# Parklands and Community Facilities Impacts Report

## for the East San Fernando Valley Transit Corridor

June 2015


Metro®

Prepared by the
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# Acronyms and Abbreviations

| | |
|---|---|
| 2008 RCP | 2008 Regional Comprehensive Plan |
| 2012 RTP | 2012–2035 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 |

# Chapter 1
# Introduction

## 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 Cities of Los Angeles and San Fernando. 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/DEIR.

Prior to the initiation of the DEIS/DEIR, an Alternatives Analysis (AA) was received by the Metro Board 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 and the Cities of Los Angeles and 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 project 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 well as the alignment extending to Lakeview Terrace. 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 study 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. For the purposes of the analysis contained in this report, the project study area coincides with the general project 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 study 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 project study area.

Land uses in the project study area include neighborhood and regional commercial land uses, as well as government and residential land uses. Specifically, land uses in the project 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 project study 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 2012 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. 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


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, under this 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


Source: KOA and ICF International, 2014.

# Chapter 2
# Regulatory Framework/Methodology

This section describes the regulatory framework related to parklands and community facilities, and the methodology used to determine potential impacts that could result from the project. The following common terms are used in this Parklands and Community Facilities Impacts Report and are defined below for clarity:

- **Parklands and Community Facilities:** For the purpose of this report, parklands consist of public parks and open space that have been preserved or developed for recreational, aesthetic, cultural, or wildlife habitat values. Community facilities consist of schools, libraries, police and fire protection facilities, hospitals and medical facilities, religious facilities, day care facilities, and senior care facilities. Emergency response services and hazard mitigation are also discussed in this report as they relate to police and fire protection facilities.
- **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, 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.

# 2.1 Regulatory Framework

## 2.1.1 Federal Regulations

### 2.1.1.1 National Environmental Policy Act (NEPA)

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 program.

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] Population growth that results from a project may result in the increased use of parklands and community facilities, which could result in the deterioration of those facilities. In addition growth resulting from a project could affect service ratios, response times, or other performance objectives of community facilities, resulting in the need for additional or physically altered facilities.

## 2.1.2 State Regulations

### 2.1.2.1 California Environmental Quality Act (CEQA)

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] Population growth that results from a project may result in the increased use of parklands and community facilities, which could result in the deterioration of those facilities. In addition growth resulting from a project could affect service ratios, response times, or other performance objectives of community facilities, resulting in the need for additional or physically altered facilities.

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[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 Local Regulations

The project study area lies within the County of Los Angeles, and in the Cities of Los Angeles and San Fernando. The local plans and ordinances for these jurisdictions were reviewed for policies and regulations that apply to the project.

## 2.1.3.1 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. The goals and objectives of the plan are to:

- Promote community health by creating connections that provide active living opportunities.
- Develop multi-purpose greenway and expand park space.
- Protect, enhance, and restore the Pacoima Wash as a natural area.
- Improve water quality.
- Maintain or improve existing levels of flood protection.

## 2.1.3.2 City of Los Angeles

### 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.[7] 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 guiding principles of the Land Use/Transportation Policy that are applicable to parklands and community facilities are to:

- Provide open space and recreational space around transit station areas.
- Preserve limited open space.

In addition, the following elements are applicable to parklands and community facilities impacts.

#### Community Facilities Element

- Each transit-oriented development (TOD) should contain community facilities or amenities such as (but not limited to) libraries, child care centers, elder care facilities, community meeting rooms, bicycle storage facilities, open space, plazas, street trees, special street lighting, special paving, and street amenities.
- Establish development incentives for the creation of community facilities in TODs.

[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 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.

### Urban Design Element

- Set aside land in each TOD for public open space.

### Land Use Element

- Facilitate the creation of community gardens or landscaping on publicly- and privately-owned vacant land as interim uses until development occurs.

## City of Los Angeles General Plan

The City of Los Angeles General Plan guides future development within the City of Los Angeles.[8] Any projects that are proposed within the City of Los Angeles must be consistent with the general plan. The following elements are applicable to parklands and community facilities impacts.

### Framework Element

The General Plan Framework Element provides citywide policy and direction for the creation and updates of the general plan elements. The Framework Element contains objectives and policies for the provision, management, and conservation of the City of Los Angeles' open space resources and addresses the outdoor recreation needs of residents.[9]

The following goal, objectives, and policies are applicable to parklands and open space:

- Goal 6A. An integrated Citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.
- Objective 6.1.6. Consider preservation of private land open space to the maximum extent feasible. In areas where open space values determine the character of the community, development should occur with special consideration of these characteristics.
- Objective 6.2. Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.
- Policy 6.4.3. Encourage appropriate connections between the City's neighborhoods and elements of the Citywide Greenways Network.
- Policy 6.4.6. Explore ways to connect neighborhoods through open space linkages, including the "healing" of neighborhoods divided by freeways, through the acquisition and development of air rights over freeways (such as locations along the Hollywood Freeway between Cahuenga Pass and Downtown), which could be improved as a neighborhood recreation resource.
- Policy 6.4.7. Consider as part of the City's open space, inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources.

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

[9] City of Los Angeles. 2001b. *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan.* Re-adopted August 8. Prepared by Envicom Corporation. Available: <http://cityplanning.lacity.org/cwd/framwk/contents.htm>. Accessed: February 21, 2013.

- Policy 6.4.9. Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit stations, and as areas of public access in private joint development at transit station locations.

According to the Framework Element, community facilities serve the basic needs of residents and are essential to the livability and investment potential of the City of Los Angeles. With respect to neighborhood and community design, community facilities can provide a focus for activity and, by doing so, contribute to the definition of each neighborhood or community character.

The following objective and policy in the Framework Element support opportunities to locate community facilities in a manner that reinforces or defines the character of the communities or neighborhoods in which they are located:

- Objective 5.4. Encourage the development of community facilities and improvements that are based on need within the centers and reinforce or define those centers and the neighborhoods they serve.
- Policy 5.4.3. Locate community facilities in or near community and regional centers.

The Framework Element also includes policies to implement solutions to public infrastructure and service deficiencies, and supports the expansion of these facilities in response to increasing levels of demand.

The following goals, objectives, and policies are applicable to public services and facilities, including recreation and parks, schools, libraries, police protection, and fire protection:

### *Recreation and Parks*

- Goal 9L. Sufficient and accessible parkland and recreation opportunities in every neighborhood of the City, which gives all residents the opportunity to enjoy green spaces, athletic activities, social activities, and passive recreation.
- Objective 9.22. Monitor and forecast demand for existing and projected recreation and park facilities and programs.
- Policy 9.22.1. Monitor and report appropriate park and recreation statistics and compare with population projections and demand to identify the existing and future recreation and parks needs of the City.
- Policy 9.23.6. Identify and purchase, whenever possible, sites in every neighborhood, center, and mixed-use boulevard, and maximize opportunities for the development and/or use of public places and open spaces on private land in targeted growth areas.

### *Schools*

- Objective 9.3.1. Work constructively with the Los Angeles Unified School District (LAUSD) to monitor and forecast school service demand based upon actual and predicted growth.
- Policy 9.3.1.1. Participate in the development of, and share demographic information about, population estimates.
- Objective 9.32. Work constructively with LAUSD to promote the siting and construction of adequate school facilities phased with growth.
- Policy 9.32.1. Work with the LAUSD to ensure that school facilities and programs are expanded commensurate with the City's population growth and development.

### *Libraries*

- Objective 9.21. Ensure library services for current and future residents and businesses.
- Policy 9.21.3. Encourage the inclusion of library facilities in mixed-use structures in community and regional centers, at transit stations, and in mixed-use boulevards.

### *Police Protection*

- Goal 9I. Every neighborhood in the City has the necessary police services, facilities, equipment, and manpower required to provide for the public safety needs of that neighborhood.
- Objective 9.14. Protect the public and provide adequate police services, facilities, equipment and personnel to meet existing and future needs.
- Policy 9.14.1. Work with the Police Department to maintain standards for the appropriate number of sworn police officers to serve the needs of residents, businesses, and industries.
- Objective 9.15. Provide for adequate public safety in emergency situations.

### *Fire Protection*

- Goal 9J. Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS), and infrastructure.
- Objective 9.16. Monitor and forecast demand for existing and projected fire facilities and service.
- Policy 9.16.1. Collect appropriate fire and population development statistics for the purpose of evaluating fire service needs based on existing and future conditions.
- Objective 9.17. Assure that all areas of the City have the highest level of fire protection and EMS, at the lowest possible cost, to meet existing and future demand.
- Objective 9.18. Phase the development of new fire facilities with growth.

## Open Space Element

The Open Space Element includes policies for the preservation and provision of parks; the location of small parks throughout the City of Los Angeles; and the provision of not only recreational opportunities, but also green space and open space.[10] The following policies and programs are applicable to the project:

- The designation of an area as either open space land or desirable open space is not intended to preclude the development of needed transportation facilities. Such transportation facilities traversing public park properties are subject to various laws controlling development.
- Open space lands held by the public for recreational use should be accessible and should be provided with essential utilities, public facilities and services.
- Freeways, major highways, and other transportation and public rights-of-way are sometimes determinants of urban form. They may serve, in some instances, to link elements of the open space system. Future design, location, and improvement of these facilities should recognize these concepts.

[10] City of Los Angeles. 1973. *Open Space Plan.* June. Available: <http://cityplanning.lacity.org/Code_Studies/GeneralElement/openspaceelement.pdf>. Accessed: February 21, 2013.

- The City should encourage the use of alternative modes of transportation for access to some open space areas and recreation areas especially in more remote areas.
- The use of public transportation to provide access to open space and recreation areas should be investigated and, where appropriate, provided.

## Conservation Element

The Conservation Element contains objectives, policies, and programs to conserve a variety of natural resources, including agricultural lands, archaeological and paleontological resources, endangered species, equine areas, fisheries, forests, wildlife habitat, land forms and scenic vistas, marine resources, mineral resources, and fossil fuels.[11] The Conservation Element states that it is important to conserve natural open space lands and enhance urban open spaces, and that every section of the element includes some aspect of open space protection, conservation, or enhancement. The Conservation Element does not include objectives, policies, and programs that specifically pertain to the project.

## Service Systems Element – Public Recreation Plan

The Public Recreation Plan is a portion of the Service Systems Element of the General Plan. This section of the General Plan emphasizes neighborhood and community recreation sites, community buildings, gymnasiums, swimming pools, and tennis courts.[12] The following objectives and policies are applicable to the project:

### *Objectives*

- To provide long-range standards for use in connection with new subdivisions, intensification of exiting residential development, or redevelopment of blighted residential areas as described under general local recreational standards.
- To develop and locate public facilities to provide the greatest benefit to the greatest number of people at the least cost and with the least environmental impact.

### *Policies*

- The service radius of a neighborhood recreational site is approximately one-half mile.
- The park space should be located within a neighborhood so that users are not required to cross a major arterial street or highway when walking to the site.
- The service radius of a community recreational site is approximately 2 miles.
- The community park should be easily accessible to the area served.
- Recreational facilities and services should be provided for all segments of the population on the basis of present and future projected needs, the local recreational standards, and the City's ability to finance.

[11] City of Los Angeles. 2001a. *Conservation Element of the City of Los Angeles General Plan*. (City Plan Case No. 2001-0413-GPA; Council File No. 01-1094). Adopted September 26. Available: <http://cityplanning.lacity.org/cwd/gnlpln/consvelt.pdf>. Accessed: February 21, 2013.

[12] City of Los Angeles. n.d. *Public Recreation Plan*. Available: <http://cityplanning.lacity.org/Code_Studies/GeneralElement/PublicRecreationPlan.pdf>. Accessed: February 21, 2013.

## Safety Element

The Safety Element includes the following goals, objectives, and policy related to hazard planning and response:[13]

- Goal 1. A City where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to fire, water related hazard, seismic event, geologic conditions or release of hazardous materials disasters is minimized.
- Objective 1.1. Implement comprehensive hazard mitigation plans and programs that are integrated with each other and with the City's comprehensive emergency response and recovery plans and programs.
- Goal 2. A City that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs.
- Objective 2.1. Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City's comprehensive hazard mitigation and recovery plans and programs.
- Policy 2.1.5. Develop, implement, and continue to improve the City's ability to respond to emergency events.
- Goal 3. A City where private and public systems, services, activities, physical condition and environment are reestablished as quickly as feasible to a level equal to or better than that which existed prior to the disaster.
- Objective 3.1. Develop and implement comprehensive disaster recovery plans, which are integrated with each other and with the City's comprehensive hazard mitigation and emergency response plans and programs.

## 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 project study area overlap with City of Los Angeles Community Plan Areas (CPA).[14] 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.

There are six CPA boundaries that overlap the project study area. However, it should be noted that not all of the neighborhoods included in each CPA are wholly included in the project study area. The community plans that apply to the project study area are as follows:

- Encino – Tarzana Community Plan[15]
- Sherman Oaks – Studio City - Toluca Lake - Cahuenga Pass Community Plan[16]

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[13] City of Los Angeles. 1996b. *Safety Element of the Los Angeles City General Plan.* (City Plan Case No. 95-0371; Council File No. 86-0662). Adopted November 26. Available: <http://cityplanning.lacity.org/cwd/gnlpln/saftyelt.pdf>. Accessed: February 21, 2013.

[14] KOA Corporation. 2011. *Van Nuys Boulevard Corridor Mobility Study, Purpose and Need Framework*. Monterey Park, CA.

[15] City of Los Angeles. 1998a. *Encino – Tarzana Community Plan.* Adopted December 16. Available: <http://cityplanning.lacity.org/complan/pdf/enccptxt.pdf>. Accessed: February 16, 2013.

[16] City of Los Angeles. 1998c. *Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass Community Plan.* Adopted May 13. Available: <http://cityplanning.lacity.org/complan/pdf/shrcptxt.pdf>. Accessed: February 13, 2013.

- Van Nuys – North Sherman Oaks Community Plan[17]
- Mission Hills – Panorama City – North Hills Community Plan[18]
- Arleta – Pacoima Community Plan[19]
- Sylmar Community Plan[20]

The community plans contain several policies related to the adequate provision of police and fire protection services, and the requirement for coordination of any project that could affect services or service demands. In addition, there are several policies related to the preservation and improvement of existing recreational and park facilities.

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 project study area and are related to parklands and community facilities:

### *Recreation and Park Facilities*

- Adequate recreation and park facilities that meet the needs of the residents in the plan area.
- Conserve, maintain, and better utilize existing recreation and park facilities which promote recreational experience.
- Preserve and improve the existing recreation and park facilities and open space.
- Expand and improve local parks throughout the community plan areas on an accelerated basis, as funds and land become available.
- The expansion of existing facilities on sites and the acquisition of new sites should be planned and designed to minimize the displacement of housing and the relocation of residents.

### *Open Space*

- A community with sufficient open space in balance with new development to serve the recreational, environmental, health and safety needs of the community and to protect environmental aesthetic resources.
- Preserve existing open space resources and where possible develop new open space.

### *Schools*

- Appropriate locations and adequate facilities for schools to serve the needs of existing and future populations.
- Public schools that provide a quality education for all of the City's children, including those with special needs, and adequate school facilities to serve every neighborhood of the City.
- Work constructively with the LAUSD to promote the siting and construction of adequate school facilities phased with growth.

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[17] 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.

[18] 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.

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

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

### *Libraries*

- Ensure adequate library facilities and services are provided to the area's residents.

### *Police Protection*

- A community with adequate police facilities and services to provide for the public safety needs of the community.
- Provide adequate police facilities and personnel to correspond with population and service demands.
- Coordinate with the Police Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.

### *Fire Protection*

- Ensure that fire facilities and protection services are sufficient for the existing and future population and land uses.

