeles General Plan Land Use Map.
- Within the project corridor, San Fernando Road is classified as a secondary arterial corridor.⁴² This type of roadway typically directs traffic through individual districts in the San Fernando Corridors Specific Plan area, and will typically have a right-of-way width of 80 feet and a curb-to-curb width of 60 feet. Parallel parking is typically provided on both sides of the street. This type of roadway generally provides four through travel lanes, with a dedicated left-turn lane at enhanced intersections.
- Truman Street is classified as a major arterial corridor for its entire length through San Fernando.⁴³ This type of roadway serves both regional through-traffic and inter-city traffic, and generally provides four through travel lanes and a dedicated left-turn lane. This type of roadway will typically have a maximum right-of-way width of 80 feet and a curb-to-curb pavement width of 56 feet.
- The Antelope Valley Metrolink railroad corridor is shown as a railroad corridor in the San Fernando Corridors Specific Plan.

Land use varies along the six segments of the project corridor, and includes residential, commercial, industrial, recreation (parks), schools, community centers, and other urban uses (see Figure 3-1). Land uses to the east and west of the project corridor, but within the study area, are primarily designated as residential and parklands.

The project corridor crosses under several roadways/highways and railroad tracks, and crosses over the Los Angeles River (LA River). Power lines, street lights, and other utilities are located along various portions of the project corridor.

At the southern end of the project corridor to just south of Calvert Street, land uses include car dealerships on Auto Row and other commercial uses. Moving further north until Vanowen Street, commercial, retail, banks, restaurants, medical offices, and other businesses occupy the corridor. A portion of this segment also includes local, state, and federal government buildings, including the Van Nuys Civic Center. South of Titus Street, a mixture of retail, restaurant, and other businesses interspersed with parking lots occupies the land adjacent to Van Nuys Boulevard.

South of Parthenia Street, small to large commercial businesses are located along Van Nuys Boulevard, as well as commercial centers and the Panorama Mall. South of the I-5 freeway, land uses include small to medium residential apartment complexes and single-family homes. At the north end

⁴⁰ City of Los Angeles. 2002a. *City of Los Angeles General Plan Transportation Element, Highways and Freeways, North Valley Subarea, Map A2*. June. Available: <<http://cityplanning.lacity.org/cwd/gnlpln/transelt/TEMaps/A2NVly.gif>>. Accessed: February 12, 2013.

⁴¹ City of Los Angeles. 1999a. *City of Los Angeles General Plan, Transportation Element*. Adopted September 8. Available: <<http://cityplanning.lacity.org/cwd/gnlpln/transelt/index.htm>>. Accessed: February 13, 2013.

⁴² City of San Fernando. 2005. *The San Fernando Corridors Specific Plan*. Adopted January. Available: <http://www.ci.sanfernando.ca.us/sfold/news/specific_plan/sf_corridors_sp_final.pdf>. Accessed: February 13, 2013.

⁴³ City of San Fernando. 2005. *The San Fernando Corridors Specific Plan*. Adopted January. Available: <http://www.ci.sanfernando.ca.us/sfold/news/specific_plan/sf_corridors_sp_final.pdf>. Accessed: February 13, 2013.

of the project corridor, along San Fernando Road and Truman Street, the land uses are primarily commercial and industrial.

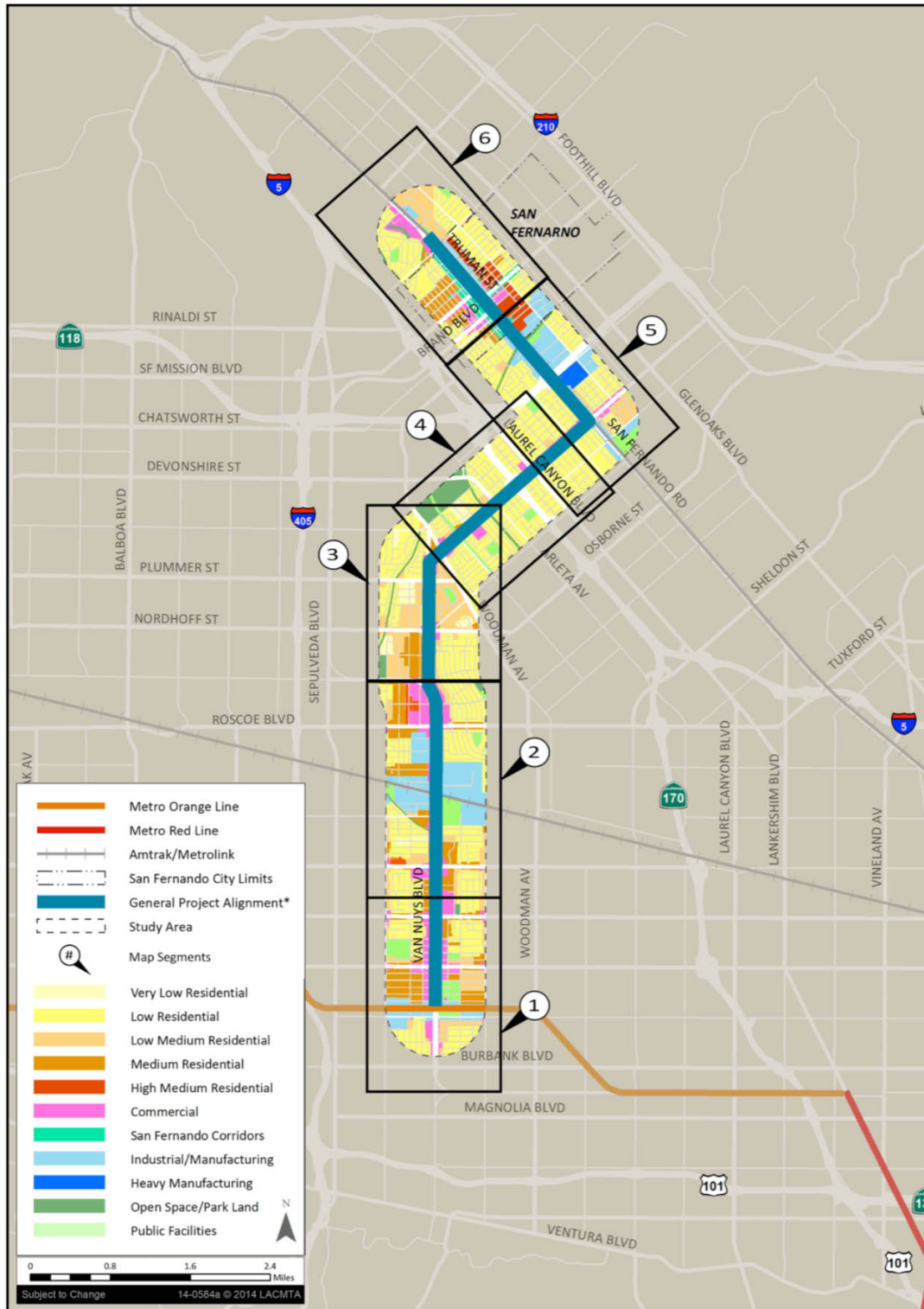
The following sections describe the project corridor by segments, starting from the southern limit (at the Metro Orange Line) and moving toward the northern limit (at the Sylmar/San Fernando Metrolink Station). Within each segment, a map is shown depicting the general plan land use designations within the study area, and the land use is described for the contiguous properties along the project corridor.

Map Segment 1 – Van Nuys Boulevard from the Metro Orange Line to Hart Street

Map Segment 1 consists of Van Nuys Boulevard, from the Metro Orange Line in the south to Hart Street in the north (see Figure 3-2). Portions of this segment are part of the Van Nuys Auto Row BID, Van Nuys CBD SPA, Van Nuys CBD CDO, Van Nuys TNI I, and Van Nuys HPOZ. Land uses along this segment of Van Nuys Boulevard are primarily commercial. North of Oxnard Street, Van Nuys Boulevard passes through a segment designated for public facilities, which includes the Metro Orange Line, the Orange Line Busway Bike Path, and a power facility. Land uses along the Metro Orange Line are primarily industrial.

Land designated for public facilities is located between Calvert Street and Friar Street, and is occupied by the Van Nuys Civic Center, which includes the Los Angeles City Hall in Van Nuys, the County Registrar, the Los Angeles Superior Court, the County Probation Department, a U.S. post office, and other related facilities. The First Lutheran Church and Champs Charter High School are located at 6952 Van Nuys Boulevard, near the intersection of Hart Street and Van Nuys Boulevard.

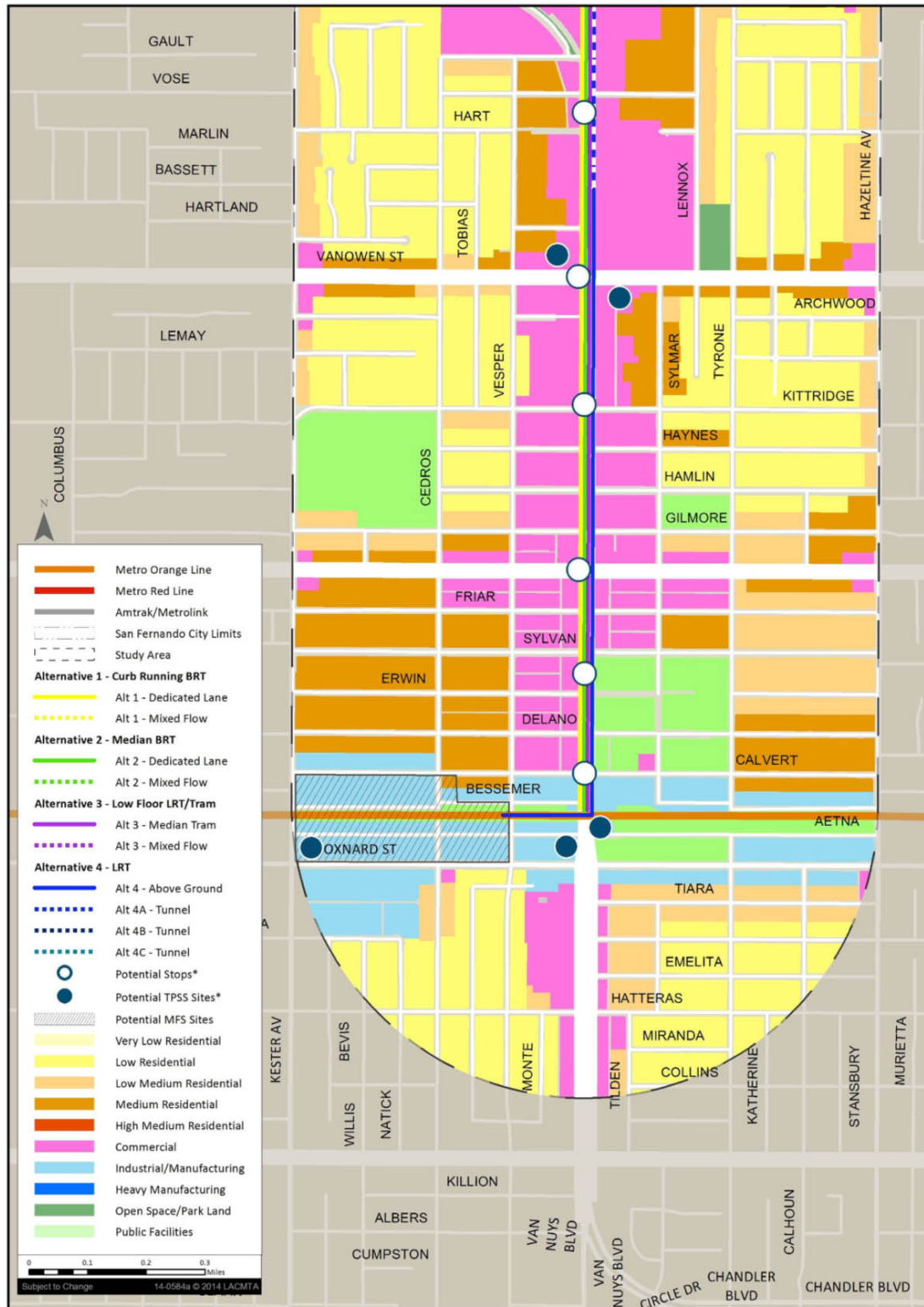
Figure 3-1: General Plan Land Use Map (All Segments)



*Alignment generalized for this overview map only for clarity at this scale. Detailed alignments for each alternative are included on the map segments.