## City of Los Angeles Hazard Mitigation Plan

The City of Los Angeles Hazard Mitigation Plan has the following goals related to emergency services:[21]

- Increase effectiveness of City emergency services by implementing mitigation programs and projects that aid essential facilities and their responders during emergencies.
- Continue providing City emergency services with training and equipment to address all identified hazards.
- Continue developing and strengthening inter-jurisdictional coordination and cooperation in the area of emergency services.

## City of Los Angeles Zoning Code

The City of Los Angeles Zoning Code 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:[22]

- 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.

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[21] City of Los Angeles. 2011. *Hazard Mitigation Plan*. Adopted July. Available: <http://emergency.lacity.org/stellent/groups/departments/@emd_contributor/documents/contributor_web_content/lacityp_019906.pdf>. Accessed: February 21, 2013.

[22] 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=>. Accessed: February 13, 2013.

The zoning code does not include regulations that specifically apply to transit projects in the planning area.

## 2.1.3.3 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 of San Fernando and indicates how the City of San Fernando plans to respond to diverse human needs, such as shelter, commerce, employment, recreation, and the protection of health, safety, and welfare.[23] The following elements are applicable to parklands and community facilities.

#### Open Space/Conservation/Parks Element

This element includes the following goals, objectives, and program that are applicable to the project:

##### *Goals*

- To provide the fullest amount possible of open land for parks and recreational purposes and for the passive and visual enjoyment of community residents.
- To give aesthetic variety and distinction to the community by adding relief to developed areas through the conservation of existing and the development of new landscaping particularly along urban corridors.

##### *Objectives*

- It is the City's intent to provide a balanced distribution of parks that will encourage park patronage by all the population groups of the community.
- Additional mini-parks should be developed, where feasible, to make open space and recreation areas more accessible to the elderly and to small children.

##### *Program*

- Open Space Preservation – Existing facilities that provide open space and recreation are preserved for future users by the Land Use Element and Zoning Ordinance. All parks and open space resources that are under public ownership are designated as open space by the Land Use Element of the General Plan. The text that defines this land use category prohibits the development of such land for urban and/or commercial uses. Sites that are designated as "Open Space" are further protected by the zoning which is applied to such land and which is consistent with the intent and purpose of the open space category.

#### Safety Element

This element includes the following goals, objectives, policy, and program related to emergency planning and response:

##### *Goals*

- To protect the citizens of the City of San Fernando from injury or loss of life due to the occurrence of any natural disaster.

[23] 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.

- To preserve life and property in the event of an emergency by providing a basis for the conduct and coordination of operations and the management of critical resources during emergencies.

#### *Objectives*

- To define the responsibilities and tasks of each participating agency regarding emergency response.
- To provide a basis for incorporating into the City, emergency organization, non-governmental agencies, and organizations having resources necessary to meet foreseeable emergency requirements.

#### *Policy*

- The City's Emergency Response Plan should be reviewed periodically and updated as necessary.

#### *Program*

- The City will continue to implement its Emergency Plan which is operative at the authorization of the Director of Emergency Services.

### Land Use Element

The Land Use Element establishes guidelines for the public and private uses of land, including open space, parks and recreation, and public facilities. The element does not include specific goals, objectives, or policies related to parklands and community facilities. However, the element describes the intent of the Public and Neighborhood Park land use designations:

- Public/Quasi-Public – Provides the necessary infrastructure to maintain a quality living environment. Such facilities include school and the civic center.
- Neighborhood Park/Landscaping – Defines active and passive recreational facilities.

## 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.[24] The specific plan divides the planning area into districts. A portion of the project study area is in the Downtown District, which has the following design guideline related to public open space:

- Commercial and Office Development: Developments of greater than 30,000 square feet shall provide a minimum of one hundred (100) square feet of publicly accessible open space for every 2,000 square feet of ground floor retail space constructed, and a minimum of one hundred (100) square feet of publicly accessible open space for every 1,000 square feet of office space constructed. Open space provision shall not include required setback areas. Open space may be constructed on- or off-site, or be satisfied through payment of an in-lieu fee to fund the construction of public open space in the Downtown District.
- Residential Developments: Outdoor space shall be provided as follows: A minimum of one hundred fifty (150) square feet of usable publicly accessible open space. Open space provision shall not include required setback areas. Common open spaces for residential uses must be constructed on-site. Publicly accessible open space may be constructed on- or off-site.

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

- All open spaces shall be publicly accessible during daylight hours, and shall be designed to connect with public rights-of-way and adjacent public open spaces in the vicinity.

## 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.[25] 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.
- 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 Natural Hazard Mitigation Plan

The City of San Fernando Natural Hazard Mitigation Plan has the following guidelines related to emergency services:[26]

- Develop policies that ensure mitigation protects critical services, facilities, and infrastructure.
- Encourage collaboration between emergency services and community stakeholders to improve emergency-response capabilities.

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[25] 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.

[26] City of San Fernando. 2007. *Natural Hazard Mitigation Plan*. Adopted May 21. Prepared by Roger Mason, LECMgt. Available: <http://hazardmitigation.calema.ca.gov/docs/lhmp/San_Fernando_City_of_Natural_Hazards_Mitigation_Plan.pdf>. Accessed: February 21, 2013.

- Integrate natural-hazard mitigation activities with emergency plans and procedures.

### City of San Fernando Zoning Code

The City of San Fernando Zoning Code includes development provisions and design standards for the various zoning districts within the planning area, as well as general property development standards.[27] The zoning code does not include regulations that specifically apply to transit projects in the planning area.

## 2.2 Methodology

This report has been prepared in accordance with CEQA and NEPA. Relevant policies are described in Section 2.1, and thresholds of significance are identified in Section 2.3. The following five steps were used to assess potential impacts from the project on existing parklands and community facilities in the project study area:

- Existing parklands and community facilities were identified and compiled into a list.
- Maps were created to illustrate existing land uses, parklands, and community facilities.
- Existing parklands and community facilities were described.
- Community issues and concerns regarding parklands and community facilities were identified through public meetings.
- An assessment of the project's impacts on communities and neighborhoods was conducted.

### 2.2.1 Existing Parklands and Community Facilities List

Research was conducted to identify the existing parklands and community facilities in the project study area, including parks, open space, schools, libraries, police and fire protection facilities, medical facilities, religious facilities, day care facilities, and senior care facilities. Field surveys were performed in October 2011 and February 2013 to identify the location and function of facilities in the project study area. Photographs were taken throughout the project study area to assist with the process of land use identification.

In addition to this research, Google Maps and Google Earth were used to assist in identification of certain facilities, or to verify what was noted during field surveys.[28,29] City of Los Angeles, City of San Fernando, and County of Los Angeles websites were referenced to verify that all public community facilities were identified in the project study area. These websites included, but were not limited to, the City of Los Angeles Department of Recreation and Parks, the Los Angeles School Board, the Los Angeles Public Library (LAPL), the Los Angeles Police Department (LAPD), the Los Angeles Fire Department (LAFD), the City of San Fernando Recreation and Community Services Department, the San Fernando Library, and the San Fernando Police Department (see Chapter 8 (References) of this

[27] 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.

[28] Google Inc. 2013a. *Google Earth*. Version 7.0.2. Available: <http://www.google.com/earth/download/ge/agree.html>. Accessed: February 13, 2013.

[29] Google Inc. 2013b. *Google Maps*. Available: <http://maps.google.com/>. Accessed: February 13, 2013.

report for a complete list).[30,31,32,33,34,35,36] The County of Los Angeles Services Locator was also used to identify mapped recreation centers, community services, health services, and other community facilities in the project study area.[37] Every effort was made to document all facilities in the project study area based on currently available information.

After identifying parklands and community facilities in the project study area, a list of all the facilities was compiled (see Tables 3-1 and 3-2 in Chapter 3 (Affected Environment/Existing Conditions) of this report).

### 2.2.2 Parklands and Community Facilities Maps

Maps showing the spatial distribution of parklands and community facilities in the project study area were then created using Geographic Information Systems (GIS) software products manufactured by Esri, a company that supplies GIS mapping software, solutions, services, map applications, and data.[38]

To illustrate parklands and community facilities along the length of the project corridor, the corridor was broken into six segments (Map Segments 1 through 6, labeled as S-1 through S-6, as shown in Figures 3-3 through 3-8 in Chapter 3 (Affected Environment/Existing Conditions) of this report; Figure 3-2 serves as an Overview Map showing all segments). Numerical references to the facilities, along with general plan land use designations for the Cities of Los Angeles and San Fernando, were overlain onto the map segments. Each parkland was noted with the letter 'P' followed by a number (e.g., P-1), which corresponds to the name of the facility in Table 3-1. Each community facility was noted with the letters 'CF' followed by a number (e.g., CF-2), which corresponds to the name of the facility in Table 3-2. In addition, the following abbreviations follow the community facility numbers on both the maps and Table 3-2 to indicate the type of community facility:

- Recreation Centers: REC
- Schools: SCH
- Libraries: LIB

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[30] City of Los Angeles Department of Recreation and Parks. 2013. *Map Locator*. Available: <http://raponline.lacity.org/maplocator/>. Accessed: March 4, 2013.

[31] Los Angeles School Board. 2012. *District 6 Map*. May 7. Available: <http://laschoolboard.org/sites/default/files/images/maps/2012-13BoardDistrict6Map.pdf>. Accessed: March 4, 2013.

[32] Los Angeles Unified School District. 2010. *Board of Education Districts Map*. January. Available: <http://notebook.lausd.net/pls/ptl/docs/PAGE/CA_LAUSD/LAUSDNET/ABOUT_US/MAPS/2009-10%20BOARD%20DISTRICTS%20ALL%20(8-5X11).PDF>. Accessed: March 4, 2013.

[33] Los Angeles Public Library. n.d. *Locations and Hours*. Available: <http://www.lapl.org/branches/branch_map.pdf>. Accessed: March 4, 2013.

[34] Los Angeles Police Department. n.d. *Map of Valley Bureau*. Available: <http://www.lapdonline.org/valley_bureau/content_basic_view/9255>. Accessed: March 4, 2013.

[35] Los Angeles Fire Department. n.d. *Fire Station Locator*. Available: <http://lafd.org/find-a-fire-station/275-fire-station-locator>. Accessed: March 4, 2013.

[36] City of San Fernando. n.d. *Departments*. Available: <http://www.ci.san-fernando.ca.us/city_government/departments>. Accessed: March 4, 2013.

[37] County of Los Angeles. 2013. *Services Locator*. Available: <http://maps.lacounty.gov/ServicesLocator.aspx?address_string=91401&cat1=Public%20Safety>. Accessed March 4, 2013.

[38] Esri. 2013. Esri - GIS Mapping Software, Solutions, Services, Map Apps, and Data. Maps throughout this report were created using ArcGIS® software by Esri. ArcGIS® and ArcMap™ are the intellectual property of Esri and are used herein under license. Copyright © Esri. All rights reserved. For more information about Esri® software, please visit www.Esri.com.

- Police Protection: POL
- Fire Protection: FIR
- Hospitals and Medical Facilities: HOS
- Religious Facilities: REL
- Preschools and Daycare Facilities: PRE
- Senior Services: SEN

### 2.2.3 Parklands and Community Facilities Descriptions

In addition to the maps, existing parklands and community facilities in the project study area were described and are organized by facility type in Chapter 3 (Affected Environment/Existing Conditions) of this report. Each facility name is listed, along with an address and a figure reference. Figure references are located in parentheses, and denote the map segment, followed by the facility number. For example, S-1, CF-2 (PRE) indicates that the facility is located on Map Segment 1, is labeled as Community Facility 2, and is a preschool or daycare facility.

### 2.2.4 Community Issues and Concerns

Potential impacts were also identified through public input from the community outreach process, which included the following series of meetings:

#### Community Outreach Meetings

- Panorama High School, October 24, 2011
- Pacoima Neighborhood City Hall, October 25, 2011
- Van Nuys Civic Center, October 28, 2011
- San Fernando Regional Pool Facility, April 12, 2012
- St. Mary Byzantine Catholic Church, April 17, 2012
- Valley Presbyterian Hospital, April 18, 2012
- Mission Community Police Station, May 1, 2012
- Sepulveda Middle School, October 2, 2012
- San Fernando High School, October 4, 2012
- Panorama High School, October 6, 2012
- Marvin Braude Civic Center, October 9, 2012

#### Scoping Meetings

- Panorama High School, March 16, 2013
- The City of San Fernando Regional Pool Facility, March 19, 2013
- Arleta High School, March 21, 2013
- Marvin Braude Constituent Service Center, March 27, 2013

### Project Information Meetings

- San Fernando Regional Pool Facility, November 6, 2014
- Marvin Braude Constituent Service Center, November 12, 2014
- Pacoima Neighborhood City Hall, November 13, 2014

## 2.2.5 Parklands and Community Facilities Impact Assessment

After identifying, locating, and describing existing parklands and community facilities in the project study area, an assessment of the project's impacts on these facilities was conducted. For parklands, a qualitative analysis was completed to determine how the project would affect the beneficial values of parklands in the project study area, including the recreational and aesthetic values of these facilities. For community facilities, a qualitative analysis was completed to determine the project's impacts on sensitive community receptors (e.g., schools, hospitals, day care facilities, and senior facilities), access to these facilities, and service ratios and response times for police and fire protection services.

The following impacts on parklands and community facilities are discussed in this report:

### Direct Impacts

- Physical acquisition, displacement, or relocation.
- Noise, air quality, traffic, and visual impacts.

### Indirect Impacts

- Induced population growth leading to an increase in demand for parklands and community facilities, and the need to construct additional facilities.
- Changes in access to parklands and community facilities.

The qualitative analyses were conducted by drawing upon the analyses of other impact areas, such as land use, community and neighborhood, noise, air quality, transportation, safety and security, visual quality and aesthetics, and growth-inducing impacts, and determining how potential impacts would specifically affect parklands and community facilities in the project study area. The impact analyses also took into consideration the proximity of parklands and community facilities to the project corridor; the likelihood of impacts; the scale, severity, and extent of impacts; the duration of the impacts over time; the reversibility of the impacts; and cumulative or counterbalancing impacts.

# 2.3 Significance Thresholds

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

### 2.3.1 Federal

NEPA requires federal agencies to determine if an undertaking would significantly affect the environment; however, 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.[39]

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 report regardless of any thresholds levels, and mitigation measures are 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 the levels at which the lead agency finds the effects of the project to be significant.

#### 2.3.2.1 State CEQA Guidelines

The CEQA Guidelines define "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, 14 CCR Section 15382).[40]

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 parklands and community facilities if the project would:

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

[39] 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.

[40] California Natural Resources Agency. 2010b. *State CEQA Guidelines, 14 CCR Section 15382.* Available: <http://ceres.ca.gov/ceqa/guidelines/art20.html>. Accessed: February 15, 2013.

- Fire protection;
- Police protection;
- Schools;
- Parks; or
- Other public facilities.

- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

#### 2.3.2.2 L.A. CEQA Thresholds Guide

The City of Los Angeles CEQA Thresholds Guide for Public Services states that a determination of significance shall be made on a case-by-case basis, considering the following factors:[41]

##### Recreation and Parks

- The net population increase resulting from the proposed project.
- The demand for recreation and park services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to demand.
- Whether the project includes features that would reduce the demand for recreation and park services (e.g., on-site recreation facilities, land dedication or direct financial support to the Department of Recreation and Parks).

##### Public Schools

- The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area.
- The demand for school services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to the LAUSD services (facilities, equipment, and personnel) and the project's proportional contribution to the demand.
- Whether (and the degree to which) accommodation of the increased demand would require construction of new facilities, a major reorganization of students or classrooms, major revisions to the school calendar (such as year-round sessions), or other actions which would create a temporary or permanent impacts on the school(s).
- Whether the project includes features that would reduce the demand for school services (e.g., on-site school facilities or direct support to LAUSD).

[41] City of Los Angeles. 2006. *L.A. CEQA Thresholds Guide, K. Public Services.* Available: <http://www.ci.la.ca.us/ead/programs/Thresholds/K-Public%20Services.pdf>. Accessed: February 13, 2013.

## Libraries

- The net population increase resulting from the proposed project.
- The demand for library services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to recreation and park services (renovation, expansion, or addition) and the project's proportional contribution to demand.
- Whether the project includes features that would reduce the demand for library services (e.g., on-site library facilities or direct support to the LAPL).

## Police Protection

- The population increase resulting from the proposed project, based on the net increase of residential units or square footage of non-residential floor area.
- The demand for police services anticipated at the time of project buildout compared to the expected level of service available. Consider, as applicable, scheduled improvements to LAPD services (facilities, equipment, and officers) and the project's proportional contribution to the demand.
- Whether the project includes security and/or design features that would reduce the demand for police services.

## Fire Protection and Emergency Medical Services

A project would normally have a significant impact on fire protection if it requires the addition of a new fire station or the expansion, consolidation, or relocation of an existing facility to maintain service.

## Hazards

- The degree to which the project may require a new, or interfere with an existing, emergency response or evacuation plan, and the severity of the consequences.

# Chapter 3
# Affected Environment/Existing Conditions

## 3.1 Regional and Study Area Setting

The project study area is located in the San Fernando Valley area of Los Angeles (see Figure 3-1). 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.

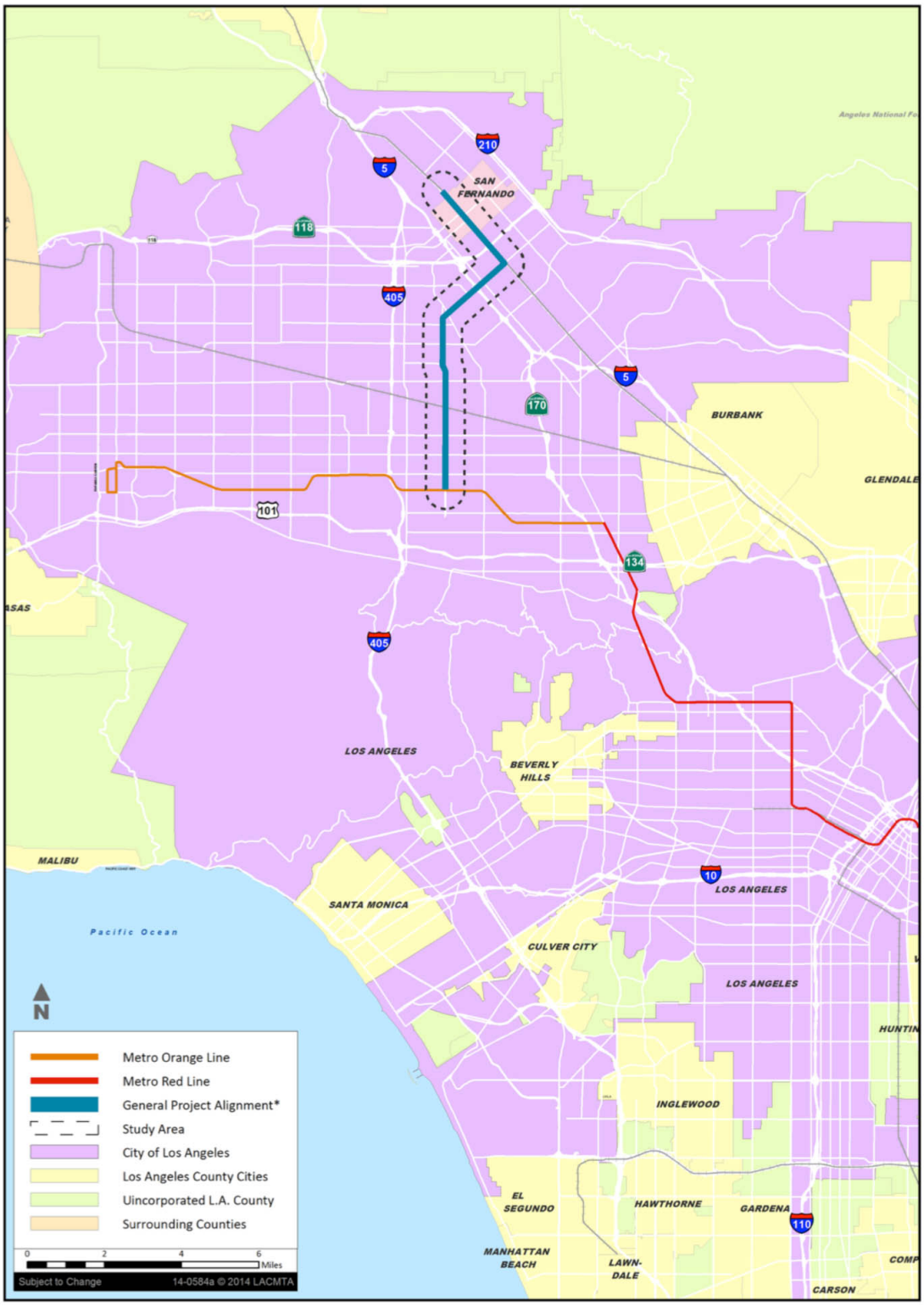
The project corridor is approximately 9.2 miles in length, and runs nearly the entire length of the valley floor. The project corridor is in an urbanized area that includes a variety of land uses, including residential, commercial, industrial, recreation (parks), schools, community centers, office and government, and other urban land use (see Figure 3-2).

The project study area encompasses the area in which direct and/or indirect effects associated with the project could result. For this report, the project study area extends one-half mile surrounding the project corridor to incorporate potential impacts to surrounding neighborhoods.

## 3.2 Parklands and Community Facilities

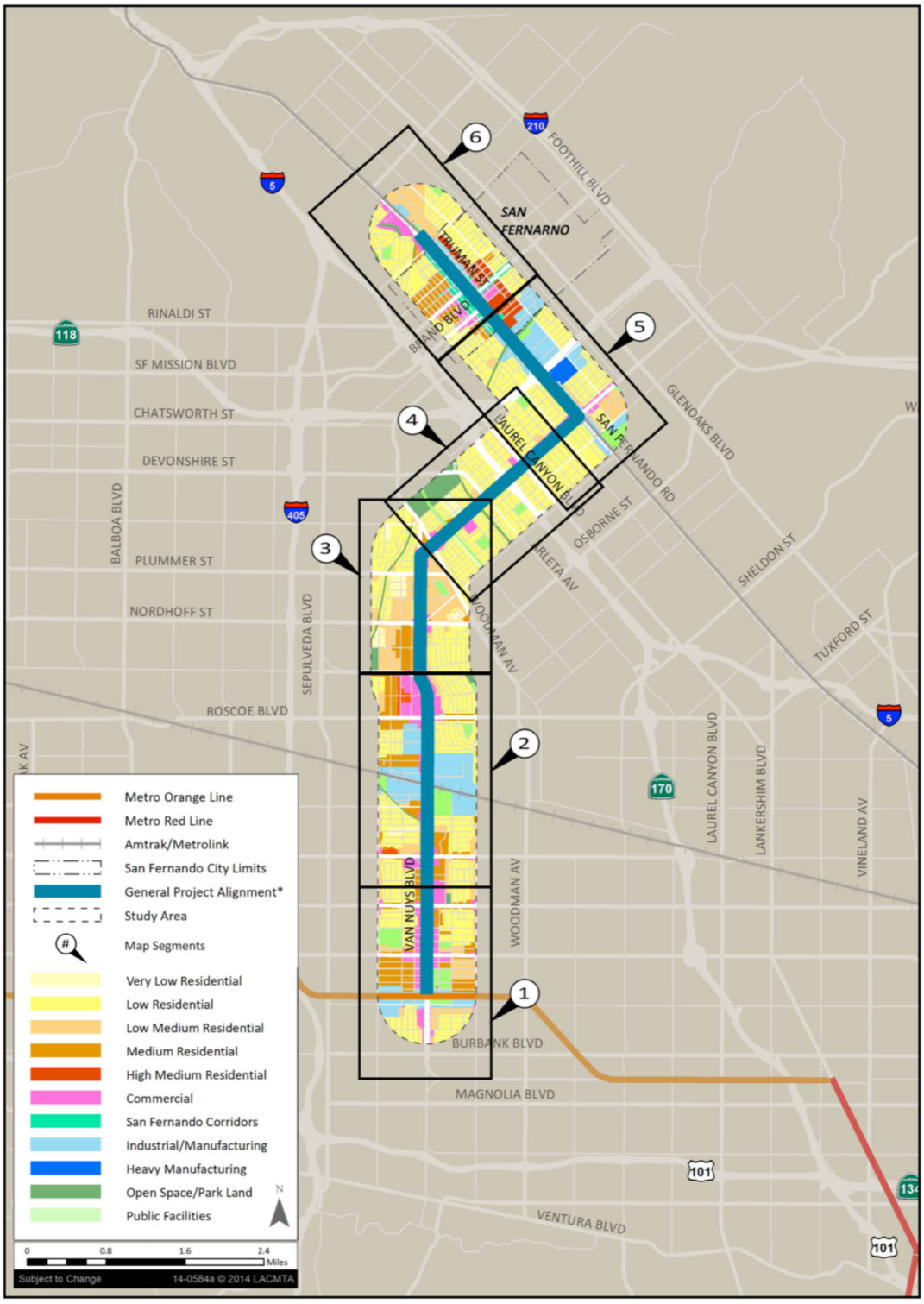
To illustrate parklands and community facilities along the length of the project corridor, the corridor was broken into six segments (Figure 3-2 serves as an Overview Map showing all segments; and Map Segments 1 through 6, labeled as S-1 through S-6, are shown in Figures 3-3 through 3-8). In addition, the parklands and community facilities in the project study area are listed below in Tables 3-1 and 3-2. A description of the facilities is also provided in Sections 3.2.1 through 3.2.9.

## Figure 3-1: Regional and Project Study Area Location Map




Source: Metro, 2012; Esri, 2013

## Figure 3-2: Project Study Area Overview 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

## Table 3-1 – Parklands in the Study Area

| Map Segment (S) | Parkland Number | Parkland Name | Approximate Distance from the Project Corridor (miles) |
|---|---|---|---|
| S-2 | P-1 | Blythe Street Park | 0 (Adjacent) |
| S-3 | P-2 | Tobias Avenue Park | 0 (Adjacent) |
| S-4 | P-3 | Devonshire-Arleta Park | 0.40 |
| S-5 | P-4 | Cesar E. Chavez Memorial | 0 (Adjacent) |
| S-6 | P-5 | Layne Park | 0.10 |
| S-6 | P-6 | Las Palmas Park | 0.30 |
| S-6 | P-7 | Heritage Park | 0.30 |
| S-5 | P-8 | Recreation Park | 0 (Adjacent) |

Source: Google Inc., 2013a, 2013b; City of Los Angeles Department of Recreation and Parks, 2013.

## Table 3-2 – Community Facilities in the Study Area

| Map Segment (S) | Community Facility Number and Type | Community Facility Name | Approximate Distance from the Project Corridor (miles) |
|---|---|---|---|
| S-1 | CF-1 (HOS) | San Fernando Valley Community Mental Health Center | 0.15 |
| S-1 | CF-2 (PRE) | Head Start | 0.10 |
| S-1 | CF-3 (HOS) | Valley Community Counseling | 0 (Adjacent) |
| S-1 | CF-4 (POL) | LAPD: Van Nuys Community Police Station | 0.10 |
| S-1 | CF-5 (REL) | Kingdom Hall of Jehovah's Witnesses | 0.20 |
| S-1 | CF-6 (LIB) | Van Nuys Branch Library | 0.10 |
| S-1 | CF-7 (SCH) | Los Angeles ORT College | 0.05 |
| S-1 | CF-8 (FIR) | Fire Station #39 | 0.07 |
| S-1 | CF-9 (REL) | Iglesia De Dios Fuente | 0.05 |
| S-1 | CF-10 (HOS) | Expert Care Health Group | 0.07 |
| S-1 | CF-11 (REL) | First Presbyterian Church of Van Nuys | 0.20 |
| S-1 | CF-12 (HOS) | Victoria Medical Clinic | 0.10 |
| S-1 | CF-13 (REL) | Central Lutheran Church of Van Nuys | 0.20 |
| S-1 | CF-14 (SCH) | American Nursing School | 0.10 |
| S-1 | CF-15 (HOS) | Family Medical Center | 0.15 |
| S-1 | CF-16 (HOS) | Cedars Health Clinic | 0.20 |
| S-1 | CF-17 (REL) | Christian Science Church | 0.20 |
| S-1 | CF-18 (SCH) | Van Nuys Elementary School | 0.20 |
| S-1 | CF-19 (SCH) | Van Nuys High School | 0.25 |

| Map Segment (S) | Community Facility Number and Type | Community Facility Name | Approximate Distance from the Project Corridor (miles) |
|---|---|---|---|
| S-1 | CF-20 (REL) | Faith Compassion Ministry | 0.20 |
| S-1 | CF-21 (REL) | God Answers Prayer Ministry | 0.10 |
| S-1 | CF-22 (SEN) | Van Nuys Multipurpose Center | 0.25 |
| S-1 | CF-23 (SCH) | Will Rogers Continuation High School | 0.30 |
| S-1 | CF-24 (REL) | Church of the Valley | 0.15 |
| S-1 | CF-25 (HOS) | Northeast Valley Health Corporation | 0.05 |
| S-1 | CF-26 (SCH) | Aarat Charter School | 0.20 |
| S-1 | CF-27 (REL) | Saint Elizabeth's Church | 0.20 |
| S-1 | CF-28 (PRE) | Cheburashka Daycare | 0.25 |
| S-1 | CF-29 (REL) | Kingdom of Jesus Christ | 0.07 |
| S-1 | CF-30 (REC) | Van Nuys Recreation Center | 0.20 |
| S-1 | CF-31 (REL) | First Lutheran Church | 0 (Adjacent) |
| S-1 | CF-32 (SCH) | Champs Charter High School | 0 (Adjacent) |
| S-2 | CF-33 (REL) | Church on the Way | 0.20 |
| S-2 | CF-34 (HOS) | University Medical Care | 0.15 |
| S-2 | CF-35 (HOS) | Kidney Center of Van Nuys | 0.20 |
| S-2 | CF-36 (REL) | Mark's Episcopal Church | 0.25 |
| S-2 | CF-37 (REL) | Seventh-Day Adventist Church | 0.25 |
| S-2 | CF-38 (REL) | Van Nuys Church of Christ | 0.20 |
| S-2 | CF-39 (REL) | Sunrise Japanese Foursquare Church | 0.25 |

| Map Segment (S) | Community Facility Number and Type | Community Facility Name | Approximate Distance from the Project Corridor (miles) |
|---|---|---|---|
| S-2 | CF-40 (FIR) | Fire Station #81 | 0.20 |
| S-2 | CF-41 (SCH) | Panorama High School | 0.10 |
| S-2 | CF-42 (SCH) | Burton Street Elementary School | 0.30 |
| S-2 | CF-43 (HOS) | Mission Community Hospital | 0.30 |
| S-2 | CF-44 (REL) | Panorama Presbyterian Church | 0.25 |
| S-2 | CF-45 (LIB) | Panorama City Library Branch | 0.10 |
| S-2 | CF-46 (SCH) | Panorama City Elementary School | 0.35 |
| S-3 | CF-47 (HOS) | Clinica Latino Americano | 0.05 |
| S-3 | CF-48 (REL) | Imam Bukhari Msajid | 0 (Adjacent) |
| S-3 | CF-49 (REL) | San Fernando Valley Interfaith | 0 (Adjacent) |
| S-3 | CF-50 (REL) | Panorama SDA Church | 0.05 |
| S-3 | CF-51 (REL) | Panorama City Four Square Church | 0.15 |
| S-3 | CF-52 (REL) | Iglesia Ni Cristo (Church of Christ) | 0.20 |
| S-3 | CF-53 (REL) | Valley Church | 0.25 |
| S-3 | CF-54 (REL) | Ministerios Rhema Inc. | 0.30 |
| S-3 | CF-55 (SCH) | Primary Academy for Success | 0.30 |
| S-3 | CF-56 (REL) | Universal Church | 0 (Adjacent) |
| S-3 | CF-57 (REL) | Iglesia Del Nazareno | 0 (Adjacent) |
| S-3 | CF-58 (SCH) | Liggett Street Elementary | 0.15 |
| S-3 | CF-59 (HOS) | UCLA Headstart | 0 (Adjacent) |