Source: Metro, 2012; ESRI, 2013; City of Los Angeles, 2013; City of San Fernando, 1987

Figure 3-2: Map Segment 1



*Stop and TPSS locations are approximate. See plans for each alternative for exact locations.

Source: ESRI, 2013

Map Segment 2 – Van Nuys Boulevard from Hart Street to Parthenia Street

Map Segment 2 consists of Van Nuys Boulevard, from Hart Street in the south to Parthenia Street in the north (see Figure 3-3). Portions of this segment are part of the Van Nuys TNI II, the Panorama City CDO, and the Panorama City BID. This segment of the project corridor is designated primarily for commercial uses and includes the Panorama Mall (at Van Nuys Boulevard and Roscoe Boulevard). Clinica Latino Americana health clinic is located at 8727 Van Nuys Boulevard at Parthenia Street.

Just north of Raymer Street, Van Nuys Boulevard passes under a rail line owned by the Union Pacific Railroad. Two Amtrak lines run along this route, which are the Pacific Surfliner (service between San Diego and San Luis Obispo) and the Coast Starlight (service between Los Angeles and Seattle). The adjacent parcel is designated for public facilities and functions as the Van Nuys Transit Station (on Van Nuys Boulevard between Keswick Street and Cabrito Road). This station is serviced not only by the Amtrak trains described above, but also by Metrolink's commuter rail system and City buses.⁴⁴ Metrolink's Ventura County line (with service between Union Station in Los Angeles and East Ventura) stops at this station. In addition, the LADOT DASH Panorama City/Van Nuys Route and Metro buses 156, 169, 233, and 761 Express also stop at this station.

Map Segment 3 – Van Nuys Boulevard from Parthenia Street to Woodman Avenue

Map Segment 3 consists of Van Nuys Boulevard, from Parthenia Street in the south to Woodman Avenue in the north (see Figure 3-4). Portions of the segment are part of the Panorama City BID and Panorama City CDO. This segment of the project corridor is designated for various commercial land uses, but there are also some areas that are designated for medium and high/medium residential. Between Van Nuys Boulevard and Tobias Avenue (9122-9132 Tobias Avenue), there is a 1.6-acre park called Tobias Avenue Park.

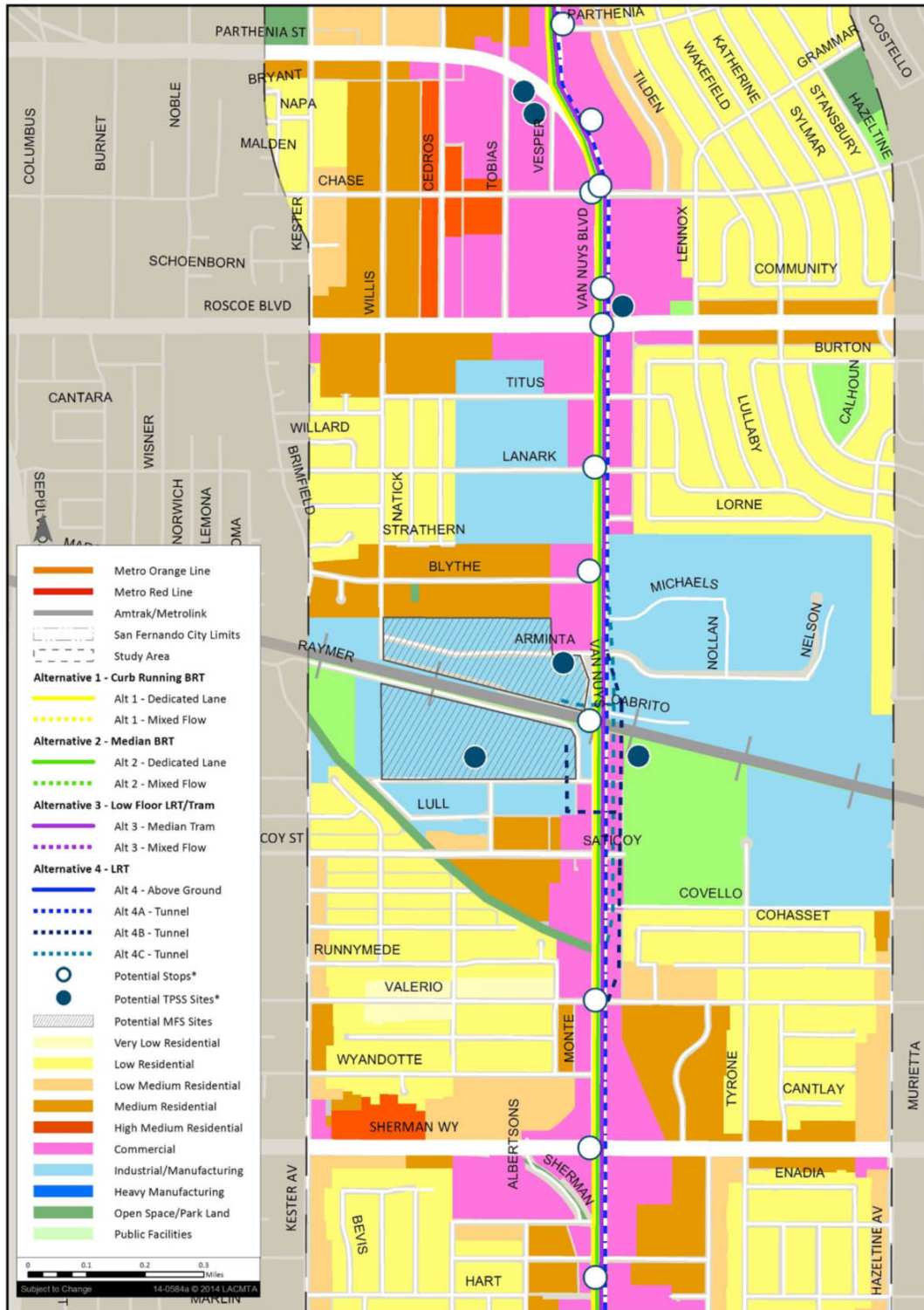
Map Segment 4 – Van Nuys Boulevard from Woodman Avenue to Telfair Avenue

Map Segment 4 consists of Van Nuys Boulevard, from Woodman Avenue in the southwest to Telfair Avenue in the northeast (see Figure 3-5). Portions of this segment are within the Pacoima CDO, the Pacoima Town Center TNI, and the Osborne Corridor TNI. In this segment of the project corridor, most of the land is designated and used for residential or commercial properties, with some land designated for open space and public facilities. Just northeast of Canterbury Avenue, there is a strip of land designated for public facilities. This space is used for transmission power lines and a plant nursery.

Arleta High School is located at the southeast corner of Van Nuys Boulevard and Beachy Avenue (14200 Van Nuys Boulevard). UCLA Early Head Start is located at 14423 Van Nuys Boulevard. There is a small strip of land northeast of Beachy Avenue designated for open space use. This area currently serves as an open-air water drainage system. Northeast of Vena Avenue, Van Nuys Boulevard passes underneath the I-5 freeway. North of the I-5 freeway, existing land uses include the Pacoima Branch library (13605 Van Nuys Boulevard), a Department of Water & Power distribution facility (13477 Van Nuys Boulevard), Soledad Enrichment School (13452 Van Nuys Boulevard), and Pacoima Skill Center Vocational School (13545 Van Nuys Blvd).

⁴⁴ Metrolink. n.d. *Van Nuys Station*. Available: <<http://www.metrolinktrains.com/>>. Accessed: November 8, 2011.

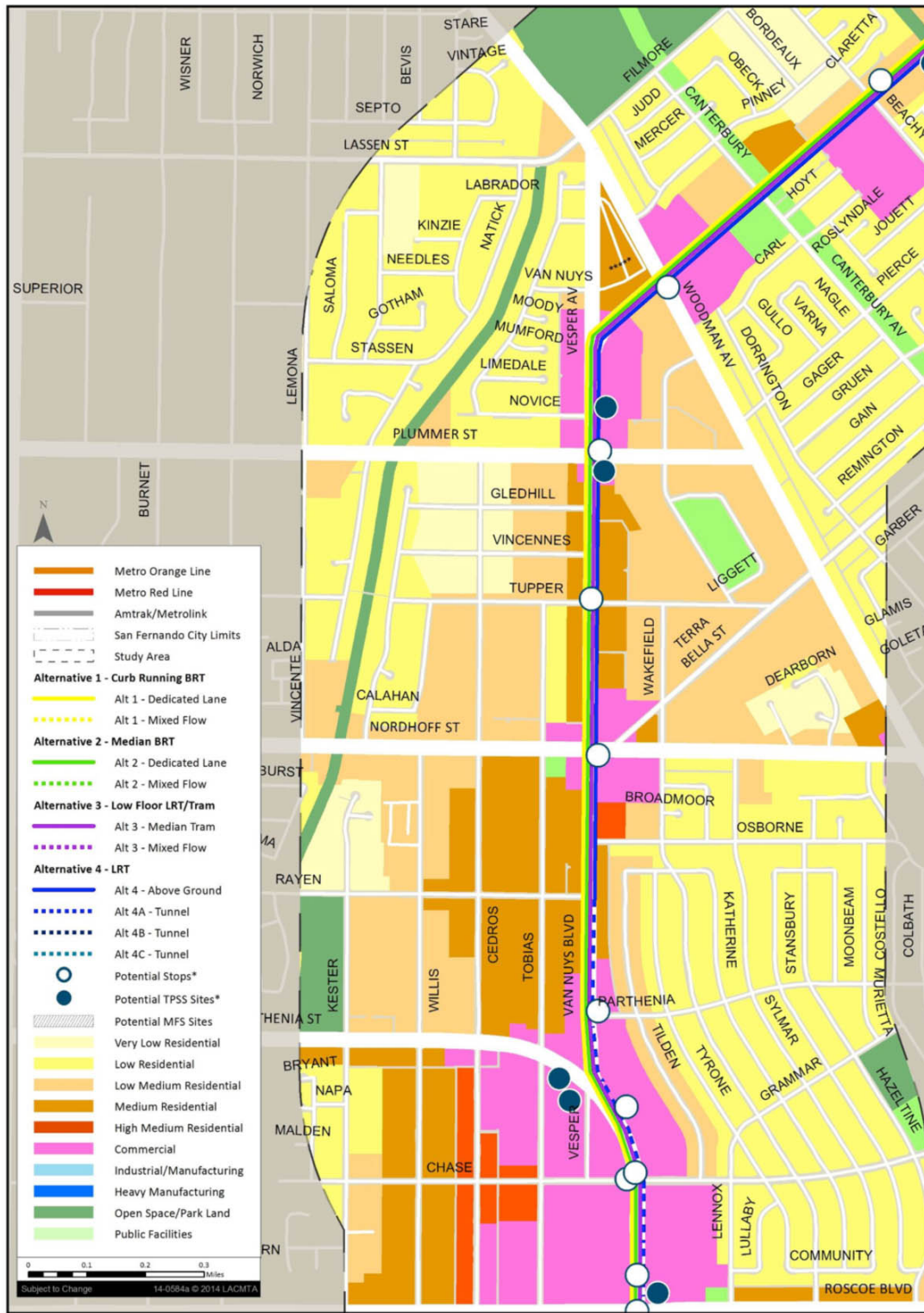
Figure 3-3: Map Segment 2



*Stop and TPSS locations are approximate. See plans for each alternative for exact locations.

Source: ESRI, 2013

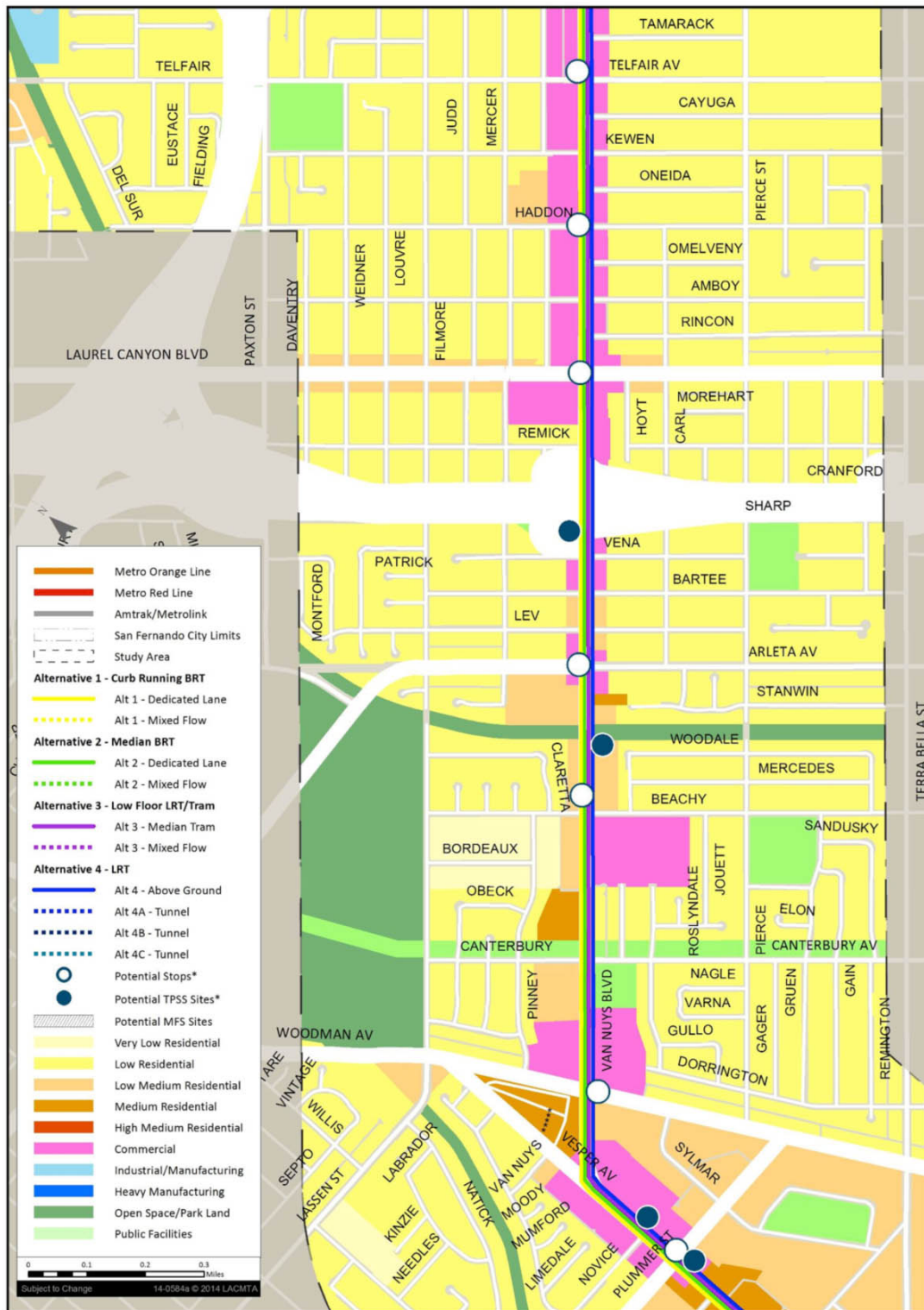
Figure 3-4 : Map Segment 3



*Stop and TPSS locations are approximate. See plans for each alternative for exact locations.

Source: ESRI, 2013

Figure 3-5: Map Segment 4



*Stop and TPSS locations are approximate. See plans for each alternative for exact locations.

Source: ESRI, 2013

Map Segment 5 – Van Nuys Boulevard from Telfair Avenue to San Fernando Road; and San Fernando Road and the Antelope Valley Metrolink Corridor from Van Nuys Boulevard to La Rue Street

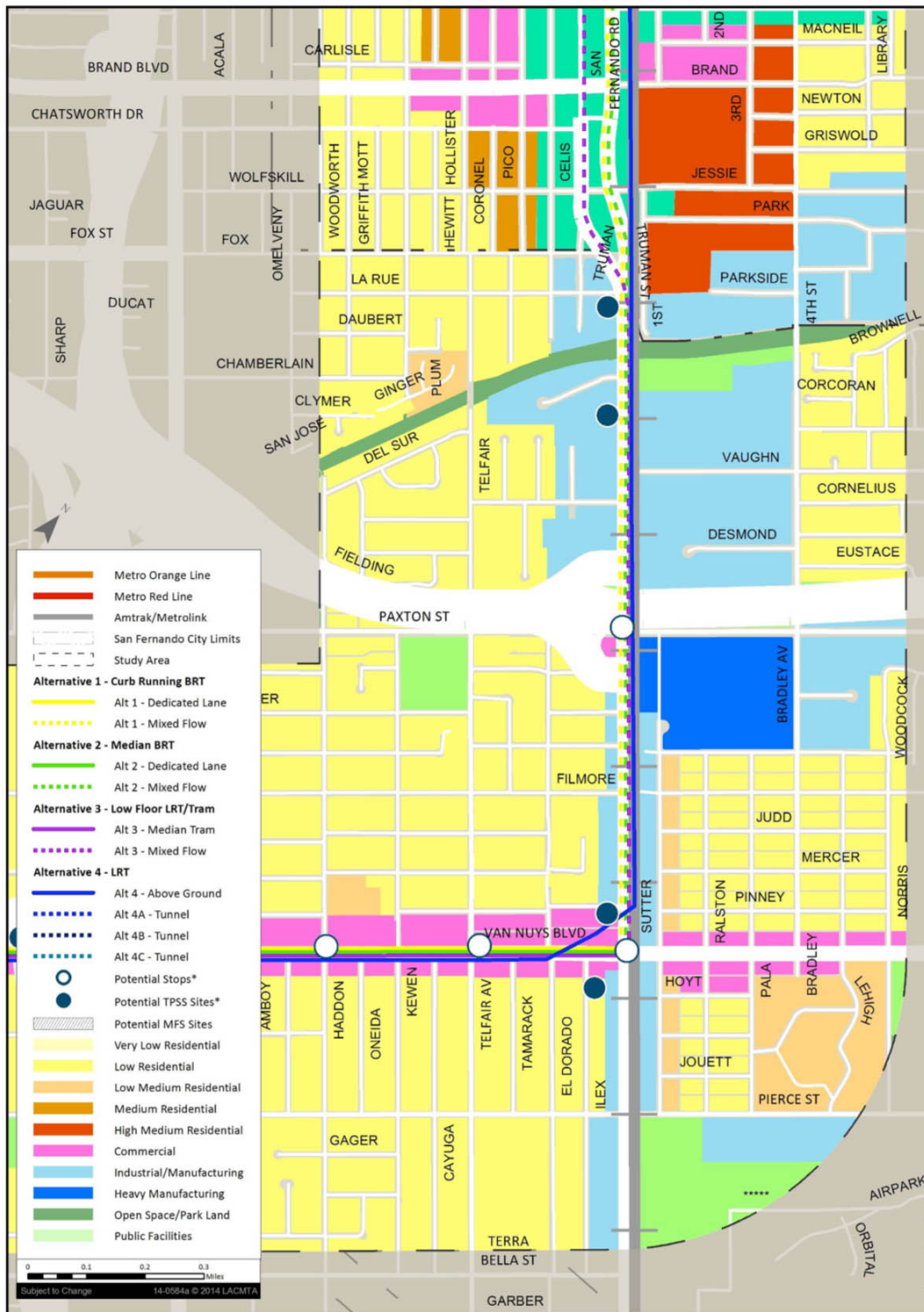
Map Segment 5 consists of Van Nuys Boulevard, from Telfair Avenue in the southwest to San Fernando Road in the northeast; and San Fernando Road and the Antelope Valley Metrolink Corridor, from Van Nuys Boulevard in the southeast to La Rue Street in the northwest (see Figure 3-6). Portions of this segment are within the Pacoima Town Center TNI, the Osborne Corridor TNI, the Whiteman Airport Zone, and the Pacoima CDO. Whiteman Airport is located at 12653 Osborne Street in the northeast corner of the Pierce Street and San Fernando Road intersection. Although the airport is outside of the project corridor, it is within the study area, just 0.5 mile southeast of the project corridor; therefore, many parcels within the study area fall within the Whiteman Airport Zone. A community health center run by the Los Angeles Department of Health Services is also located in this segment (13300 Van Nuys Boulevard).