| Map Segment (S) | Community Facility Number and Type | Community Facility Name | Approximate Distance from the Project Corridor (miles) |
|---|---|---|---|
| S-4 | CF-60 (SCH) | Beachy Avenue Elementary School | 0.20 |
| S-4 | CF-61 (SCH) | Arleta High School | 0 (Adjacent) |
| S-4 | CF-62 (REL) | Iglesia De Restauracion | 0 (Adjacent) |
| S-4 | CF-63 (REL) | Bible Baptist Church | 0 (Adjacent) |
| S-4 | CF-64 (REL) | San Fernando Valley Southern Baptist | 0 (Adjacent) |
| S-4 | CF-65 (SCH) | Sharp Avenue Elementary School | 0.20 |
| S-4 | CF-66 (SCH) | Pacoima Middle School | 0.15 |
| S-4 | CF-67 (LIB) | Pacoima Library Branch | 0 (Adjacent) |
| S-4 | CF-68 (SCH) | Pacoima Skills Center School | 0 (Adjacent) |
| S-4 | CF-69 (SCH) | Soledad Enrichment School | 0 (Adjacent) |
| S-4 | CF-70 (SCH) | Telfair Avenue Elementary School | 0.35 |
| S-5 | CF-71 (FIR) | Fire Station #98 | 0.30 |
| S-5 | CF-72 (REL) | Greater Missionary Baptist Church | 0.30 |
| S-5 | CF-73 (REL) | St. Alphonsa Syro-Malabar Catholic Church | 0.25 |
| S-5 | CF-74 (REC) | San Fernando Regional Pool Facility | 0.20 |
| S-5 | CF-75 (SEN) | San Fernando Senior Center | 0.15 |
| S-5 | CF-76 (PRE) | Kids First Learning Center | 0.35 |
| S-5 | CF-77 (SCH) | San Fernando Valley Middle School | 0 (Adjacent) |
| S-5 | CF-78 (HOS) | San Fernando Acupuncture Clinic | 0 (Adjacent) |
| S-5 | CF-79 (REL) | First Church of Christ | 0.35 |

| Map Segment (S) | Community Facility Number and Type | Community Facility Name | Approximate Distance from the Project Corridor (miles) |
|---|---|---|---|
| S-5 | CF-80 (HOS) | Valley Family Center | 0.15 |
| S-6 | CF-81 (HOS) | San Fernando Dental Center | 0 (Adjacent) |
| S-6 | CF-82 (POL) | San Fernando Police Department | 0 (Adjacent) |
| S-6 | CF-83 (SCH) | San Ferdinand's School | 0.25 |
| S-6 | CF-84 (REL) | Living Hope Community Church | 0.15 |
| S-6 | CF-85 (REL) | Saint Ferdinand Church | 0.25 |
| S-6 | CF-86 (HOS) | San Fernando Medical Center | 0.35 |
| S-6 | CF-87 (HOS) | Aurora Medical Center | 0.20 |
| S-6 | CF-88 (REL) | Park Chapel African Methodist Episcopal Church | 0.17 |
| S-6 | CF-89 (HOS) | Maya Chiropractic Center | 0.15 |
| S-6 | CF-90 (LIB) | San Fernando Library | 0.10 |
| S-6 | CF-91 (HOS) | Western Dental Center | 0 (Adjacent) |
| S-6 | CF-92 (REL) | Calvary United Pentecostal Church | 0.12 |
| S-6 | CF-93 (SCH) | Nueva Esperanza Charter Academy | 0.17 |
| S-6 | CF-94 (REL) | Lighthouse Christian Center | 0.05 |
| S-6 | CF-95 (HOS) | Valley Care San Fernando Clinic | 0.25 |
| S-6 | CF-96 (HOS) | Santa Maria Dental Center | 0 (Adjacent) |
| S-6 | CF-97 (REL) | Church of the Nazarene | 0.17 |
| S-6 | CF-98 (REL) | Liberty Missionary Baptist Church | 0.35 |
| S-6 | CF-99 (HOS) | Northeast Valley Health Corporation | 0 (Adjacent) |

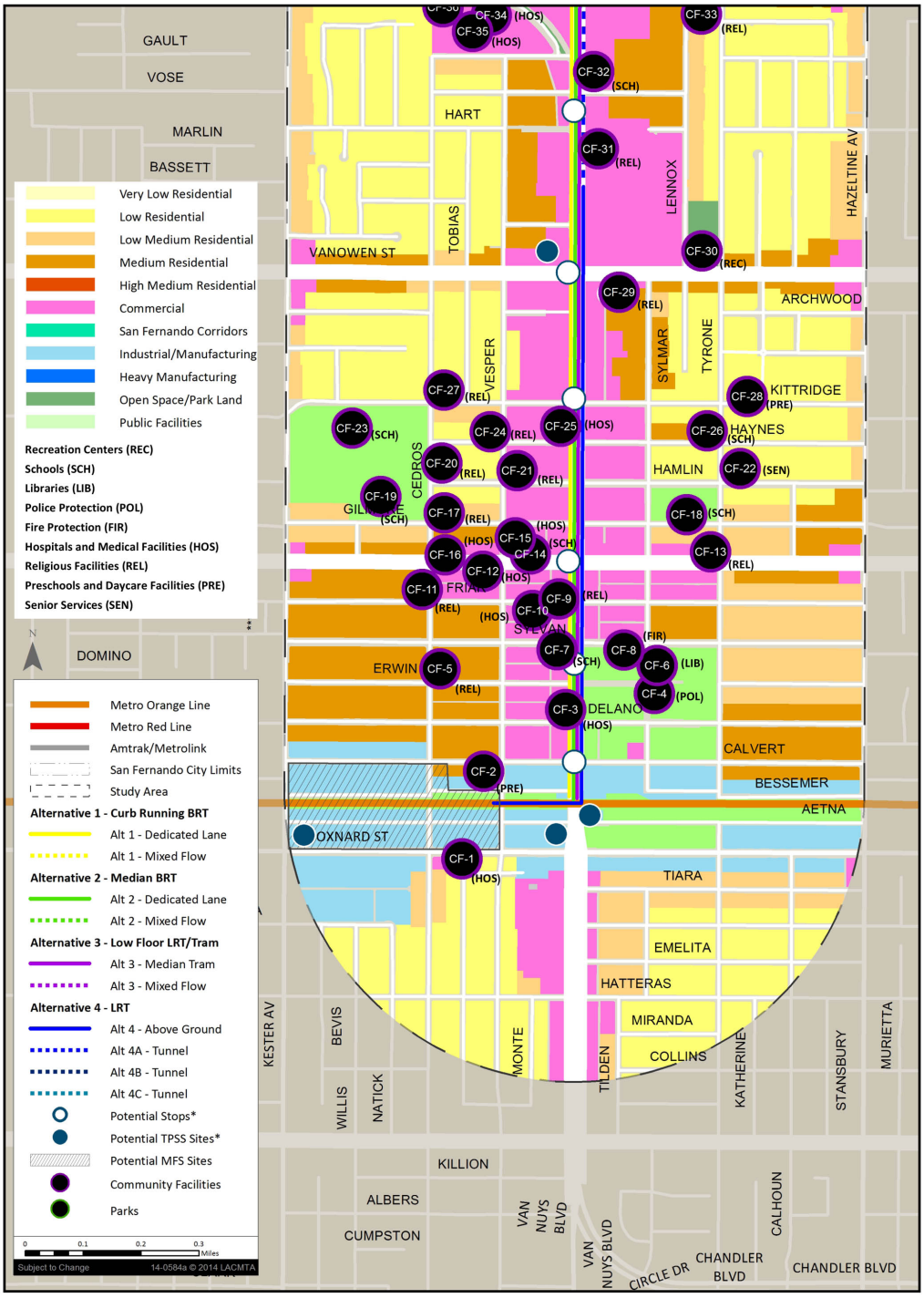
| Map Segment (S) | Community Facility Number and Type | Community Facility Name | Approximate Distance from the Project Corridor (miles) |
|---|---|---|---|
| S-6 | CF-100 (PRE) | San Fernando KinderCare | 0 (Adjacent) |
| S-6 | CF-101 (SCH) | Osceola Elementary School | 0.30 |
| S-6 | CF-102 (SCH) | Dyer Street Elementary School | 0.50 |
| S-6 | CF-103 (SCH), (REL) | Santa Rosa School, Santa Rosa Catholic Church | 0.30 |
| S-6 | CF-104 (SCH) | Lakeview Charter Academy | 0 (Adjacent) |
| S-6 | CF-105 (REL) | First Baptist Church of San Fernando | 0.20 |
| S-6 | CF-106 (SEN) | Las Palmas Senior Center | 0.20 |

Source: Google Inc., 2013a, 2013b; Los Angeles School Board, 2012; Los Angeles Public Library, n.d.; Los Angeles Police Department, n.d.; Los Angeles Fire Department, n.d.; City of San Fernando, n.d.; County of Los Angeles, 2013

Notes: Community facility types are noted above with the following abbreviations:

- Recreation centers (REC)
- Schools (SCH)
- Libraries (LIB)
- Police protection (POL)
- Fire protection (FIR)
- Hospitals and medical facilities (HOS)
- Religious facilities (REL)
- Preschools and Daycare Facilities (PRE)
- Senior Services (SEN)

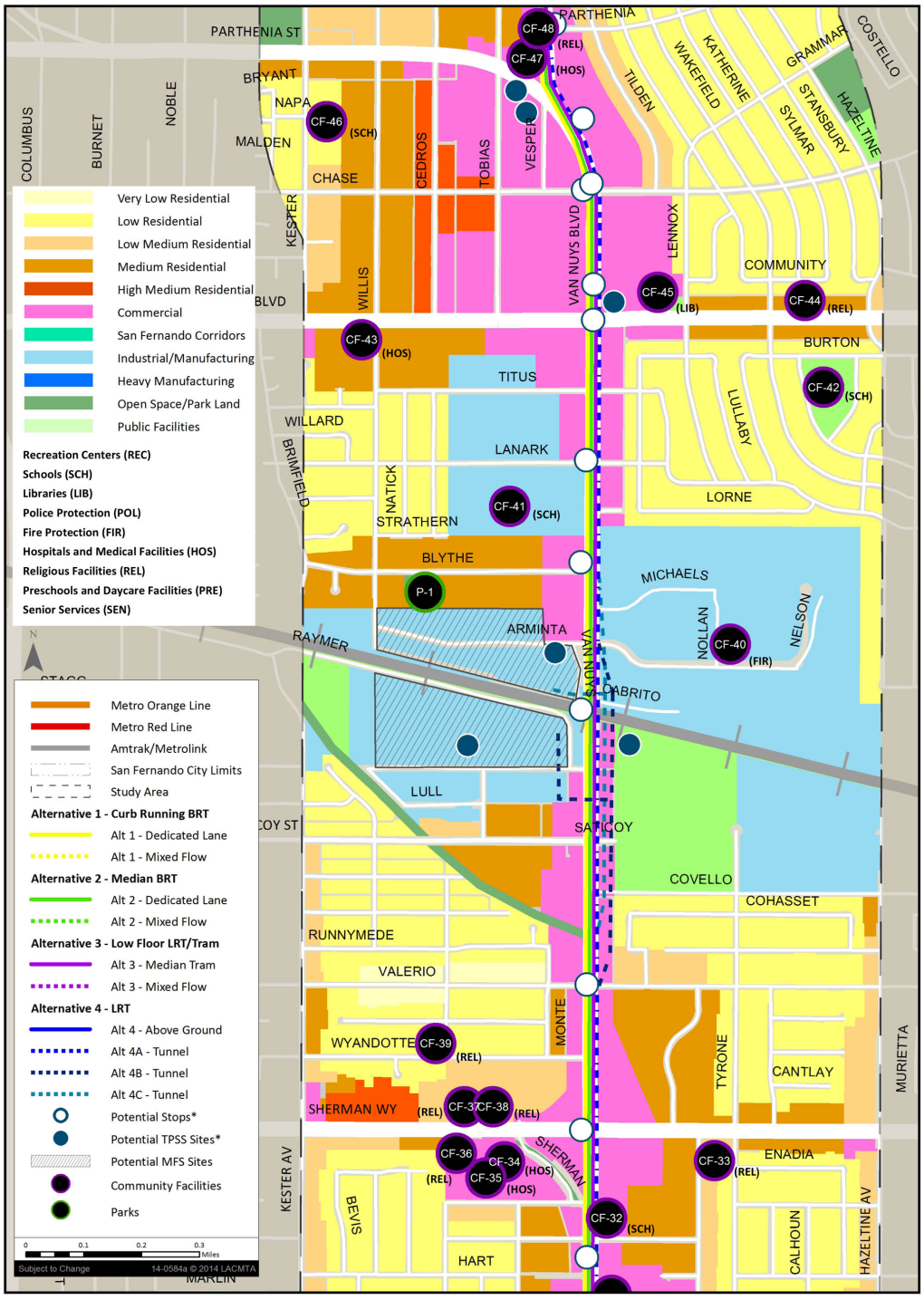
## Figure 3-3: Map Segment 1 (S-1)




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

Source: Metro, 2012; Esri, 2013; City of Los Angeles, 2013; City of San Fernando, n.d., 1987; Google Inc., 2013a, 2013b; City of Los Angeles Department of Recreation and Parks, 2013; Los Angeles School Board, 2012; Los Angeles Public Library, n.d.; Los Angeles Police Department, n.d.; Los Angeles Fire Department, n.d.; County of Los Angeles, 2013