The Metrolink railroad tracks are designated for public facilities. This Metrolink route is planned for future enhanced Metrolink service. Other land uses along this segment of the project corridor are primarily industrial and heavy manufacturing, with some commercial areas. The project corridor crosses under SR-118, which is designated for public facilities. The project corridor also crosses over the Pacoima Wash Diversion Channel, which is designated as open space/park land.

Map Segment 6 – San Fernando Road, Truman Street, and the Antelope Valley Metrolink Corridor from La Rue Street to the Sylmar/San Fernando Metrolink Station

Map Segment 6 consists of San Fernando Road, Truman Street, and the Antelope Valley Metrolink Corridor, from La Rue Street in the southwest to the Sylmar/San Fernando Metrolink Station in the northeast (see Figure 3-7). Portions of this segment are within the San Fernando Corridors SPA and the Sylmar BID. The Metrolink railroad tracks are designated for public facilities and are planned to accommodate future enhanced Metrolink service. Because there are railroad tracks in this area, other adjacent land uses along this segment of the project corridor are primarily industrial and manufacturing. Along Truman Street and San Fernando Street, land uses are specified in the San Fernando Corridors Specific Plan, which are designated as commercial. The Sylmar/San Fernando Metrolink Station (on Frank Modugno Drive between Hubbard Street and Sayre Street) is designated as public facilities.

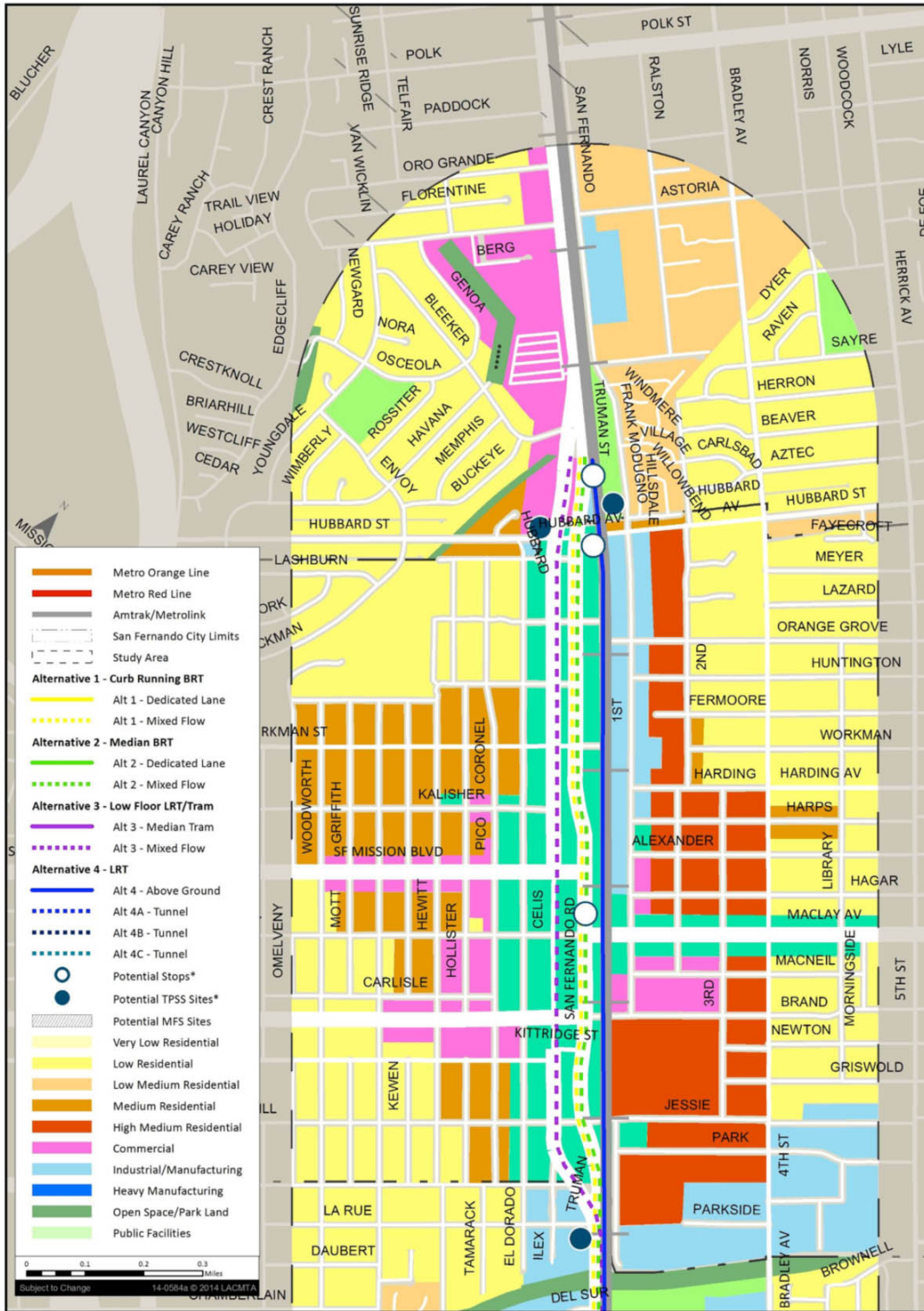
Figure 3-6: Map Segment



*Stop and TPSS locations are approximate. See plans for each alternative for exact locations.

Source: ESRI, 2013

Figure 3-7: Map Segment 6



*Stop and TPSS locations are approximate. See plans for each alternative for exact locations.

Source: ESRI, 2013

4.1 No-Build Alternative

4.1.1 Regional Land Use and Development

The No-Build Alternative would not involve new transportation or infrastructure improvements aside from projects currently under construction or funded for future construction. The No-Build Alternative would not interfere with SCAG's regional goals of encouraging land use and growth patterns that facilitate transit and non-motorized transportation and focusing growth along major transportation corridors in the region.

4.1.2 Local Land Use and Development

4.1.2.1 Division of an Established Community

The No-Build Alternative would not involve new transportation or infrastructure improvements aside from projects currently under construction or funded for future construction. This alternative would operate entirely within existing transportation corridors, and would not introduce physical barriers that would divide the existing communities surrounding the project corridor.

4.1.2.2 Conflicts with Local Land Use Plans

Relevant plans and policies are as follows:

- **City of Los Angeles 2010 Bicycle Plan:** The City of Los Angeles 2010 Bicycle Plan (City's Bicycle Plan) designates Van Nuys Boulevard as part of the "Backbone Bicycle Network," which is a 719-mile interconnected system facilitating mobility on key arterials.⁴⁵ The network is comprised primarily of bicycle lanes, which will enable access to major employment centers, transit stations and stops, and educational, retail, entertainment, and other open space and recreational resources.
- **City of Los Angeles Land Use/Transportation Policy:** The objectives and guiding principles of the Land Use/Transportation Policy that may apply to the project are to increase land use intensity in transit station areas, where appropriate; reduce reliance on the automobile; and establish transit centers and station areas as places where future growth of Los Angeles is focused.
- **City of Los Angeles General Plan, Framework Element:** The goals that may apply to the project are Goal 3K. Transit stations to function as a primary focal point of the City's development; and Goal 3I. A network of boulevards that balance community needs and economic objectives with transportation functions and complement adjacent residential neighborhoods.
- **City of Los Angeles General Plan, Transportation Element:** The objective and policies that may apply to the project are Objective 2. Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that

⁴⁵ City. March 2011. 2010 Bicycle Plan.

encompass physical and operational improvements as well as demand management; Policy 2.14. Promote the increase of bus service along high-demand routes and corridors in order to reduce bus overcrowding; Policy 2.15. Promote the provision of additional express and local bus service in corridors to be served by the funded rail system, so as to increase transit ridership and prepare for future rail service; Policy 2.16. Promote the expansion of express and local bus service in priority corridors not served by the funded rail system, so as to reduce congestion along congested corridors; Policy 3.7. Promote the development of transit alignments and station locations which maximize transit service to activity centers and which permit the concentration of development around transit stations as illustrated [in the General Plan]; and Policy 3.12. Promote the enhancement of transit access to neighborhood districts, community and regional centers, and mixed-use boulevards.

- **City of Los Angeles General Plan, Noise Element:** The objective that may apply to the project is Objective 2: Reduce or eliminate nonairport-related intrusive noise, especially relative to noise sensitive uses.
- **City of Los Angeles General Plan, Air Quality Element:** The objective and policy that may apply to the project are Objective 3.2. It is the objective of the City of Los Angeles to reduce traffic during peak periods; and Policy 3.2.1. Manage traffic congestion during peak periods.
- **City of Los Angeles Community Plans:** The policies that may apply to the project are to develop a public transit system that improves mobility with convenient alternatives to automobile travel; encourage improved local and express bus service through the community and encourage bus routes to interface with freeways, high occupancy vehicle (HOV) facilities, and rail facilities; encourage the provision of safe, attractive, and clearly identifiable transit stops with user friendly design amenities; increase the work trips and non-work trips on public transit; develop an intermodal mass transportation plan to implement linkages to future mass transit service; and promote pedestrian-oriented mobility and utilization of the bicycle for commuter, school, recreation use, economic activity, and access to transit facilities.
- **The City of San Fernando Corridors Specific Plan:** The objective and policies that may apply to the project area to maintain and improve vehicular traffic circulation within the specific plan area and the adjacent community so as to safely and efficiently move both local and through traffic to its destination, while accommodating future demand for circulation by all modes of transportation; Circulation Policy 5. The City will continue to oversee the improvement of a circulation system within the specific plan area that is capable of adequately accommodating a reasonable increase in future traffic demands; and Circulation Policy 9. The City will ensure that there are clear rights-of-way for safe passage of pedestrians and bicyclists using Maclay Avenue and San Fernando Road.

As described above, the local land use plans for the jurisdictions along the project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. The No-Build Alternative would not involve changes to the existing transportation system, and would therefore not conflict with local land use plans. Local jurisdictions could continue to guide development according to the goals and policies in their plans. However, this alternative would not help achieve the goals of increasing transit ridership, decreasing congestion, or reducing reliance on the automobile.

4.1.2.3 Incompatibility with Adjacent or Surrounding Land Uses

The No-Build Alternative would not result in changes to existing land uses. Development patterns would not be affected, and incompatible land uses would not result from this alternative.

4.1.3 Impact Conclusions

Under NEPA, the No-Build Alternative would have no effects on land use because this alternative would not conflict with regional land use goals, divide an established community, conflict with local land use plans, or be incompatible with adjacent or surrounding land uses.

Under CEQA, the No-Build Alternative would have no impacts on land use because this alternative would not conflict with regional land use goals, divide an established community, conflict with local land use plans, or be incompatible with adjacent or surrounding land uses.

4.2 Transportation Systems Management Alternative

4.2.1 Regional Land Use and Development

The TSM Alternative would include transportation system upgrades, such as increased bus efficiencies and minor modifications to the roadway network. The TSM Alternative would not interfere with SCAG's regional goals of encouraging land use and growth patterns that facilitate transit and non-motorized transportation and focusing growth along major transportation corridors in the region.

4.2.2 Local Land Use and Development

4.2.2.1 Division of an Established Community

The TSM Alternative would include transportation system upgrades and would operate entirely within existing transportation corridors. This alternative would not introduce physical barriers that would divide the existing communities surrounding the project corridor. However, it would not achieve the improvements in circulation within the existing community that would result from the proposed build alternatives.

4.2.2.2 Conflicts with Local Land Use Plans

The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. The TSM Alternative would involve transportation system upgrades, and would therefore not conflict with local land use plans.

4.2.2.3 Incompatibility with Adjacent or Surrounding Land Uses

The project corridor has existing transit service, and therefore, bus operations would be compatible with existing land uses. Under the TSM Alternative, the Rapid Line 761 and Local Line 233 bus routes

would retain existing stop locations. It should be noted that modifications were made in December 2014 to one of the primary Metro bus routes operating on Van Nuys Boulevard after this project analysis was already underway. Metro Rapid Line 744 was added connecting Pacoima in the east to Northridge in the west, and traveling for a large portion of the route (north-south) along Van Nuys Boulevard, and replacing the Metro Rapid Line 761. For the purposes of this study, the evaluation was based on the routes (Metro Rapid Line 761 and Metro Local Line 233) that were already in place in 2012 when the transportation modeling for this study began. In addition, this alternative would not require the construction or expansion of an MSF, as the existing Metro Division 15 facility would be able to accommodate the 20 additional buses needed for this alternative. Therefore, development patterns would not be affected, and incompatible land uses would not result from this alternative.

4.2.3 Impact Conclusions

Under NEPA, the TSM Alternative would have no effects on land use because this alternative would not conflict with regional land use goals, divide an established community, conflict with local land use plans, or be incompatible with adjacent or surrounding land uses.

Under CEQA, The TSM Alternative would have no impacts on land use because this alternative would not conflict with regional land use goals, divide an established community, conflict with local land use plans, or be incompatible with adjacent or surrounding land uses.

4.3 Build Alternative 1 – Curb-Running Bus Rapid Transit Alternative

4.3.1 Regional Land Use and Development

The Curb-Running BRT Alternative would be consistent with SCAG regional goals of encouraging land use and growth patterns that facilitate transit and non-motorized transportation and focusing growth along major transportation corridors in the region.

The Curb-Running BRT Alternative could indirectly affect development in the study area by focusing growth in housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. While this development pattern would be consistent with SCAG regional goals, the Curb-Running BRT Alternative may attract businesses from other areas of the region to the immediate areas surrounding the proposed stations. Potential indirect effects and impacts on local land use and development are discussed in more detail in the sections that follow.

4.3.2 Local Land Use and Development

4.3.2.1 Division of an Established Community

The Curb-Running BRT Alternative would operate entirely within existing transportation corridors, and would not introduce physical barriers that would divide the existing communities surrounding the project corridor. By providing additional transit services in the region, the Curb-Running BRT Alternative would increase connectivity within the eastern San Fernando Valley area, and would therefore result in more unified communities.

4.3.2.2 Conflicts with Local Land Use Plans

The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, and increasing transit ridership. The Curb-Running BRT Alternative would be consistent with the goals and policies of the applicable jurisdictions along the project corridor. The Curb-Running BRT Alternative would obtain higher speeds than the No-Build and TSM Alternatives because this alternative would operate in dedicated curb-running bus lanes for the majority of the project corridor rather than in mixed-flow traffic. The higher speeds obtained by the Curb-Running BRT Alternative would serve as an incentive for individuals to take public transit instead of driving automobiles on congested roadways. Therefore, this alternative would be consistent with the goals of maximizing transit ridership, reducing automobile usage, and minimizing associated environmental consequences (e.g., traffic congestion, reduced air quality).

Under the Curb-Running BRT Alternative, the existing Class II bike lanes on Van Nuys Boulevard north of Parthenia Street would be removed to make room for the dedicated transit lanes. These changes would conflict with the City's Bicycle Plan because designated bicycle lanes on Van Nuys Boulevard, which are included as part of the Backbone Bicycle Network, would not be feasible with the implementation of this alternative. However, it should be noted that the City's proposed Mobility Element 2035 of the General Plan states in Section 2.9 that on a street that is designated as a Transit Enhanced Network, but is also intended to receive a bicycle lane, design elements for the transit can take precedence over the provision of a bicycle lane.

The City's Bicycle Plan includes planned bicycle lanes on Woodman Avenue (one-mile to the east of and parallel to Van Nuys Boulevard) between Ventura Boulevard and the Osborne Street and Nordhoff Street corridors. Bicycle lanes are also planned to connect the Osborne Street corridor to San Fernando Road. In addition, bicycle access would still be allowed in the curbside lanes along the project corridor after project implementation. Typical bicycle accommodations would also be provided at BRT stations and on buses, including bicycle racks to provide options for passengers to leave their bicycles at the stations or to bring them onto buses. Therefore, while bicycle lanes along Van Nuys Boulevard would not be possible under this alternative, the ability for bicyclists to access areas in the project corridor would be retained, and the project would achieve other local planning goals of reducing reliance on the automobile and increasing transit ridership.

The Curb-Running BRT Alternative could indirectly affect development in the study area by promoting planned development and redevelopment near station areas. The type of development expected around station areas would most likely be Transit-Oriented Development (TOD), which is mixed-use residential and commercial development designed to maximize access to public transport. However, because this alternative would be located in an urban area containing a limited number of vacant or underutilized parcels, this alternative would not be expected to change existing land use and development patterns substantially. Therefore, this alternative would not conflict with local land use goals and policies.

4.3.2.3 Incompatibility with Adjacent and Surrounding Land Uses

Project Corridor

While there would be some modifications to the project corridor (e.g., changes in bicycle lanes and turning movements), the project corridor is an existing transportation route with ongoing bus transit service; therefore, the proposed BRT operations would be compatible with existing land uses. In

addition, this alternative would not require the construction or expansion of an MSF, as the existing Metro Division 15 facility would be able to accommodate the 10 additional buses needed for this alternative. Furthermore, this alternative would not require right-of-way acquisition to implement the proposed transportation improvements.

Stations

Under this alternative, 18 stations would be in areas that are primarily commercial and residential. Stations would include aesthetic enhancements, such as landscaping and canopies, which would be compatible with adjacent and surrounding land uses. All current Metro Rapid Bus stops would be upgraded with design enhancements that would comply with the Americans with Disabilities Act (ADA).

4.3.3 Impact Conclusions

Under NEPA, the Curb-Running BRT Alternative would result in substantial beneficial effects on land use because this alternative would increase connectivity within the eastern San Fernando Valley area, and would help to accomplish the local land use goals of maximizing transit ridership and decreasing congestion. Adverse effects resulting from conflicts with the City's Bicycle Plan would be minor adverse.

Under CEQA, the Curb-Running BRT Alternative would increase connectivity within the eastern San Fernando Valley area, and would help to accomplish the local land use goals of maximizing transit ridership and decreasing congestion. These impacts would be beneficial and less than significant. However, impacts resulting from conflicts with the City's Bicycle Plan would be significant and unavoidable.

4.4 Build Alternative 2 – Median-Running BRT Alternative

4.4.1 Regional Land Use and Development

The Median-Running BRT Alternative would be consistent with SCAG regional goals of encouraging land use and growth patterns that facilitate transit and non-motorized transportation and focusing growth along major transportation corridors in the region.

The Median-Running BRT Alternative could indirectly affect development in the study area by focusing growth in housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. While this development pattern would be consistent with SCAG regional goals, the Median-Running BRT Alternative may attract businesses from other areas of the region to the immediate areas surrounding the proposed stations. Potential indirect effects and impacts on local land use and development are discussed in more detail in the sections that follow.

4.4.2 Local Land Use and Development

4.4.2.1 Division of an Established Community

The Curb-Running BRT Alternative would operate entirely within existing transportation corridors, and would not introduce physical barriers that would divide the existing communities surrounding the project corridor. By providing additional transit services in the region, the Median-Running BRT Alternative would increase connectivity within the eastern San Fernando Valley area, and would therefore result in more unified regional communities.

4.4.2.2 Conflicts with Local Land Use Plans

The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, and increasing transit ridership. The Median-Running BRT Alternative would be consistent with the goals and policies of the applicable jurisdictions along the project corridor. The Median-Running BRT Alternative would obtain higher speeds than the No-Build and TSM Alternatives because this alternative would operate in dedicated bus lanes for the majority of the project corridor rather than in mixed-flow traffic. The higher speeds obtained by the Median-Running BRT Alternative would serve as an incentive for individuals to take public transit instead of driving automobiles on congested roadways. Therefore, this alternative would be consistent with the goals of maximizing transit ridership, reducing automobile usage, and minimizing associated environmental consequences (e.g., traffic congestion, reduced air quality).

Under the Median-Running BRT Alternative, the existing Class II bike lanes on Van Nuys Boulevard north of Nordhoff Street would be removed to make room for the dedicated transit lanes. These changes would conflict with the City's Bicycle Plan because designated bicycle lanes on Van Nuys Boulevard, which are included as part of the Backbone Bicycle Network, would not be feasible with the implementation of this alternative. Also, it should be noted that the City's proposed Mobility Element 2035 of the General Plan states in Section 2.9 that on a street that is designated as a Transit Enhanced Network, but is also intended to receive a bicycle lane, design elements for the transit can take precedence over the provision of a bicycle lane.

The City's Bicycle Plan includes planned bicycle lanes on Woodman Avenue (one mile to the east of and parallel to Van Nuys Boulevard) between Ventura Boulevard and the Osborne Street and Nordhoff Street corridors. Bicycle lanes are also planned to connect the Osborne Street corridor to San Fernando Road. In addition, bicycle access would still be allowed in the curbside lanes along the project corridor after project implementation. Typical bicycle accommodations would also be provided at BRT stations and on buses, including bicycle racks to provide options for passengers to leave their bicycles at the stations or to bring them onto buses. Therefore, while bicycle lanes along Van Nuys Boulevard would not be possible under this alternative, the ability for bicyclists to access areas in the project corridor would be retained, and the project would achieve other local planning goals of reducing reliance on the automobile and increasing transit ridership..

The Median-Running BRT Alternative could indirectly affect development in the study area by promoting planned development and redevelopment near station areas. The type of development expected around station areas would most likely be TOD, which is mixed-use residential and commercial development designed to maximize access to public transport. However, because this alternative would be located in an urban area containing a limited number of vacant or underutilized parcels, this alternative would not be expected to change existing land use and development patterns substantially. Therefore, this alternative would not conflict with local land use goals and policies.