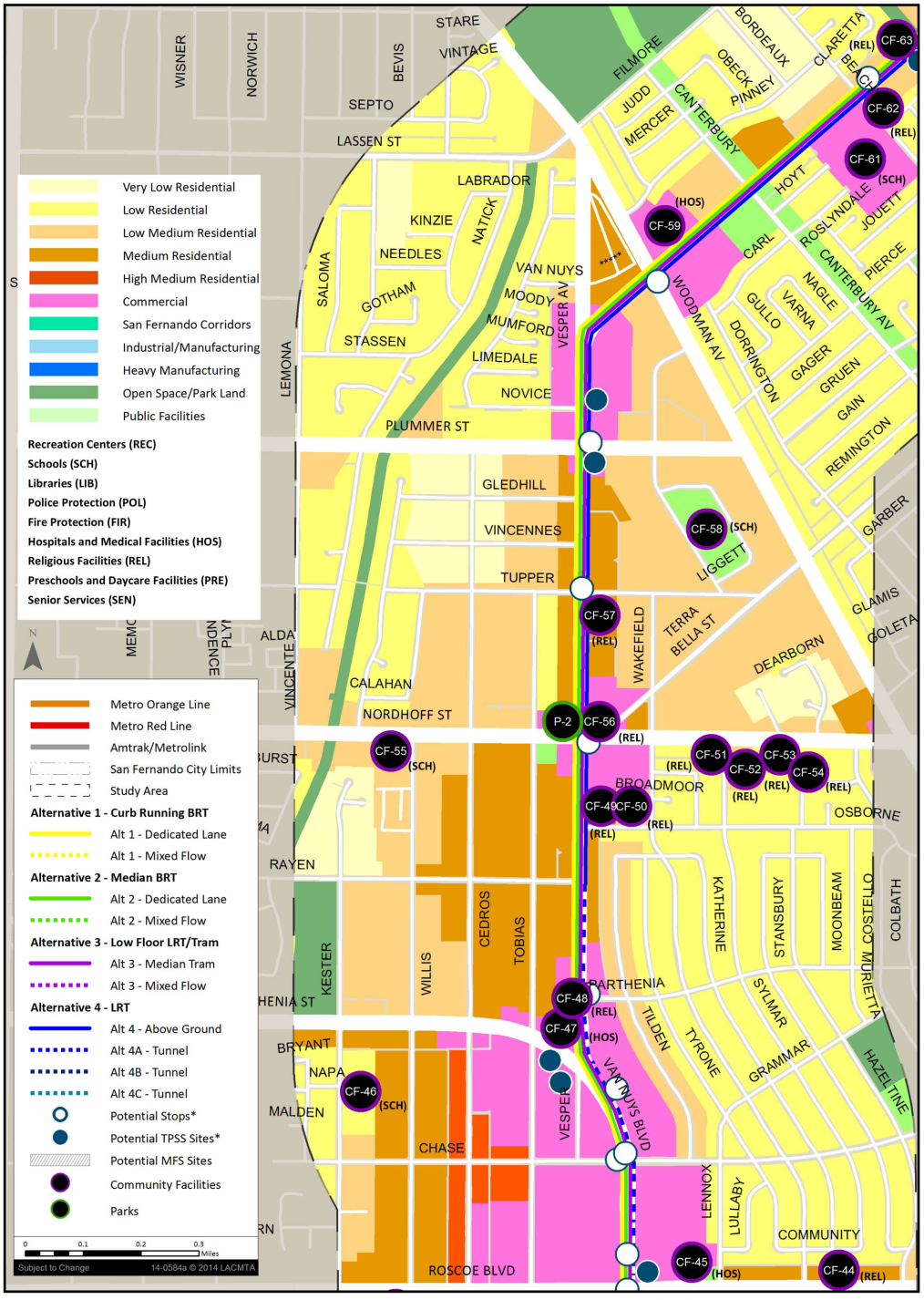
## Figure 3-4: Map Segment 2 (S-2)




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

Source: Metro, 2012; Esri, 2013; City of Los Angeles, 2013; City of San Fernando, n.d., 1987; Google Inc., 2013a, 2013b; City of Los Angeles Department of Recreation and Parks, 2013; Los Angeles School Board, 2012; Los Angeles Public Library, n.d.; Los Angeles Police Department, n.d.; Los Angeles Fire Department, n.d.; County of Los Angeles, 2011

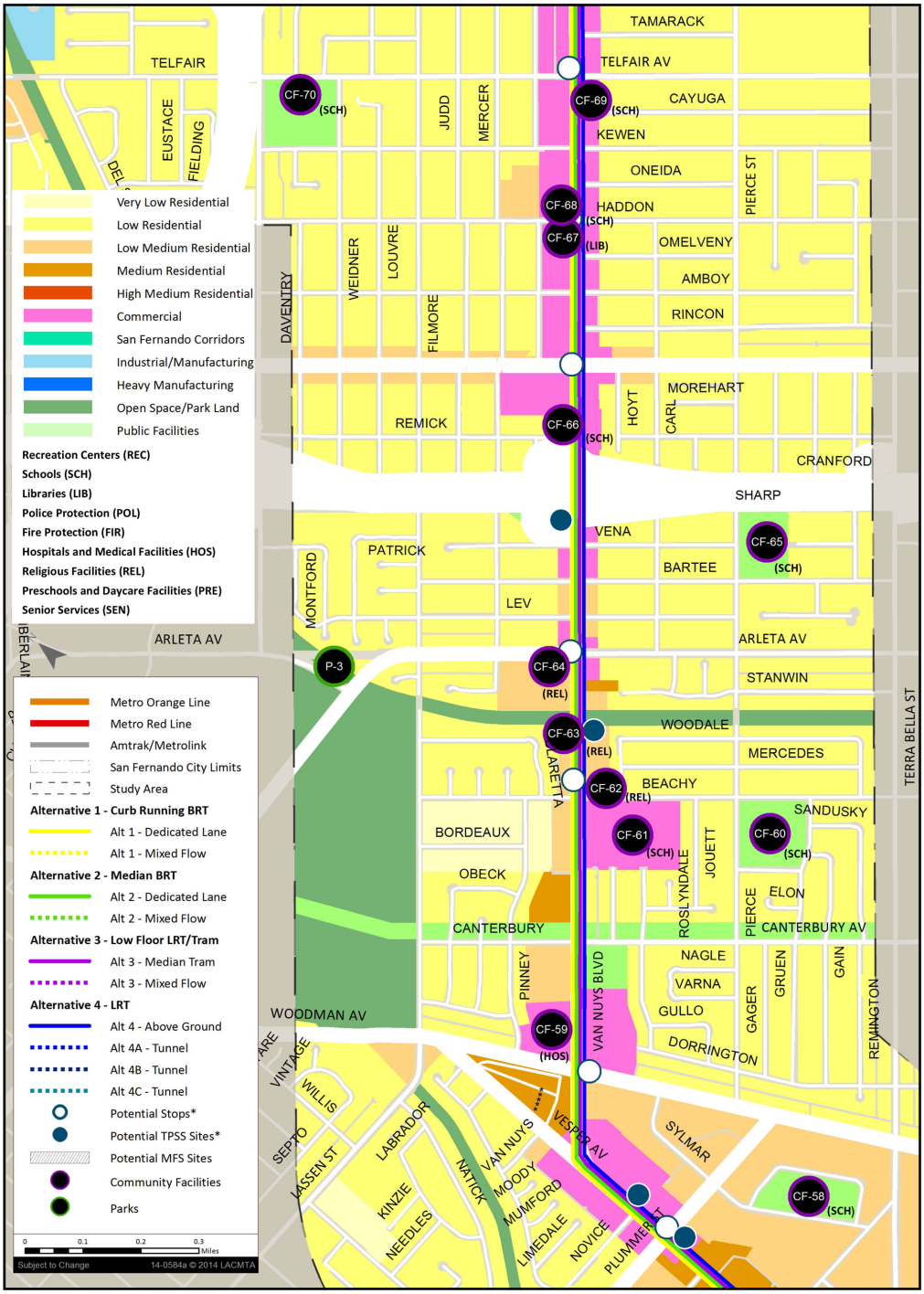
## Figure 3-5: Map Segment 3 (S-3)




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

Source: Metro, 2012; Esri, 2013; City of Los Angeles, 2013; City of San Fernando, n.d., 1987; Google Inc., 2013a, 2013b; City of Los Angeles Department of Recreation and Parks, 2013; Los Angeles School Board, 2012; Los Angeles Public Library, n.d.; Los Angeles Police Department, n.d.; Los Angeles Fire Department, n.d.; County of Los Angeles, 2013

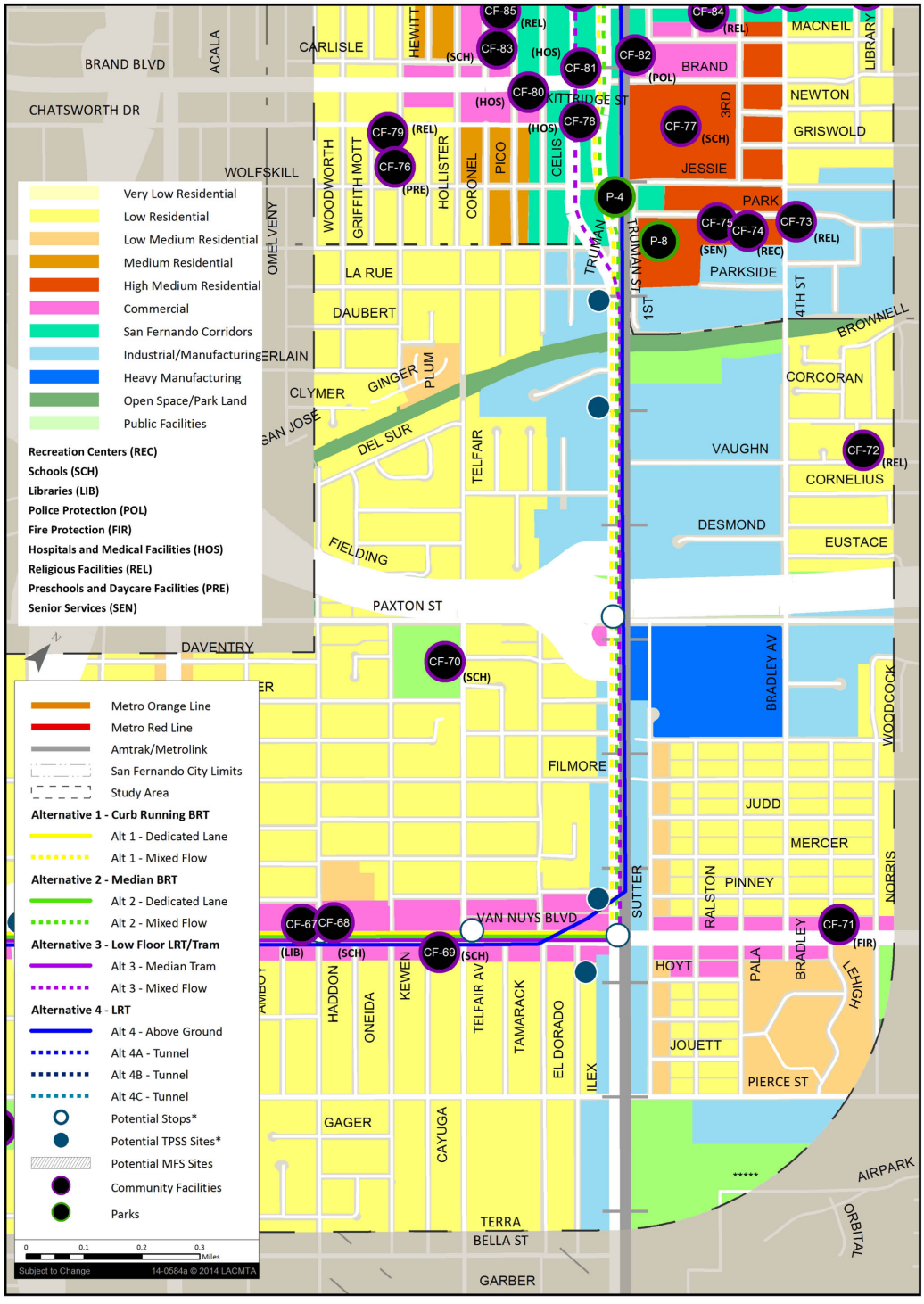
## Figure 3-6: Map Segment 4 (S-4)




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

Source: Metro, 2012; Esri, 2013; City of Los Angeles, 2013; City of San Fernando, n.d., 1987; Google Inc., 2013a, 2013b; City of Los Angeles Department of Recreation and Parks, 2013; Los Angeles School Board, 2012; Los Angeles Public Library, n.d.; Los Angeles Police Department, n.d.; Los Angeles Fire Department, n.d.; County of Los Angeles, 2013

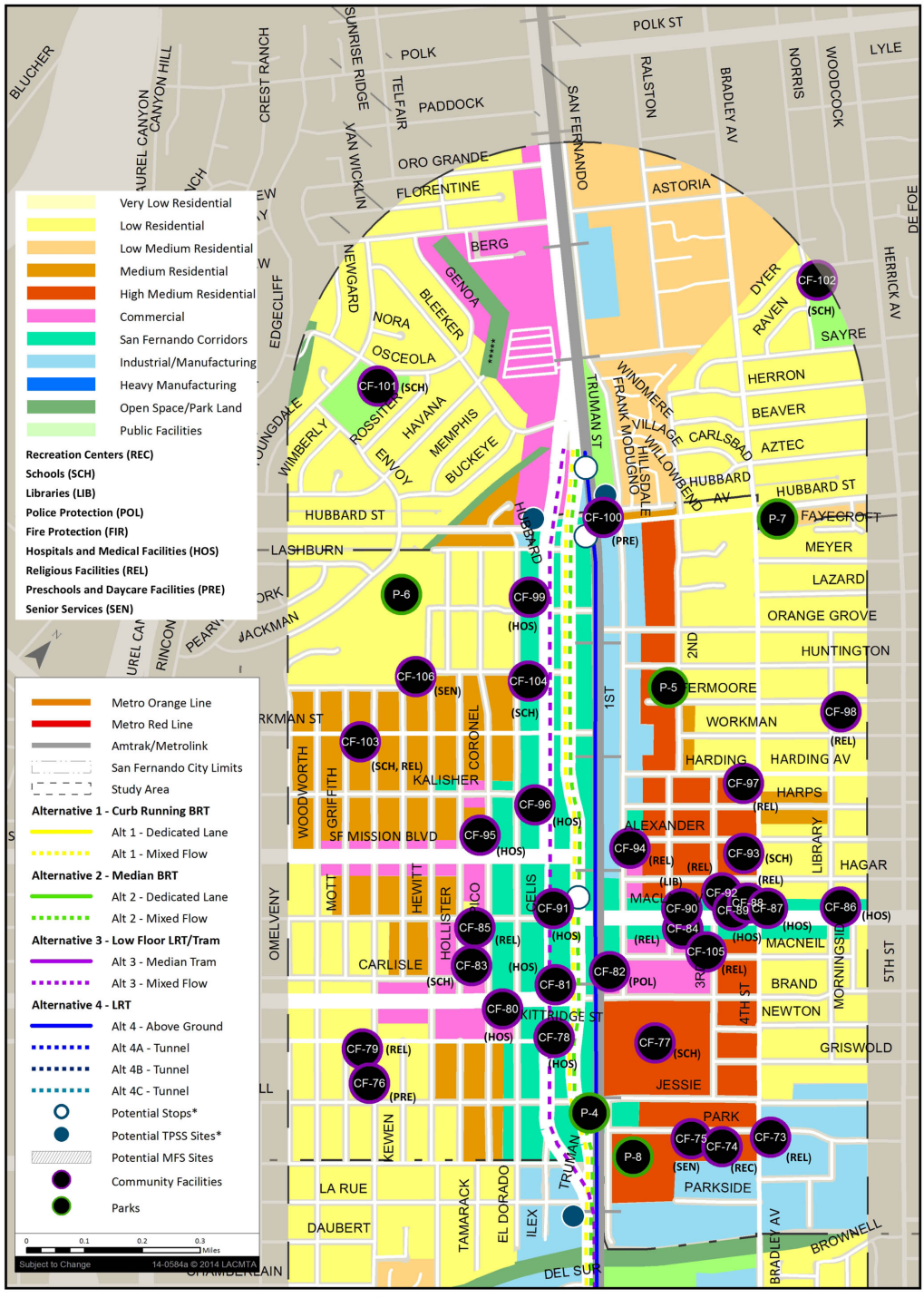
## Figure 3-7: Map Segment 5 (S-5)




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

Source: Metro, 2012; Esri, 2013; City of Los Angeles, 2013; City of San Fernando, n.d., 1987; Google Inc., 2013a, 2013b; City of Los Angeles Department of Recreation and Parks, 2013; Los Angeles School Board, 2012; Los Angeles Public Library, n.d.; Los Angeles Police Department, n.d.; Los Angeles Fire Department, n.d.; County of Los Angeles, 2013

## Figure 3-8: Map Segment 6 (S-6)




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

Source: Metro, 2012; Esri, 2013; City of Los Angeles, 2013; City of San Fernando, n.d., 1987; Google Inc., 2013a, 2013b; City of Los Angeles Department of Recreation and Parks, 2013; Los Angeles School Board, 2012; Los Angeles Public Library, n.d.; Los Angeles Police Department, n.d.; Los Angeles Fire Department, n.d.; County of Los Angeles, 2013

# 3.2.1 Parklands and Open Space

In the project study area, there are several parcels of land in the Cities of Los Angeles and San Fernando that are designated as parklands and open space. The parklands listed in this section include neighborhood parks, community parks, regional parks, golf courses, public swimming facilities, and open space used for recreational and educational purposes, or for the preservation of natural resources.