4.4.2.3 Incompatibility with Adjacent and Surrounding Land Uses

Project Corridor

While there would be some modifications to the project corridor (e.g., changes in bicycle lanes and turning movements), the project corridor is an existing transportation route with ongoing bus transit service, and therefore, the proposed BRT operations would be compatible with existing land uses. In addition, this alternative would not include the construction or expansion of an MSF, as the existing Metro Division 15 facility would be able to accommodate the 10 additional buses needed for this alternative. Furthermore, this alternative would not require right-of-way acquisition to implement the proposed transportation improvements.

Stations

Under this alternative, 17 stations would be in areas that are primarily commercial and residential. Stations would include aesthetic enhancements, such as landscaping and canopies, which would be compatible with adjacent and surrounding land uses.

4.4.3 Impact Conclusions

Under NEPA, the Median-Running BRT Alternative would result in substantial beneficial effects on land use because this alternative would increase connectivity within the eastern San Fernando Valley area, and would help to accomplish the local land use goals of maximizing transit ridership and decreasing congestion. Adverse effects resulting from conflicts with the City's Bicycle Plan would be minor adverse.

Under CEQA, the Median-Running BRT Alternative would increase connectivity within the eastern San Fernando Valley area, and would help to accomplish the local land use goals of maximizing transit ridership and decreasing congestion. These impacts would be beneficial and less than significant. However, impacts resulting from conflicts with the City's Bicycle Plan would be significant and unavoidable.

4.5 Build Alternative 3 – Low-Floor LRT/Tram Alternative

4.5.1 Regional Land Use and Development

The Low-Floor LRT/Tram Alternative would be consistent with SCAG regional goals of encouraging land use and growth patterns that facilitate transit and non-motorized transportation and focusing growth along major transportation corridors in the region.

The Low-Floor LRT/Tram Alternative could indirectly affect development in the study area by focusing growth in housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. While this development pattern would be consistent with SCAG regional goals, the Low-Floor LRT/Tram Alternative may attract businesses from other areas of the region to the immediate areas surrounding the proposed stations. Potential indirect effects and impacts on local land use and development are discussed in more detail in the sections that follow.

4.5.2 Local Land Use and Development

4.5.2.1 Division of an Established Community

The Low-Floor LRT/Tram Alternative would operate almost entirely within existing transportation corridors, and would not introduce physical barriers that would divide the existing communities surrounding the project corridor. By providing additional transit services in the region, the Low-Floor LRT/Tram Alternative would increase connectivity within the eastern San Fernando Valley area, and would therefore result in more unified regional communities.

4.5.2.2 Conflicts with Local Land Use Plans

The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, and increasing transit ridership. The Low-Floor LRT/Tram Alternative would be consistent with the goals and policies of the applicable jurisdictions along the project corridor.

The Low-Floor LRT/Tram Alternative would obtain higher speeds than the No-Build and TSM Alternatives because this alternative would operate in a dedicated guideway for the majority of the project corridor rather than in mixed-flow traffic. The higher speeds obtained by the Low-Floor LRT/Tram Alternative would serve as an incentive for individuals to take public transit instead of driving automobiles on congested roadways. Therefore, this alternative would be consistent with the goals of maximizing transit ridership, reducing automobile usage, and minimizing associated environmental consequences (e.g., traffic congestion, reduced air quality).

Under the Low-Floor LRT/Tram Alternative, the existing Class II bike lanes on Van Nuys Boulevard north of Nordhoff Street would be removed to make room for the dedicated transit lanes. These changes would conflict with the City's Bicycle Plan because designated bicycle lanes on Van Nuys Boulevard, which are included as part of the Backbone Bicycle Network, would not be feasible with the implementation of this alternative. Also, it should be noted that the City's proposed Mobility Element 2035 of the General Plan states in Section 2.9 that on a street that is designated as a Transit Enhanced Network, but is also intended to receive a bicycle lane, design elements for the transit can take precedence over the provision of a bicycle lane.

The City's Bicycle Plan includes planned bicycle lanes on Woodman Avenue (one mile to the east of and parallel to Van Nuys Boulevard) between Ventura Boulevard and the Osborne Street and Nordhoff Street corridors. Bicycle lanes are also planned to connect the Osborne Street corridor to San Fernando Road. In addition, bicycle access would still be allowed in the curbside lanes along the project corridor after project implementation. Typical bicycle accommodations would also be provided at low-floor LRT/tram stations and on vehicles, including bicycle racks to provide options for passengers to leave their bicycles at the stations or to bring them onto the low-floor LRT/tram. Therefore, while bicycle lanes along Van Nuys Boulevard would not be possible under this alternative, the ability for bicyclists to access areas in the project corridor would be retained, and the project would achieve other local planning goals of reducing reliance on the automobile and increasing transit ridership.

The Low-Floor LRT/Tram Alternative could indirectly affect development in the study area by promoting planned development and redevelopment near station areas. The type of development expected around station areas would most likely be TOD, which is mixed-use residential and commercial development designed to maximize access to public transport. However, because this alternative would be located in an urban area containing a limited number of vacant or underutilized

parcels, this alternative would not be expected to change existing land use and development patterns substantially. Therefore, this alternative would not conflict with local land use goals and policies.

4.5.2.3 Incompatibility with Adjacent and Surrounding Land Uses

Project Corridor

While there would be some modifications to the project corridor (e.g., changes in bicycle lanes and turning movements), the project corridor is an existing transportation route with ongoing bus transit service, and therefore, the proposed low-floor LRT/tram operations would be compatible with existing land uses.

Overhead Contact System (OCS)

The Low-Floor LRT/Tram Alternative would require an OCS that would include approximately 30-foot-tall steel poles about every 90 to 170 feet along the length of the right-of-way to support an electrical power line, which would be suspended above the low-floor LRT/tram tracks. According to the City of Los Angeles Zoning Code, structures up to 33 feet in height are allowed in low and medium residential zones.⁴⁶ In addition, because the project corridor is an existing transportation route in an urbanized area, the OCS would not conflict with adjacent and surrounding uses.

Stations

Under the Low-Floor LRT/Tram Alternative, 28 stations would be in areas that are primarily commercial and residential. Stations would include aesthetic enhancements, such as landscaping, canopies, and artwork, which would be compatible with adjacent and surrounding land uses.

Maintenance and Storage Facility (MSF)

Under the Low-Floor LRT/Tram Alternative, construction of a new MSF would be required to accommodate both operational and administrative functions. The exact location of the proposed low-floor LRT/tram MSF has yet to be determined; however, three potential locations have been selected for consideration along Van Nuys Boulevard at Aetna, Keswick, and Arminta Streets. The selection of the potential MSF locations were based on the following criteria to ensure compatibility with adjacent and surround land uses:

- Location within an industrialized area, to the extent feasible;
- Proximity to the alignment (Van Nuys Boulevard and San Fernando Road);
- Accessibility via rail tracks;
- Size of facility site; and
- Distance from noise-sensitive receptors, to the extent feasible.

The potential MSF sites are located in commercial and industrial zones and are generally adjacent to existing transportation facilities. Therefore, the MSF for the Low-Floor LRT/Tram Alternative would

⁴⁶ City of Los Angeles. n.d. *Municipal Code, Chapter I (Planning and Zoning Code), Chapter I, General Provisions and Zoning, Article 2, Specific Planning – Zoning Comprehensive Zoning Plan*. Available: <[http://www.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chaptergeneralprovisionsandzoning/article2specificplanning-zoningcomprehen?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:lapz_ca\\$anc=>](http://www.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chaptergeneralprovisionsandzoning/article2specificplanning-zoningcomprehen?f=templates$fn=default.htm$3.0$vid=amlegal:lapz_ca$anc=>)>. Accessed: February 13, 2013.

be compatible with adjacent and surrounding land uses. Additional details on each of the potential MSF sites are provided below.

Aetna Street MSF Site

The potential MSF site at Aetna Street is just south of the Metro Orange Line near the southern terminus of the proposed low-floor LRT/tram line. The site is comprised primarily of light and commercial manufacturing uses. Use of this site would require the acquisition of approximately 30 properties located in the Light Industrial (M2-1) and Commercial Manufacturing (CM-1) Zones. The lead tracks would be aligned south of the Metro Orange Line, which would require the acquisition of the adjacent auto dealership property that is used as parking. The proposed MSF is an allowed use in these zoning districts and would be compatible with adjacent and surrounding light industrial and manufacturing uses, as long as the MSF operations are conducted in compliance with the conditions in the City of Los Angeles Zoning Code for these districts.

Keswick Street MSF Site

The MSF site at Keswick Street is also just south of the Metrolink railroad tracks. The site is in a mainly industrial and commercial area, and has no adjacent residential properties. The site would require the acquisition of approximately 30 properties, the majority of which are located in the Light Industrial Zone (M2-1) with two properties in the Commercial Zone (C2-1). The proposed MSF is an allowed use in these zoning districts and would be compatible with adjacent and surrounding industrial and commercial uses, as long as the MSF operations are conducted in compliance with the conditions in the City of Los Angeles Zoning Code for these districts.

Arminta Street MSF Site

The MSF site at Arminta Street is just north of the Metrolink railroad tracks. The site is in a commercial area with residential properties to the north. The residential properties to the north would be buffered by a new 10-foot wide landscaping buffer inside the maintenance facility to reduce potential impacts. The site would require the acquisition of approximately 26 properties located in the Commercial Zone (C2-1). The proposed MSF is an allowed use in this zoning district and would be compatible with adjacent and surrounding commercial uses, as long as the MSF operations are conducted in compliance with the conditions in the City of Los Angeles Zoning Code for the C-2 district.

Traction Power Substations (TPSS)

The Low-Floor LRT/Tram Alternative would also require TPSSs, which would be typically placed approximately every 1.0 to 1.5 miles. Eleven potential TPSS locations have been identified for the Low-Floor LRT/Tram Alternative based on initial examination of traction power needs. For each TPSS location, two options have been identified in case one is found infeasible. Existing Metro and City of Los Angeles properties are preferred TPSS locations to avoid property acquisitions. Car dealerships were specifically omitted from consideration because they are a major source of employment and tax revenue.

To ensure compatibility with adjacent and surrounding land uses, the majority of potential TPSS locations are located near potential stations or the maintenance facility options. In addition, other proposed TPSS locations are located in vacant lots, parking lots, commercial sites, and at roadway intersections to avoid conflicts with adjacent and surrounding land uses.

4.5.3 Impact Conclusions

Under NEPA, the Low-Floor LRT/Tram Alternative would result in substantial beneficial effects on land use because this alternative would increase connectivity within the eastern San Fernando Valley area, and would help to accomplish the local land use goals of maximizing transit ridership and decreasing congestion. Adverse effects resulting from conflicts with the City's Bicycle Plan would be minor adverse.

Under CEQA, the Low-Floor LRT/Tram Alternative would increase connectivity within the eastern San Fernando Valley area, and would help to accomplish the local land use goals of maximizing transit ridership and decreasing congestion. These impacts would be beneficial and less than significant. However, impacts resulting from conflicts with the City's Bicycle Plan would be significant and unavoidable.

4.6 Build Alternative 4 – Light Rail Transit Alternative

4.6.1 Regional Land Use and Development

The LRT Alternative would be consistent with SCAG regional goals of encouraging land use and growth patterns that facilitate transit and non-motorized transportation and focusing growth along major transportation corridors in the region.

The LRT Alternative could indirectly affect development in the study area by focusing growth in housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. While this development pattern would be consistent with SCAG regional goals, the LRT Alternative may attract businesses from other areas of the region to the immediate areas surrounding the proposed stations. Potential indirect effects and impacts on local land use and development are discussed in more detail in the sections that follow.

4.6.2 Local Land Use and Development

4.6.2.1 Division of an Established Community

The LRT Alternative would operate almost entirely within existing transportation corridors, and would not introduce physical barriers that would divide the existing communities surrounding the project corridor. By providing additional transit services in the region, the LRT Alternative would increase connectivity within the eastern San Fernando Valley area, and would therefore result in more unified communities.

4.6.2.2 Conflicts with Local Land Use Plans

The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, and increasing transit ridership. The LRT Alternative would be consistent with the goals and policies of the applicable jurisdictions along the project corridor.

The LRT Alternative would obtain higher speeds than the No-Build and TSM Alternatives because this alternative would operate in a dedicated guideway rather than in mixed-flow traffic. The higher

speeds obtained by the LRT Alternative would serve as an incentive for individuals to take public transit instead of driving automobiles on congested roadways. Therefore, this alternative would be consistent with the goals of maximizing transit ridership, reducing automobile usage, and minimizing associated environmental consequences (e.g., traffic congestion, reduced air quality).

Under the LRT Alternative, the existing Class II bike lanes on Van Nuys Boulevard north of Nordhoff Street would be removed to make room for the dedicated transit lanes. These changes would conflict with the City's Bicycle Plan because designated bicycle lanes on Van Nuys Boulevard, which are included as part of the Backbone Bicycle Network, would not be feasible with the implementation of this alternative. Also, it should be noted that the City's proposed Mobility Element 2035 of the General Plan states in Section 2.9 that on a street that is designated as a Transit Enhanced Network, but is also intended to receive a bicycle lane, design elements for the transit can take precedence over the provision of a bicycle lane.

The City's Bicycle Plan includes planned bicycle lanes on Woodman Avenue (one mile to the east of and parallel to Van Nuys Boulevard) between Ventura Boulevard and the Osborne Street and Nordhoff Street corridors. Bicycle lanes are also planned to connect the Osborne Street corridor to San Fernando Road. As detailed in the Transportation Impacts Report, mitigation for impacts on bicycle facilities will include the implementation of bicycle lanes on these parallel roadways. With the implementation of this mitigation measure, impacts from the removal of bicycle lanes would be minimized. In addition, bicycle access would still be allowed in the curbside lanes along the project corridor after project implementation. Typical bicycle accommodations would also be provided at LRT stations and on vehicles, including bicycle racks to provide options for passengers to leave their bicycles at the stations or to bring them onto LRT vehicles. Therefore, while bicycle lanes along Van Nuys Boulevard would not be possible under this alternative, the ability for bicyclists to access areas in the project corridor would be retained, and the project would achieve other local planning goals of reducing reliance on the automobile and increasing transit ridership.

The LRT Alternative could indirectly affect development in the study area by promoting planned development and redevelopment near station areas. The type of development expected around station areas would most likely be TOD, which is mixed-use residential and commercial development designed to maximize access to public transport. However, because this alternative would be located in an urban area containing a limited number of vacant or underutilized parcels, this alternative would not be expected to substantially change existing land use and development patterns. Therefore, this alternative would not conflict with local land use goals and policies.

4.6.2.3 Incompatibility with Adjacent and Surrounding Land Uses

Project Corridor

Impacts would be similar to impacts described under Alternative 3 above. However, because LRT vehicles would be operating underground in the subway portion of the alignment, air emissions, noise, and vibration from those vehicles would not affect sensitive receptors in residential or recreational areas along that portion of the project corridor. Therefore, it should be noted that placing a portion of the alignment in a subway would eliminate the at-grade noise and other impacts on nearby sensitive uses that would occur under Alternative 3.

Overhead Contact System

The LRT Alternative would require an overhead contact system that would include approximately 30-foot-tall steel poles about every 90 to 170 feet along the length of the right-of-way to support an electrical power line, which would be suspended above the light rail tracks. According to the City of Los Angeles Zoning Code, structures up to 33 feet in height are allowed in low and medium residential zones.⁴⁷ In addition, because the project corridor is an existing transportation route in an urbanized area, the overhead contact system would not conflict with adjacent and surrounding uses.

Stations

The LRT Alternative would include 14 stations, three of which would be underground near Sherman Way, the Van Nuys Metrolink station, and Roscoe Boulevard, in primarily commercial and residential areas. Stations would include aesthetic enhancements, such as landscaping, canopies, and artwork, which would be compatible with adjacent and surrounding land uses.

The LRT Alternative would require right-of-way acquisition of commercial properties and some vacant land near the proposed stations at Sherman Way, Roscoe Boulevard, Pacoima, Maclay Avenue, and the Sylmar/San Fernando Metrolink station. While the LRT Alternative would result in the conversion of some properties from commercial use to transportation to allow construction of the proposed stations, this alternative would promote transit service to these areas and would enhance access to adjacent and surrounding businesses.

Maintenance and Storage Facility

Under the LRT Alternative, the construction of a new MSF would be required to accommodate both operational and administrative functions. Potential MSF sites have been identified, as discussed for the Low-Floor LRT/Tram Alternative. The potential MSF sites are located in commercial and industrial zones and are generally adjacent to existing transportation facilities. Therefore, the MSF for the LRT Alternative would be compatible with adjacent and surrounding land uses.

Traction Power Substations

The LRT Alternative would also require TPSSs, which would be typically placed approximately every 1.0 to 1.5 miles. Eleven potential TPSS locations have been identified for the LRT Alternative based on initial examination of traction power needs. For each TPSS location, two options have been identified in case one is found infeasible. Existing Metro and City of Los Angeles properties are preferred TPSS locations to avoid property acquisitions. Car dealerships were specifically omitted from consideration because they are a major source of employment and tax revenue.

To ensure compatibility with adjacent and surrounding land uses, the majority of potential TPSS locations are located near potential stations or the maintenance facility options. In addition, other proposed TPSS locations are located in vacant lots, parking lots, commercial sites, and at roadway intersections to prevent conflicts with adjacent and surrounding uses.

⁴⁷ City of Los Angeles. n.d. *Municipal Code, Chapter I (Planning and Zoning Code), Chapter I, General Provisions and Zoning, Article 2, Specific Planning – Zoning Comprehensive Zoning Plan*. Available: <[http://www.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen?f=templates\\$fn=default.htm\\$3.0\\$vid=amlegal:lapz_ca\\$anc=>](http://www.amlegal.com/nxt/gateway.dll/California/lapz/municipalcodechapteriplanningandzoningco/chapterigeneralprovisionsandzoning/article2specificplanning-zoningcomprehen?f=templates$fn=default.htm$3.0$vid=amlegal:lapz_ca$anc=>)>. Accessed: February 13, 2013.

4.6.3 Impact Conclusions

Under NEPA, the LRT Alternative would result in substantial beneficial effects on land use because this alternative would increase connectivity within the eastern San Fernando Valley area, and would help to accomplish the local land use goals of maximizing transit ridership and decreasing congestion. Adverse effects resulting from conflicts with the City's Bicycle Plan would be minor adverse.

Under CEQA, the LRT Alternative would increase connectivity within the eastern San Fernando Valley area, and would help to accomplish the local land use goals of maximizing transit ridership and decreasing congestion. These impacts would be beneficial and less than significant. Impacts resulting from conflicts with the City's Bicycle Plan would be significant and unavoidable.

4.7 Construction Impacts

4.7.1 No-Build Alternative

The No-Build Alternative would not involve new transportation or infrastructure improvements aside from projects currently under construction or funded for future construction. Therefore, under NEPA and CEQA, the No-Build Alternative would have no impacts on land use during construction.

4.7.2 TSM Alternative

Construction under the TSM Alternative would be minimal, involving the installation of new bus stops and signage. Typical construction methods for the minor work needed for bus stop installation would be used. Bus stops would be within the existing right-of-way; therefore, extended street closures would be unnecessary, and mobility would not be substantially limited during construction. Therefore, construction of the project would result in effects that are minor and adverse under NEPA and impacts that are less than significant under CEQA.

4.7.3 Build Alternative 1 – Curb-Running Bus Rapid Transit Alternative

4.7.3.1 Division of an Established Community

Construction of the Curb-Running BRT stations would require temporary traffic detours and truck routes, as well as sidewalk and street closures. Street closures could reduce pedestrian and vehicle mobility between communities throughout the study area during construction. However, with the implementation of the Traffic Management Plan, access would be retained around the project corridor during construction.

4.7.3.2 Conflicts with Local Land Use Plans

Construction activities would be conducted in compliance with local land use plans and codes. Project construction would typically take place between the hours of 7 a.m. and 9 p.m. within the City of Los Angeles, in accordance with the Los Angeles Municipal Code and between 7 a.m. and 6 p.m. within the City of San Fernando, in accordance with the City of San Fernando Municipal Code requirements. However, some construction may be required during nighttime hours. If it is necessary for construction to occur outside of these hours, Metro may seek a variance from Municipal Code requirements.

4.7.3.3 Incompatibility with Adjacent and Surrounding Land Uses

The required construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the alignment, depending on the type of construction and the adjacent land use. Construction noise would result from the use of heavy equipment during construction activities, such as excavation, grading, ground clearing, and installing foundations and structures, as well as from trucks hauling materials to and from the construction areas. Air quality impacts would result from the generation of fugitive dust during ground disturbing activities, and from the operation of heavy-duty, diesel-fueled equipment, such as bulldozers, trucks, and scrapers.

The construction storage areas would be established near the project alignment and used for equipment and material storage. The storage areas would be located within the right-of-way, parking lots, or on vacant land and would not require land from adjacent properties.

4.7.3.4 Impact Conclusions

During construction, the Curb-Running BRT Alternative would result in potential land use effects and impacts related to a short-term reduction in mobility. With the implementation of a Traffic Management Plan, these effects would be minor and adverse under NEPA, and impacts would be less than significant under CEQA.