## 3.2.1.1 City of Los Angeles Department of Recreation and Parks

The City of Los Angeles Department of Recreation and Parks aims to enrich the lives of the residents of Los Angeles by providing safe, welcoming parks and recreation facilities, and affordable, diverse recreation and human services activities for people of all ages. The department manages more than 15,700 acres of parkland.

The following parks in the project study area are managed by the City of Los Angeles Department of Recreation and Parks:

- Blythe Street Park, 14740 Blythe Street, Van Nuys (S-2, P-1): Blythe Street Park is a pocket park located between apartment buildings and provides a children's play area, picnic tables, and a small grass area.
- Tobias Avenue Park, 9122 Tobias Avenue, Panorama City (S-3, P-2): The park features basketball courts, a children's play area, and picnic tables.
- Devonshire Arleta Park, 14215 West Devonshire Street, Pacoima (S-4, P-3): This park has not been developed yet, but is part of the City of Los Angeles "50 New Parks Initiative", an effort that was launched in August 2012 to create 50 new parks across the City of Los Angeles, totaling 170 acres of new park space, with an emphasis on under-served neighborhoods.

## 3.2.1.2 City of San Fernando Recreation and Community Services Department

The City of San Fernando Recreation and Community Services Department develops and implements programs and activities that provide for the well-being and personal development of the City of San Fernando's residents. The Facility Operations/Playgrounds Division is responsible for the operation of the City of San Fernando's parks and community centers, currently totaling 34.13 acres. The aquatics program is responsible for seasonal operation of the City of San Fernando's pool and maintaining the swim team, junior lifeguard, and recreational swim programs.

The following parks in the project study area are managed by the City of San Fernando Recreation and Community Services Department:

- Recreation Park (and San Fernando Regional Pool Facility), 208 Park Avenue, San Fernando (S-5, P-8) and (S-5, CF-74): The park is comprised of 11 acres of multi-activity sports facilities.
- Cesar E. Chavez Memorial, 30 Wolfskill Street, San Fernando (S-5, P-4): This memorial honoring the late farm worker leader consists of four separate art pieces placed in a park setting.
- Layne Park, 120 North Huntington Street, San Fernando (S-6, P-5): The park houses a basketball court, picnic area, and a children's play area.

- Las Palmas Park, 505 South Huntington Street, San Fernando (S-6, P-6): The park offers 7.50 acres of multi-activity sports facilities.
- Rudy Ortega Park, 2025 Fourth Street, San Fernando (S-6, P-7): The park is comprised of 3.50 acres containing a simulated Tataviam tribe village, a Japanese tea house, a Mission style plaza, a small amphitheater, and the restoration of an historic water tower.

#### 3.2.1.3 Other Open Spaces

The following proposed open space is also located in the project study area:

- Pacoima Wash Greenway Project, no address (not shown on map, future proposed project): Approximately $2.5 million in funds were awarded to the Mountains Recreation Conservation Authority (MRCA) and the City of San Fernando for the development of 5.79 acres in the Pacoima Wash Greenway. The future Pacoima Wash Greenway trail would connect with the San Fernando Road Metrolink Bike Path, a 12-mile path that has been partially completed with other sections of the path planned for future construction (a 1.75-mile section of the Metrolink Bike Path has already been completed and connects to the Sylmar/San Fernando Metrolink Station). The City of Los Angeles is currently extending a bike path with an underpass adjacent to the alignment on San Fernando Road in the City of Los Angeles and in close proximity to the City of San Fernando. The project is in the early stages with no construction drawings available. The Pacoima Wash Greenway Master Plan Project, an early document prepared in 2004, has been a basis to conceptualize the project, includes the construction of underpasses, although specific locations would be confirmed through the design process.

### 3.2.2 Recreation Centers

The following recreation center is in the project study area and is depicted in Figure 3-3 with the abbreviation, "REC", next to the community facility number:

- Van Nuys Recreation Center, 14301 Vanowen Avenue, Van Nuys (S-1, CF-30): This recreation center features several indoor and outdoor multi-activity sports facilities.

### 3.2.3 Schools

#### 3.2.3.1 Los Angeles Unified School District

Public educational services in the project study area are provided by the LAUSD. The LAUSD is comprised of eight local districts with 219 year-round schools and 439 schools on the traditional school calendar (with a summer break). For some school facilities, the City of Los Angeles Department of Recreation and Parks has a joint use agreement with LAUSD, which allows use of recreational facilities after educational hours. In addition, the LAUSD issues Civic Center permits that allow public use of school facilities for supervised not-for-profit recreational activities, meetings, and public discussions during non-school hours.

The following schools are in the project study area and are depicted in Figures 3-3 through 3-8 with the abbreviation, "SCH", next to the community facility number:

### Elementary Schools

- Van Nuys Elementary School, Serving 550 students, 6464 Sylmar Avenue, Van Nuys (S-1, CF-18)
- Burton Street Elementary School, Serving 690 students, 8111 Calhoun Avenue, Panorama City (S-2, CF-42)
- Panorama City Elementary School, Serving 761 students, 8600 Kester Avenue, Panorama City (S-2, CF-46)
- Primary Academy for Success, Serving 300 students, 9075 Willis Avenue, Panorama City (S-3, CF-55)
- Liggett Street Elementary School, Serving 786 students, 9373 Moonbeam Avenue, Panorama City (S-3, CF-58)
- Beachy Avenue Elementary School, Serving 645 students, 9757 Beachy Avenue, Arleta (S-4, CF-60)
- Sharp Avenue Elementary School, Serving 900 students, 13800 Pierce Street, Arleta (S-4, CF-65)
- Telfair Avenue Elementary School, Serving 1,100 students, 10975 Telfair Avenue, Pacoima (S-4, CF-70)
- Osceola Elementary School, Serving 450 students, 14940 Osceola Street, Sylmar (S-6, CF-101)
- Dyer Street Elementary School, Serving 830 students, 14500 Dyer Street, Sylmar (S-6, CF-102)

### Middle Schools

- Pacoima Middle School, Serving 1,600 students, 9919 Laurel Canyon Boulevard, Pacoima (S-4, CF-66)
- San Fernando Valley Middle School, Serving 1,553 students, 130 North Brand Boulevard, San Fernando (S-5, CF-77)

### High Schools

- Van Nuys High School, Serving 2,946 students, 6535 Cedros Avenue, Van Nuys (S-1, CF-19)
- Will Rogers Continuation High School, Serving 160 students, 14711 Gilmore Street, Van Nuys (S-1, CF-23)
- Panorama High School, Serving 2,210 students, 8015 Van Nuys Boulevard, Panorama City (S-2, CF-41)
- Arleta High School, Serving 2,000 students, 14200 Van Nuys Boulevard, Pacoima (S-4, CF-61)

### Other Schools

- Pacoima Skills Center (Adult), 13545 Van Nuys Boulevard, Pacoima (S-4, CF-68)

## 3.2.3.2 Private Educational Facilities

In addition to public school facilities in the project study area, there are several other private educational facilities. The following schools are in the project study area and are depicted in Figures 3-3 through 3-8 with the abbreviation, "SCH", next to the community facility number:

### Elementary Schools

- Ararat Charter School, Serving 312 students, 6555 Sylmar Avenue and 13400 Erwin Street, Van Nuys (S-1, CF-26)
- Saint Ferdinand's School (Preschool-8th), Serving 266 students, 1012 Coronel Street, San Fernando (S-6, CF-83)
- Santa Rosa School (Preschool-8th), Serving 248 students, 668 S. Workman Street, San Fernando (S-6, CF-103)

### Middle Schools

- Nueva Esperanza Charter Academy, Serving 210 students, 1218 North 4th Street, San Fernando (S-6, CF-93)

### High Schools

- Champs Charter High School (of the Arts), Serving 910 students, 6952 Van Nuys Boulevard, Van Nuys (S-1, CF-32)
- Soledad Enrichment School (Charter), Number of students unavailable, 13452 Van Nuys Boulevard, Pacoima (S-4, CF-69)
- Lakeview Charter Academy, Serving 215 students, 1445 Celis Street, San Fernando (S-6, CF-104)

### Other Schools

- Los Angeles ORT College, 14519 Sylvan Street, Van Nuys (S-1, CF-7)
- American Nursing School, 14545 Victory Boulevard, Van Nuys (S-1, CF-14)

## 3.2.4 Libraries

### 3.2.4.1 City of Los Angeles Public Library System

The majority of the project study area is serviced by branches in the LAPL system. The LAPL is comprised of six service areas, including the Central Southern Area, the Northeast Area, the East Valley Area, the West Valley Area, the Hollywood Area, and the Western Area. The project study area is in the limits of the East Valley Area.

The following City of Los Angeles libraries are in the project study area and are depicted in Figures 3-3 through 3-8 with the abbreviation, "LIB", next to the community facility number:

- Van Nuys Branch Library, 6250 Sylmar Avenue, Van Nuys (S-1, CF-6)
- Panorama City Branch Library, 14345 Roscoe Boulevard, Panorama City (S-2, CF-45)
- Pacoima Branch Library, 13605 Van Nuys Boulevard, Pacoima (S-4, CF-67)

### 3.2.4.2 County of Los Angeles Public Library System

The City of San Fernando is serviced by the County of Los Angeles Public Library System. This county system provides service to the unincorporated areas and 51 of the 88 cities of the County of Los Angeles. There is one county branch located in the project study area, which is depicted in Figure 3-8 with the abbreviation, "LIB", next to the community facility number:

- San Fernando Branch Library, 217 North Maclay Avenue, San Fernando (S-4, CF-90)

## 3.2.5 Police and Fire Protection

All of the police and fire stations in the project study area are listed below and are depicted in Figures 3-3 through 3-8.

### 3.2.5.1 Police Protection

The portion of the project study area in the City of Los Angeles is serviced by the Valley Bureau of the LAPD. The LAPD's response time goal is seven minutes for high priority calls, and 40 minutes for nonemergency calls. In 2013, the LAPD had a citywide average response time of 5.9 minutes during that year.[42]

There is one station in the project study area, which is depicted in Figure 3-3 with the abbreviation, "POL", next to the community facility number:

- Van Nuys Community Police Station, 6240 Sylmar Avenue, Van Nuys (S-1, CF-4)

The City of San Fernando is serviced by the City of San Fernando Police Department. The City of San Fernando Police Department has an average response time of two minutes.[43] There is one station in the project study area, which is depicted in Figure 3-8 with the abbreviation, "POL", next to the community facility number:

- San Fernando Police Station, 910 First Street, San Fernando (S-6, CF-82)

### 3.2.5.2 Fire Protection

The LAFD provides fire protection and emergency medical services for the majority of the project study area. The National Fire Protection Association's response time goal is six minutes for 90 percent of medical responses. In 2014, the LAFD had a citywide average response time of six minutes and 34 seconds during that year.[44]

The following LAFD stations are located in the project study area and are depicted in Figures 3-3, 3-4, and 3-7 with the abbreviation, "FIR", next to the community facility number:

- Station #39, 14415 Sylvan Street, Van Nuys (S-1, CF-8)
- Station #81, 14355 Arminta Street, Panorama City (S-2, CF-40)
- Station #98, 13035 Van Nuys Boulevard, Pacoima (S-5, CF-71)

## 3.2.6 Hospitals and Medical Facilities

The following hospitals and medical facilities are in the project study area and are depicted in Figures 3-3 through 3-8 with the abbreviation, "HOS", next to the community facility number:

- San Fernando Valley Community Mental Health Center, 14660 Oxnard Street, Van Nuys (S-1, CF-1)
- Valley Community Counseling, 6201 Van Nuys Boulevard, Van Nuys (S-1, CF-3)

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[42] County of Los Angeles. 2014. *Ford Theatres Project Environmental Impact Report, J.2 Public Services – Police Protection.* Available: < http://file.lacounty.gov/dpr/cms1_215045.pdf>. Accessed: December 18, 2014.

[43] City of San Fernando. 2008. *San Fernando Downtown Parking Lots Environmental Impact Report, Section 5.9, Police Protection Services.* Available: < http://www.ci.san-fernando.ca.us/city_government/departments/comdev/news/Draft%20EIR/Sec05.09.PoliceProtection.pdf>. Accessed: December 18, 2014.

[44] Los Angeles Fire Department. 2014. *FireStatLA, City-wide Response Metrics.* Available: < http://www.lafd.org/sites/default/files/pdf_files/12-10-2014_CityWide.pdf>. Accessed: December 18, 2014.

- Expert Care Health Group, 14532 Friar Street, Van Nuys (S-4, CF-10)
- Victoria Medical Clinic, 14614 Victory Boulevard, Van Nuys (S-1, CF-12)
- Family Medical Center, 14547 Victory Boulevard, Van Nuys (S-1, CF-15)
- Cedars Health Clinic, 14649 Victory Boulevard, Van Nuys (S-1, CF-16)
- Northeast Valley Health Corporation, 6551 Van Nuys Boulevard, Van Nuys (S-1, CF-25)
- University Medical Care, 14600 Sherman Way #100, Van Nuys (S-2, CF-34)
- Kidney Center of Van Nuys, 14624 West Sherman Way, Van Nuys (S-2, CF-35)
- Mission Community Hospital, 14860 Roscoe Boulevard, Panorama City (S-2, CF-43)
- Clinica Latino Americano, 8727 Van Nuys Boulevard, Panorama City (S-3, CF-47)
- UCLA Early Head Start, 14423 Van Nuys Boulevard, Arleta (S-3, CF-59)
- San Fernando Acupuncture Clinic, 820 San Fernando Road, San Fernando (S-5, CF-78)
- Valley Family Center, 302 South Brand Boulevard, San Fernando (S-5, CF-80)
- San Fernando Dental Center, 125 South Brand Boulevard, San Fernando (S-6, CF-81)
- San Fernando Medical Center, 501 North Maclay Avenue, San Fernando (S-6, CF-86)
- Aurora Medical Center, 405 North Maclay Avenue, San Fernando (S-6, CF-87)
- Maya Chiropractic Center, 321 N Maclay Avenue, San Fernando Valley (S-6, CF-89)
- Western Dental Center, 1101 Truman Street, San Fernando (S-6, CF-91)
- Valley Care San Fernando Clinic, 1212 Pico Street, San Fernando (S-6, CF-95)
- Santa Maria Dental Center, 1230 San Fernando Road, San Fernando (S-6, CF-96)
- Northeast Valley Health Corporation, 1600 San Fernando Road, San Fernando (S-6, CF-99)

### 3.2.7 Religious Facilities

The following religious facilities are in the project study area and are depicted in Figures 3-3 through 3-8 with the abbreviation, "REL", next to the community facility number:

- Kingdom Hall of Jehovah's Witnesses, 14659 Erwin Street, Van Nuys (S-1, CF-5)
- Iglesia De Dios Fuente, 14520 Friar Street, Van Nuys (S-1, CF-9)
- First Presbyterian Church of Van Nuys, 14701 Friar Street, Van Nuys (S-1, CF-11)
- Central Lutheran Church of Van Nuys, 6425 Tyrone Ave, Van Nuys (S-1, CF-13)
- Christian Science Church, 14654 Hamlin Street, Van Nuys (S-1, CF-17)
- Faith Compassion Ministry, 6518 Cedros Avenue, Van Nuys (S-1, CF-20)
- God Answers Prayer Ministry, 14541 Hamlin Street, Van Nuys (S-1, CF-21)
- Church of the Valley, 6565 Vesper Avenue, Van Nuys (S-1, CF-24)
- Saint Elizabeth's Church, 6635 Tobias Avenue, Van Nuys (S-1, CF-27)
- Kingdom of Jesus Christ, 14424 Vanowen Street, Van Nuys (S-1, CF-29)
- First Lutheran Church, 6952 Van Nuys Boulevard, Van Nuys (S-1, CF-31)

- Church on the Way, 6952 Van Nuys Boulevard, Van Nuys (S-2, CF-33)
- Mark's Episcopal Church, 14646 Sherman Way, Van Nuys (S-2, CF-36)
- Seventh-Day Adventist Church, 14615 Sherman Way, Van Nuys (S-2, CF-37)
- Van Nuys Church of Christ, 14655 Sherman Way, Van Nuys (S-2, CF-38)
- Sunrise Japanese Foursquare Church, 14705 Wyandotte Street, Van Nuys (S-5, CF-39)
- Panorama Presbyterian Church, 14201 Roscoe Boulevard, Panorama City (S-2, CF-44)
- Imam Bukhari Masjid, 8741 Van Nuys Boulevard, Panorama City (S-3, CF-48)
- San Fernando Valley Interfaith, 14555 Osborne Street, Panorama City (S-3, CF-49)
- Panorama SDA Church, 14517 Osborne Street, Panorama City (S-3, CF-50)
- Panorama City Four Square Church, 14320 Nordhoff Street, Panorama City (S-3, CF-51)
- Iglesia Ni Cristo (Church of Christ), 14308 Nordhoff St, Panorama City (S-3, CF-52)
- Valley Church, 14301 Nordhoff Street, Panorama City (S-3, CF-53)
- Ministerios Rhema Inc., 14246 Nordhoff Street, Panorama City (S-3, CF-54)
- Universal Church, 9110 Van Nuys Boulevard, Panorama City (S-3, CF-56)
- Iglesia Del Nazareno, 9260 Van Nuys Boulevard, Panorama City (S-3, CF-57)
- Iglesia De Restauracion, 9936 Beachy Avenue, Arleta (S-4, CF-62)
- Bible Baptist Church, 14101 Van Nuys Boulevard, Arleta (S-4, CF-63)
- San Fernando Valley Southern Baptist, 10135 Arleta Avenue, Arleta (S-4, CF-64)
- Greater Missionary Baptist Church, 13451 Vaughn Street, San Fernando (S-5, CF-72)
- St. Alphonsa Syro-Malabar Catholic Church, 607 4th Street, San Fernando (S-5, CF-73)
- First Church of Christ, 606 Chatsworth Drive, San Fernando (S-5, CF-79)
- Living Hope Community Church, 214 N Maclay Avenue, San Fernando (S-6, CF-84)
- Saint Ferdinand Church, 1109 Coronel Street, San Fernando (S-6, CF-85)
- Park Chapel African Methodist Episcopal Church, 1102 4th Street, San Fernando (S-6, CF-88)
- Calvary United Pentecostal Church, 1119 3rd Street, San Fernando (S-6, CF-92)
- Lighthouse Christian Center, 1231 1st Street, San Fernando (S-6, CF-94)
- Church of the Nazarene, 1420 4th Street, San Fernando (S-6, CF-97)
- Liberty Missionary Baptist Church, 511 North Workman Street, San Fernando (S-6, CF-98)
- Santa Rosa Catholic Church, 668 Workman Street, San Fernando (S-6, CF-103)
- First Baptist Church of San Fernando, 215 Macneil Street, San Fernando (S-6, CF-105)

### 3.2.8 Preschools and Day Care Facilities

The following preschools and day care facilities are in the project study area and are depicted in Figures 3-3, 3-7, and 3-8 with the abbreviation, "PRE", next to the community facility number:

- Head Start, 14612 Calvert Street, Van Nuys (S-1, CF-2)
- Cheburashka Day Care, 14249 Kittridge Street, Van Nuys (S-1, CF-28)
- Kids First Learning Center, 13232 Kagel Canyon Street, Pacoima (S-5, CF-76)
- KinderCare, 2100 Frank Modugno Drive, San Fernando (S-6, CF-100)

### 3.2.9 Senior Services

The following senior services are in the project study area and are depicted in Figures 3-3, 3-7, and 3-8 with the abbreviation, "SEN", next to the community facility number:

- Van Nuys Multipurpose Senior Citizen Center, 6514 Sylmar Avenue, Van Nuys (S-1, CF-22)
- San Fernando Senior Center, 208 Park Avenue, San Fernando (S-5, CF-75)
- Las Palmas Park Senior Center, 505 South Huntington Street, San Fernando (S-6, CF-106)

## 3.3 Community Issues and Concerns

As outlined in Section 2.2.4, a series of community outreach meetings were held in order to gauge community concerns and potential issues that could arise within the project study area. The following issues and concerns were expressed at the community outreach meetings related to parklands and community facilities impacts:

#### Mobility and Access Impacts

- Concerns about changes to local bus routes and bus stops that would require passengers to walk further.
- Concerns that there would be fewer accommodations for bicycles and wheelchairs under the Curb-Running and Median-Running BRT Alternatives.
- Concerns about the adequate provision of bike lanes, paths, and/or infrastructure and bike parking.
- Concerns about providing sufficient connections to other transit modes and destinations, including the future Sepulveda Pass Corridor Project, West Los Angeles, colleges and universities, Los Angeles International Airport, Amtrak, and Metrolink.
- Concerns that there would be higher costs to construct the LRT Alternative, leading to increased fares to cover project costs.
- Concerns about the loss of on-street parking.
- Concerns about the ability for senior citizens to access parklands and community facilities.

## Traffic Impacts

- Concerns about the slower speeds for the Curb-Running and Median-Running BRT Alternatives (compared to the LRT Alternative), which may not relieve congestion.
- Concerns about increased congestion and traffic hazards from adding another mode of transit on roadways that are already congested.

## General Comments

- Requests for more parks/open space along the project corridor.
- Concerns about the location of the maintenance facility and impacts on surrounding communities.
- A desire to see more well-paying jobs.

Outreach to the community, through public scoping meetings and other methods, will continue throughout the environmental review process. This community input is critical in assessing potential issues within the project study area; therefore, any additional information that is made available from future community outreach efforts will be taken into consideration in project development.

# Chapter 4
# Environmental Consequences/ Environmental Impacts

Potential environmental consequences and impacts on parklands and community facilities would be the most intense for those facilities that are adjacent to the project corridor, which include the following:

## Parklands and Open Space

- Blythe Street Park, 14740 Blythe Street, Van Nuys (S-2, P-1)
- Tobias Avenue Park, 9122 Tobias Avenue, Panorama City (S-3, P-2)
- Pacoima Wash Greenway (not shown on map, future proposed project)
- Cesar E. Chavez Memorial, 30 Wolfskill Street, San Fernando (S-5, P-4)
- Recreation Park (and San Fernando Regional Pool Facility), 208 Park Avenue, San Fernando (S-5, P-8) and (S-5, CF-74)

## Schools

- Champs Charter High School (of the Arts), Serving 910 students, 6952 Van Nuys Boulevard, Van Nuys (S-1, CF-32)
- Arleta High School, Serving 2,000 students, 14200 Van Nuys Boulevard, Pacoima (S-4, CF-61)
- Pacoima Skills Center (Adult), 13545 Van Nuys Boulevard, Pacoima (S-4, CF-68)
- Soledad Enrichment School (Charter), Number of students unavailable, 13452 Van Nuys Boulevard, Pacoima (S-4, CF-69)
- San Fernando Valley Middle School, Serving 1,553 students, 130 North Brand Boulevard, San Fernando (S-5, CF-77)
- Lakeview Charter Academy, Serving 215 students, 1445 Celis Street, San Fernando (S-6, CF-104)

## Libraries

- Pacoima Branch Library, 13605 Van Nuys Boulevard, Pacoima (S-4, CF-67)

## Police and Fire Protection

- San Fernando Police Station, 910 First Street, San Fernando (S-6, CF-82)

## Hospitals and Medical Facilities

- Valley Community Counseling, 6201 Van Nuys Boulevard, Van Nuys (S-1, CF-3)
- Northeast Valley Health Corporation, 6551 Van Nuys Boulevard, Van Nuys (S-1, CF-25)
- Clinica Latino Americano, 8727 Van Nuys Boulevard, Panorama City (S-3, CF-47)
- UCLA Early Head Start, 14423 Van Nuys Boulevard, Arleta (S-3, CF-59)
- San Fernando Acupuncture Clinic, 820 San Fernando Road, San Fernando (S-5, CF-78)

- San Fernando Dental Center, 125 South Brand Boulevard, San Fernando (S-6, CF-81)
- Western Dental Center, 1101 Truman Street, San Fernando (S-6, CF-91)
- Santa Maria Dental Center, 1230 San Fernando Road, San Fernando (S-6, CF-96)
- Northeast Valley Health Corporation, 1600 San Fernando Road, San Fernando (S-6, CF-99)

### Religious Facilities

- First Lutheran Church, 6952 Van Nuys Boulevard, Van Nuys (S-1, CF-31)
- Imam Bukhari Masjid, 8741 Van Nuys Boulevard, Panorama City (S-3, CF-48)
- San Fernando Valley Interfaith, 14555 Osborne Street, Panorama City (S-3, CF-49)
- Universal Church, 9110 Van Nuys Boulevard, Panorama City (S-3, CF-56)
- Iglesia Del Nazareno, 9260 Van Nuys Boulevard, Panorama City (S-3, CF-57)
- Iglesia De Restauracion, 9936 Beachy Avenue, Arleta (S-4, CF-62)
- Bible Baptist Church, 14101 Van Nuys Boulevard, Arleta (S-4, CF-63)
- San Fernando Valley Southern Baptist, 10135 Arleta Avenue, Arleta (S-4, CF-64)

### Preschools and Day Care Facilities

- KinderCare, 2100 Frank Modugno Drive, San Fernando (S-6, CF-100)

# 4.1 No-Build Alternative

## 4.1.1 Direct Impacts

The No-Build Alternative would not include any new transportation infrastructure, construction, or major service changes beyond what is identified in Metro's 2009 Long Range Transportation Plan (LRTP) and Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). This alternative would not result in the physical acquisition, displacement, or relocation of parklands and community facilities, or result in the disturbance of these facilities from noise, air quality, traffic, or visual impacts.

## 4.1.2 Indirect Impacts

The No-Build Alternative would not indirectly induce growth or result in access changes that would affect the demand and use of parklands and community facilities, or that would impact the service ratios, response times, or performance objectives of public services.

Under this alternative, existing Metro Rapid and Local bus service would continue to operate along the project corridor, and existing or planned pedestrian and bicycle projects would continue to be implemented on Van Nuys Boulevard and connecting east/west facilities. The No-Build Alternative would also include other planned projects, including 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. Therefore, the No-Build Alternative would not result in changes to existing or planned pedestrian and bicycle access, access to public transportation, or vehicular access to parklands or community facilities in the project study area, and would not result in changes to emergency vehicle access.

This alternative would not achieve the improvements in circulation within the existing community that would result from the proposed build alternatives. Community access would continue to deteriorate with increasing regional traffic congestion expected between now and 2040, resulting in a long-term reduction in access to parklands and community facilities and reduced emergency vehicle access.

### 4.1.3 Impact Conclusions

Under NEPA, the No-Build Alternative would have no effect on parklands and community facilities because this alternative would not result in the physical acquisition, displacement, or relocation of parklands or community facilities; would not result in substantial disturbance of these facilities from noise, air quality, traffic, or visual impacts; would not induce population growth that would lead to an increase in demand and need for new facilities; and would not result in changes in access to parklands or community facilities.

Under CEQA, the No-Build Alternative would have no impact on parklands and community facilities because this alternative would not increase the use of neighborhood and regional parks or recreational facilities, affect existing recreational facilities or require the construction or expansion of recreational facilities, result in impacts associated with the provision or need for physically altered government facilities, or interfere with emergency response or evacuation.

## 4.2 Transportation Systems Management Alternative

### 4.2.1 Direct Impacts

The TSM Alternative emphasizes more frequent Metro Rapid and Local bus service in the project corridor to reduce delay and enhance mobility. The TSM Alternative would require only minor improvements to transportation infrastructure. The Rapid Line 761 and Local Line 233 bus routes would retain existing stop locations. In addition, this alternative would not include the construction or expansion of an MSF, and therefore, no right-of-way acquisitions would be required. Therefore, this alternative would not result in the physical acquisition, displacement, or relocation of parklands and community facilities, or result in the substantial disturbance of these facilities from noise, air quality, traffic, or visual impacts.

### 4.2.2 Indirect Impacts

The TSM Alternative would not induce substantial population growth or affect existing land uses such that service ratios or response times would be adversely impacted. More frequent bus service may require additional drivers, providing employment opportunities; however, a substantial employment base and residential population currently exist in the San Fernando Valley, and the employment opportunities would not be expected to induce substantial population growth in the project study area.

Enhanced service frequencies would increase local and regional connectivity to parklands and community facilities in the project study area, which could result in increased use of these facilities. However, the project corridor is in an urbanized area with substantial recreational facilities in surrounding areas. Because there are facilities in surrounding areas, this alternative is unlikely to draw substantial numbers of visitors from those areas to the project study area. Therefore, potential effects from increased accessibility are not expected to be substantial enough to result in the deterioration of facilities in the project study area, or to require the construction or expansion of facilities.

With enhanced bus frequencies, the TSM Alternative may result in higher transit ridership, which would be expected to reduce traffic congestion. Reduced congestion would facilitate faster response times for police and fire protection services. However, enhanced bus frequencies under this alternative would not substantially improve regional mobility. Therefore, community mobility would likely continue to deteriorate with the increasing regional traffic congestion expected between now and 2040. While the increased availability of transit service could facilitate access in the project study area, these benefits could eventually be cancelled out by increased traffic congestion, resulting in reduced operating speeds and service reliability, and a long-term reduction in community and emergency vehicle access.

## 4.2.3 Impact Conclusions

Under NEPA, the TSM Alternative would have no direct effects on parklands and community facilities because this alternative would not result in the physical acquisition, displacement, or relocation of parklands or community facilities, and would not result in the disturbance of these facilities from noise, air quality, traffic, or visual impacts. The TSM Alternative would not result in substantial indirect effects on parklands and community facilities related to induced population growth. This alternative could have minor adverse effects by increasing access to parklands and community facilities, which has the potential to result in increased use of these facilities, but not at levels substantial enough to result in deterioration of these facilities. By increasing transit ridership, the TSM Alternative would reduce traffic congestion and consequently facilitate response times for police and fire protection services, which would be a minor beneficial impact.

Under CEQA, the TSM Alternative would not substantially induce population growth that would result in the increased use of parklands and community facilities; therefore, potential impacts on parklands and community facilities related to induced growth would be less than significant. This alternative would increase access to parklands and community facilities, which has the potential to result in increased use of these facilities, but not at levels substantial enough to result in deterioration of these facilities; therefore, impacts related to changes in access would be less than significant. The TSM Alternative would not substantially affect existing recreational facilities or require the construction or expansion of recreational facilities, or result in impacts associated with the provision or need for physically altered government facilities. By increasing transit ridership, the TSM Alternative would reduce traffic congestion and consequently facilitate response times for police and fire protection services, which would be a beneficial impact that is less than significant.

## 4.2.4 Build Alternative 1 – Curb-Running Bus Rapid Transit Alternative

## 4.2.5 Direct Impacts

### 4.2.5.1 Physical Acquisition, Displacement, or Relocation

The Curb-Running BRT Alternative would not result in the physical acquisition, displacement, or relocation of parklands and community facilities to implement the transportation improvements.

### 4.2.5.2 Noise, Air Quality, Traffic, and Visual Impacts

This alternative would include new and upgraded bus stations, and the installation of dedicated BRT lanes. The BRT vehicles would be similar to existing Metro buses. While there would be some modifications to the project corridor (e.g., changes in bicycle lanes and loss of curbside parking), the

project corridor is an existing transportation route with ongoing bus transit service. The proposed BRT operations would be consistent with existing transportation uses, and would not result in substantial noise, air quality, traffic, or visual impacts that would adversely affect the recreational or aesthetic values of adjacent parklands, or that would cause disturbance to community facilities that are sensitive to these impacts, such as schools, libraries, hospitals, day care facilities, and senior facilities. Under the Curb-Running BRT Alternative, long-term air quality, traffic, and associated noise impacts would be expected to decrease with the higher transit ridership that would result from this alternative.