4.7.4 Build Alternative 2 - Median-Running BRT Alternative

4.7.4.1 Division of an Established Community

Impacts would be similar to impacts anticipated to occur under Alternative 1.

4.7.4.2 Conflicts with Local Land Use Plans

Impacts anticipated to occur under this alternative would be similar to impacts described for Alternative 1.

4.7.4.3 Incompatibility with Adjacent and Surrounding Land Uses

Impacts would be similar to impacts described for Alternative 1.

4.7.4.4 Impact Conclusions

During construction, the Median-Running BRT Alternative would result in potential land use effects and impacts related to a short-term reduction in mobility. With the implementation of a Traffic Management Plan, these effects would be minor and adverse under NEPA, and impacts would be less than significant under CEQA.

4.7.5 Build Alternative 3 – Low-Floor LRT/Tram Alternative

4.7.5.1 Division of an Established Community

Construction of the Low-Floor LRT/Tram stations would require temporary traffic detours and truck routes, as well as sidewalk and street closures. Street closures for the Low-Floor LRT/Tram could be greater in number than the BRT Alternatives, as these alternatives would require the construction of additional infrastructure (e.g., OCS, dedicated guideway).

Street closures could reduce pedestrian and vehicle mobility between communities throughout the study area during construction. However, with the implementation of the Traffic Management Plan, access would be retained around the project corridor during construction.

4.7.5.2 Conflicts with Local Land Use Plans

Impacts would be similar to but potentially greater in extent than the impacts described for Alternative 1 and 2 due to the more extensive construction under this alternative compared to Alternatives 1 and 2. However, construction activities would be conducted in compliance with local land use plans and codes. Therefore, similar to Alternatives 1 and 2, substantial conflicts with local land use plans during the construction period are not expected to occur and impacts/effects would be less than significant under CEQA and minor adverse under NEPA. Incompatibility with Adjacent and Surrounding Land Uses

Impacts would be similar to but greater in extent than the impacts that would occur under Alternatives 1 and 2. Construction activities along the alignment would result in temporary nuisance impacts (e.g., noise, air quality impacts) on nearby land uses. Construction noise would result from the use of heavy equipment during construction activities, such as excavation, grading, ground clearing, and installing foundations and structures, as well as from trucks hauling materials to and from the construction areas. Air quality impacts would result from the generation of fugitive dust during ground disturbing activities, and from the operation of heavy-duty, diesel-fueled equipment, such as bulldozers, trucks, and scrapers. Similar to Alternatives 1 and 2, the construction impacts on nearby sensitive land uses would be potentially significant under CEQA and minor adverse under NEPA.

4.7.5.3 Impact Conclusions

During construction, the Low-Floor LRT/Tram Alternative would result in potential land use effects and impacts related to a short-term reduction in mobility. With the implementation of a Traffic Management Plan, these effects would be minor and adverse under NEPA, and impacts would be less than significant under CEQA.

4.7.6 Build Alternative 4 – Light Rail Transit Alternative

4.7.6.1 Division of an Established Community

Construction of the Low-Floor LRT/Tram stations would require temporary traffic detours and truck routes, as well as sidewalk and street closures. Street closures for the Low-Floor LRT/Tram could be greater in number than the BRT Alternatives, as these alternatives would require the construction of additional infrastructure (e.g., OCS, dedicated guideway).

Street closures could reduce pedestrian and vehicle mobility between communities throughout the study area during construction. However, with the implementation of the Traffic Management Plan, access would be retained around the project corridor during construction.

4.7.6.2 Conflicts with Local Land Use Plans

Construction activities would be conducted in compliance with local land use plans and codes. Construction in the City of Los Angeles would typically take place between the hours of 7 a.m. and 9 p.m., in accordance with Los Angeles Municipal Code Section 41.40(a); construction in the City of San Fernando would typically take place between the hours of 7 a.m. and 6 p.m. on weekdays, and 8 a.m. and 6 p.m. on Saturdays, in accordance with San Fernando Municipal Code Section 34-28(10).

4.7.6.3 Incompatibility with Adjacent and Surrounding Land Uses

The required construction easements (i.e., the areas needed temporarily during construction in addition to the actual project footprint) would vary along the alignment, depending on the type of construction and the adjacent land use. The areas needed for construction storage and access would be established near the project alignment and would be located within the right-of-way, parking lots, on vacant land, or within the properties to be acquired for the proposed MSF. If additional land is required for construction, either as temporary construction easements or permanent acquisitions, affected properties would be minimized to the extent feasible and would be limited to commercial or industrial areas along the alignment. Therefore, incompatibility with adjacent and surrounding land uses is not anticipated.

4.7.6.4 Impact Conclusions

During construction, the LRT Alternative would result in potential land use effects and impacts related to a short-term reduction in mobility. With implementation of a Traffic Management Plan, these effects would be minor and adverse under NEPA, and impacts would be less than significant under CEQA.

4.8 Cumulative Impacts

Per CEQA Section 15130 (b), the cumulative impacts analysis can consider either a “list of past, present, and probable future projects producing related or cumulative impacts” or “a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect.” The cumulative impacts analysis below is based on the approach that considers related projects.

4.8.1 No-Build Alternative

Under the No-Build Alternative, there would be no operational or construction impacts on land use; therefore, this alternative would not contribute to cumulative impacts under NEPA and CEQA.

4.8.2 TSM Alternative

The study area for the cumulative impacts analyses encompasses the area in the immediate vicinity of the corridor as well as the local land use plan areas in which the project is located. During construction and operation, the TSM Alternative would not conflict with land use plans or policies, would not divide an established community, and would not be incompatible with nearby land uses; therefore, the TSM Alternative would not contribute to any significant cumulative land use impacts.

4.8.3 Build Alternative 1 – Curb-Running Bus Rapid Transit Alternative

The study area for the cumulative impacts analyses encompasses the area in the immediate vicinity of the corridor as well as the local land use plan areas in which the project is located. During construction, this alternative would result in minor adverse effects under NEPA, and impacts that are less than significant under CEQA due to a temporary reduction in mobility from traffic detours and street, lane, and sidewalk closures. With the implementation of a Traffic Management Plan and a Construction Phasing and Staging Plan, these temporary effects and impacts would be further reduced. Other present and reasonably foreseeable future projects in the area could result in temporary mobility impacts from construction activities, and impacts from past projects may also have resulted in temporary impacts. However, because these impacts are temporary, cumulative impacts would be less than significant. Because impacts under Alternative 1 would also be temporary, and impacts would be further reduced with the implementation of a Traffic Management Plan and a Construction Phasing and Staging Plan, the alternative's contribution to cumulative impacts during construction would not be cumulatively considerable.

Alternative 1 would result in operational beneficial effects by increasing connectivity within the eastern San Fernando Valley area, increasing transit ridership and mobility, and reducing overall vehicle miles and hours traveled. However, Alternative 1 would also result in localized traffic impacts at 16 of 73 study intersections due to increased congestion, and especially due to reduced mixed-flow roadway capacity along the corridor. Past projects have resulted in localized traffic impacts, and other present or reasonably foreseeable future projects in the area could further degrade traffic conditions in the area. However, since the related projects are either development projects or other projects which do not further reduce mixed-flow roadway capacity, the alternative's contribution to cumulative impacts during operation would not be cumulatively considerable.

4.8.4 Build Alternative 2 – Median-Running BRT Alternative

Impacts would be similar to or slightly greater (due to additional traffic impacts) than those described above for Alternative 1. Past projects have resulted in localized traffic impacts, and other present or reasonably foreseeable future projects in the area could further degrade traffic conditions in the area. However, since the related projects are either development projects or other projects which do not further reduce mixed-flow roadway capacity, the alternative's contribution to cumulative impacts during operation would not be cumulatively considerable.

4.8.5 Build Alternative 3 – Low-Floor LRT/Tram Alternative

The cumulative impacts under Alternative 3 would be similar but slightly greater than those described above for Alternatives 1 and 2. As discussed above, Alternative 3 would result in localized traffic impacts at 32 of 73 study intersections. Operation of the Low-Floor LRT/Tram facilities would also generate additional noise that could result in noise impacts on some nearby sensitive land uses.

Past projects have resulted in localized traffic and noise impacts, and other present or reasonably foreseeable future projects in the area could further degrade traffic and noise conditions in the area. Therefore, cumulative impacts from past, present, and reasonably foreseeable future projects are significant. As a result, any adverse impacts from Alternative 3 would be considered cumulatively considerable.

However, since the related projects are either development projects or other projects which do not further reduce mixed-flow roadway capacity, the alternative's contribution to cumulative traffic impacts during operation would not be cumulatively considerable. In addition, because noise impacts resulting from Alternative 3 would be minimized or mitigated through mitigation measures, the alternative's contribution to cumulative noise impacts during operation would be reduced to less than cumulatively considerable after implementation of mitigation measures.

4.8.6 Build Alternative 4 - Light Rail Transit Alternative

The cumulative impacts would be similar to those described above for Alternative 3.

5.1 Compliance Requirements and Design Features

Station areas for the TSM, Curb-Running BRT, Median-Running BRT, Low-Floor LRT/Tram, and LRT Alternatives would be designed in accordance with local codes and ordinances.

5.2 Operational Mitigation Measures

No feasible mitigation measures have been identified to mitigate the localized traffic impacts that would occur under the build alternatives, nor has feasible mitigation been identified to mitigate the impacts of removing bicycle lanes on Van Nuys Boulevard, which would conflict with land use plan policies and goals to reduce congestion and with the policies and goals of the City's Bicycle Plan.

5.3 Construction Mitigation Measures

The Project would not result in potentially substantial adverse effects or significant impacts on land use during construction; therefore, no construction mitigation measures are required.

Chapter 6

Impacts Remaining After Mitigation

Potential effects due to increased congestion on roadways and removal of bicycle lanes would be adverse under NEPA, and impacts would be significant and unavoidable under CEQA.

According to CEQA, land use impacts would be considered significant if the Project would result in the following:

- Physically divide an established community.
- Conflict with an applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purposes of avoiding or mitigating an environmental effect.
- Conflict with an applicable habitat conservation plan or natural community conservation plan.

These criteria were used to evaluate land use impacts for the alternatives.

7.1 No-Build Alternative

The No-Build Alternative would result in no impacts on land use because this alternative would not divide an established community, or conflict with land use or conservation plans. This alternative would not contribute to land use impacts.

7.2 TSM Alternative

Impacts would be less than significant under the TSM Alternative.

7.3 Curb-Running BRT Alternative

Construction impacts would be less than significant after mitigation. Operational impacts would be significant and unavoidable.

7.4 Median-Running BRT Alternative

Construction impacts would be less than significant and operational impacts would be significant.

7.5 Low-Floor LRT/Tram Alternative

Construction impacts would be less than significant. Operational impacts would be significant.

7.6 LRT Alternative

Construction impacts would be less than significant. Operational impacts would be significant.

Chapter 8 References

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