## 4.2.6 Indirect Impacts

### 4.2.6.1 Induced Population Growth

This alternative would not include the development of new housing or businesses that would directly induce population growth. The Curb-Running BRT Alternative would generate additional permanent employment opportunities for bus drivers; however, a substantial employment base and residential population currently exist in the San Fernando Valley, and the employment opportunities would not be expected to result in a substantial migration of additional residents to the project study area.

The Curb-Running BRT Alternative could indirectly affect growth and development in the project 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. The Curb-Running BRT Alternative may also attract businesses from other areas of the region to the immediate areas surrounding the proposed stations. 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 growth and development patterns substantially. The Curb-Running BRT Alternative is also intended to accommodate future population growth that has already been projected in the region, and any development that could result around station areas is anticipated to be consistent with these current growth projections.

### 4.2.6.2 Changes in Access

The Curb-Running BRT Alternative would increase local and regional connectivity to parklands and community facilities in the project study area, which has the potential to result in increased use of these facilities. However, the project corridor is in an urbanized area with substantial recreational facilities in surrounding areas. Because there are facilities in surrounding areas, this alternative is unlikely to draw substantial numbers of visitors from those areas to the project study area. Therefore, potential effects from increased accessibility are not expected to be substantial enough to result in the deterioration of facilities in the project study area, or to require the construction or expansion of facilities.

Under this alternative, all current motor vehicle turns into and out of cross streets and driveways would be maintained, and no changes would be made to existing turning movements. However, all curbside parking would be prohibited on Van Nuys Boulevard and San Fernando Road, which could require vehicles to park further away from parklands and community facilities. On-street parking would still be available on side streets near the project corridor, and many parklands and community facilities may have dedicated parking lots that would provide sufficient off-street parking. Under this alternative, parking demand may spill over into adjacent residential neighborhoods, resulting in decreased parking availability for nearby residences. However, more people may be using transit as a result of the project, which could reduce the need for parking.

Under this alternative, current pedestrian movements across roadways would be maintained, including all existing mid-block crossing opportunities. In addition, all current Metro Rapid Bus stops would be upgraded and would include design enhancements that would be ADA compliant. Other modifications to the curb lanes to accommodate the BRT improvements would also comply with ADA guidelines. Therefore, pedestrian access to parklands and community facilities would be maintained under this alternative.

The existing Class II bike lanes on Van Nuys Boulevard north of Parthenia Street would be removed. However, typical bicycle accommodations would 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, although bicycles would need to share a lane with other vehicles along the project corridor, the ability for bicyclists to access areas in the project corridor would be retained under this alternative.

Under the Curb-Running BRT Alternative, existing mixed-flow lanes would be converted to dedicated BRT lanes, and could result in additional roadway congestion due to the decreased roadway capacity for mixed-flow traffic. This increased roadway congestion could reduce access for emergency vehicle response. However, with enhanced transit services, the Curb-Running BRT Alternative may result in higher transit ridership, which would reduce traffic congestion over the long-term operation of the project and facilitate faster response times for police and fire protection services. Therefore, potential delays in emergency vehicle response resulting from this alternative would be expected to be temporary.

## 4.2.7 Impact Conclusions

Under NEPA, the Curb-Running BRT Alternative would have no direct effects on parklands and community facilities related to the physical acquisition, displacement, or relocation of these facilities. This alternative would have minor beneficial effects on air quality, traffic, and associated noise, which would be expected to improve with higher transit ridership. The Curb-Running BRT Alternative would not result in substantial indirect effects from induced population growth. However, this alternative could have minor adverse effects by increasing access to parklands and community facilities, which has the potential to result in increased use of these facilities, but not at levels substantial enough to result in deterioration of these facilities. In addition, this alternative could result in substantial adverse effects related to access impacts from the potential for temporary delays in emergency vehicle response. Therefore, mitigation measures are included below in Section 5.2 (Operational Mitigation Measures) to reduce or minimize these potentially substantial adverse effects, where feasible. However, after implementation of the proposed mitigation measures, potentially substantial adverse effects would remain. By increasing transit ridership over the long-term operation of the project, the Curb-Running BRT Alternative would reduce traffic congestion, and would consequently facilitate response times for emergency services, which would be a minor beneficial effect.

Under CEQA, the Curb-Running BRT Alternative would not substantially induce population growth that would result in the increased use of parklands and community facilities; therefore, impacts on parklands and community facilities related to induced growth would be less than significant. This alternative would increase access to parklands and community facilities, which has the potential to result in increased use of these facilities, but not at levels substantial enough to result in deterioration of these facilities; therefore, impacts related to changes in access would be less than significant. The Curb-Running BRT Alternative would not affect existing recreational facilities or require the construction or expansion of recreational facilities, or result in impacts associated with the provision or need for physically altered government facilities. However, this alternative would result in

potentially significant impacts on access because this alternative could result in temporary delays in emergency response. Therefore, mitigation measures are included below in Section 5.2 (Operational Mitigation Measures) to reduce or minimize these potentially significant impacts, where feasible. However, after implementation of the proposed mitigation measures, potentially significant and unavoidable impacts would remain. By increasing transit ridership, the Curb-Running BRT Alternative would reduce traffic congestion over the long-term operation of the project, and would consequently facilitate response times for police and fire protection services, which would be a beneficial impact that is less than significant.

# 4.3 Build Alternative 2 – Median-Running BRT Alternative

## 4.3.1 Direct Impacts

### 4.3.1.1 Physical Acquisition, Displacement, or Relocation

The Median-Running BRT Alternative would not require the physical acquisition, displacement, or relocation of parklands and community facilities to implement the proposed transportation improvements.

### 4.3.1.2 Noise, Air Quality, Traffic, and Visual Impacts

This alternative would include new and upgraded bus stations, and the installation of dedicated BRT lanes. The BRT vehicles would be similar to existing Metro buses. While there would be some modifications to the project corridor (e.g., changes in pedestrian crossings, bicycle lanes, and turning movements, construction of median fences, and loss of curbside parking), the project corridor is an existing transportation route with ongoing bus transit service. The proposed BRT operations would be consistent with existing transportation uses, and would not result in substantial noise, air quality, traffic, or visual impacts that would adversely affect the recreational or aesthetic values of adjacent parklands, or that would cause disturbance to community facilities that are sensitive to these impacts, such as schools, libraries, hospitals, day care facilities, and senior facilities. Under the Median-Running BRT Alternative, long-term air quality, traffic, and associated noise impacts would be expected to decrease with the higher transit ridership that would result from this alternative.

## 4.3.2 Indirect Impacts

### 4.3.2.1 Induced Population Growth

This alternative would not include the development of new housing or businesses that would directly induce population growth. The Median-Running BRT Alternative would generate additional permanent employment opportunities for bus drivers; however, a substantial employment base and residential population currently exist in the San Fernando Valley, and the employment opportunities would not be expected to result in a substantial migration of additional residents to the project study area.

The Median-Running BRT Alternative could indirectly affect growth and development in the project 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. The Median-Running BRT Alternative may also attract businesses from other areas of the region to the immediate areas surrounding the proposed stations. 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 growth and development patterns substantially. The Median-Running BRT Alternative is also intended to accommodate future population growth that has already been projected in the region, and any development that could result around station areas is anticipated to be consistent with these current growth projections.

#### 4.3.2.2 Changes in Access

The Median-Running BRT Alternative would increase local and regional connectivity to parklands and community facilities in the project study area, which has the potential to result in increased use of these facilities. However, the project corridor is in an urbanized area with substantial recreational facilities in surrounding areas. Because there are facilities in surrounding areas, this alternative is unlikely to draw substantial numbers of visitors from those areas to the project study area. Therefore, potential effects from increased accessibility are not expected to be substantial enough to result in the deterioration of facilities in the project study area, or to require the construction or expansion of facilities.

The Median-Running BRT Alternative would require modifications to pedestrian movements and sidewalk widths to accommodate the proposed improvements and maintain safety, but these would not be expected to substantially interfere with pedestrian access along the project corridor because adequate pedestrian facilities, sidewalks, and crosswalks, would be provided to ensure pedestrian access and safety.

The existing bike lanes on Van Nuys Boulevard north of Nordhoff Street would be removed, and in the remaining portion of the project corridor, the curbside lanes would typically be 11 feet wide and would require motorists in the curbside lane to shift to the left to pass a bicyclist. However, typical bicycle accommodations would 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, although bicycles would need to share a lane with other vehicles along the project corridor, the ability for bicyclists to access areas in the project corridor would be retained under this alternative.

To implement the Median-Running BRT Alternative, restrictions on motor vehicle movements would be required to accommodate the BRT facilities or eliminate vehicle conflicts. Left turns from Van Nuys Boulevard onto cross streets would be maintained at most of the currently signalized intersections; however, dual left-turn lanes would be reduced to a single left-turn lane, and several left-turn lanes in the Van Nuys Civic Center, between Calvert Street and Hartland Street, would be prohibited to accommodate median bus stop platforms, which could affect vehicle access to two hospitals and medical facilities: Valley Community Counseling, 6201 Van Nuys Boulevard, Van Nuys (S-1, CF-3); and Northeast Valley Health Corporation, 6551 Van Nuys Boulevard, Van Nuys (S-1, CF-25). Unless otherwise prohibited, U-turns would be allowed from signalized left-turn lanes on Van Nuys Boulevard; therefore, vehicles that need to turn left to access parklands and community facilities would continue to have access through U-turns from signalized left-turn lanes.

In addition to restrictions on vehicle movements, all curbside parking would be prohibited on Van Nuys Boulevard and San Fernando Road, which could require vehicles to park further away from parklands and community facilities. On-street parking would still be available on side streets near the project corridor, and many parklands and community facilities may have dedicated parking lots that would provide sufficient off-street parking. Under this alternative, parking demand may spill over into

adjacent residential neighborhoods, resulting in decreased parking availability for nearby residences. However, more people may be using transit as a result of the project, which could reduce the need for parking. While restrictions on vehicle movements and loss of parking may present an inconvenience for vehicles traveling along the project corridor, vehicles would continue to have access to either side of the roadway at signalized intersections, and mobility and access by public transit would be enhanced under the Median-Running BRT Alternative; therefore, access would be maintained under this alternative, and no substantial impacts would be expected.

Under the Median-Running BRT Alternative, existing mixed-flow lanes would be converted to dedicated BRT lanes, and could result in additional roadway congestion due to the decreased roadway capacity for mixed-flow traffic. This increased roadway congestion, as well as the restrictions in vehicle turning movements discussed above, could reduce access for emergency vehicle response. However, with enhanced transit services, the Median-Running BRT Alternative could result in higher transit ridership, which would reduce traffic congestion over the long-term operation of the project and facilitate faster response times for police and fire protection services. Therefore, potential delays in emergency vehicle response resulting from this alternative would be expected to be temporary.

### 4.3.3 Impact Conclusions

Under NEPA, the Median-Running BRT Alternative would have no direct effects on parklands and community facilities related to the physical acquisition, displacement, or relocation of these facilities. This alternative would have minor beneficial effects on air quality, traffic, and associated noise, which would be expected to improve with higher transit ridership. The Curb-Running BRT Alternative would not result in substantial indirect effects from induced population growth. However, this alternative could have minor adverse effects by increasing access to parklands and community facilities, which has the potential to result in increased use of these facilities, but not at levels substantial enough to result in deterioration of these facilities. In addition, this alternative could result in substantial adverse effects related to access impacts from the potential for temporary delays in emergency vehicle response. Therefore, mitigation measures are included below in Section 5.2 (Operational Mitigation Measures) to reduce or minimize these potentially substantial adverse effects, where feasible. However, after implementation of the proposed mitigation measures, potentially substantial adverse effects would remain. By increasing transit ridership over the long-term operation of the project, the Median-Running BRT Alternative would reduce traffic congestion, and would consequently facilitate response times for emergency services, which would be a minor beneficial effect.

Under CEQA, the Median-Running BRT Alternative would not substantially induce population growth that would result in the increased use of parklands and community facilities; therefore, impacts on parklands and community facilities related to induced growth would be less than significant. This alternative would increase access to parklands and community facilities, which has the potential to result in increased use of these facilities, but not at levels substantial enough to result in deterioration of these facilities; therefore, impacts related to changes in access would be less than significant. The Median-Running BRT Alternative would not affect existing recreational facilities or require the construction or expansion of recreational facilities, or result in impacts associated with the provision or need for physically altered government facilities. However, this alternative would result in potentially significant impacts on access because this alternative could result in temporary delays in emergency response. Therefore, mitigation measures are included below in Section 5.2 (Operational Mitigation Measures) to reduce or minimize these potentially significant impacts, where feasible. However, after implementation of the proposed mitigation measures, potentially significant and unavoidable impacts would remain. By increasing transit ridership, the Median-Running BRT

Alternative would reduce traffic congestion over the long-term operation of the project, and would consequently facilitate response times for police and fire protection services, which would be a beneficial impact that is less than significant.

# 4.4 Build Alternative 3 – Low-Floor LRT/Tram Alternative

## 4.4.1 Direct Impacts

### 4.4.1.1 Physical Acquisition, Displacement, or Relocation

The Low-Floor LRT/Tram Alternative would not require the physical acquisition, displacement, or relocation of parklands or community facilities to implement the proposed transportation improvements, stations, MSF, or TPSSs.

### 4.4.1.2 Noise, Air Quality, Traffic, and Visual Impacts

While there would be some modifications to the project corridor (e.g., changes in pedestrian crossings, bicycle lanes, and turning movements, the loss of curbside parking, and the addition of an OCS, TPSSs, median fences, a pedestrian bridge at the Sylmar/San Fernando Metrolink Station, and MSF), the project corridor is an existing transportation route in an urbanized area with ongoing bus transit service. The proposed tram operations would be consistent with existing transportation uses, and would not result in substantial noise, air quality, or traffic impacts that would adversely affect the recreational values of adjacent parklands, or that would cause disturbance to community facilities that are sensitive to these impacts, such as schools, libraries, hospitals, day care facilities, and senior facilities. In addition, long-term air quality, traffic, and associated noise impacts would be expected to decrease with the higher transit ridership that would result from this alternative.

Under this alternative, no substantial changes in aesthetic character would result from this alternative along the majority of the project corridor. This alternative, however, would require a number of elements to support vehicle operations, including median fences, an OCS, TPSSs, signaling, a pedestrian bridge at the Sylmar/San Fernando Metrolink Station, and an MSF. These additional elements would result in substantial changes to the aesthetic character of some areas along the project corridor, especially in residential and recreational areas, and along the San Fernando Mall on San Fernando Road between Kittridge Street and San Fernando Mission Boulevard. In the San Fernando Mall area, San Fernando Road narrows from a four-lane roadway (two lanes in each direction) to a two-lane roadway (one lane in each direction), and buildings are located relatively close to the roadway, making this area more pedestrian-oriented than other areas along the project corridor. One community facility, the San Fernando Dental Center, at 125 South Brand Boulevard, San Fernando (S-6, CF-81), is located in the San Fernando Mall area of the project corridor.

The following parks are also in proximity to the proposed improvements and could be affected by visual changes from this alternative:

- Blythe Street Park, 14740 Blythe Street, Van Nuys: This park is in proximity to the proposed MSF site at Arminta Street.
- Tobias Avenue Park, 9122 Tobias Avenue, Panorama City: This park is adjacent to the project corridor on Van Nuys Boulevard to the north of Nordhoff Street.

- Pacoima Wash Greenway: This greenway is a future proposed project that crosses under the project corridor south of Van Nuys Boulevard and Arleta Avenue, and at San Fernando Road to the south of La Rue Street in San Fernando.

The median fences, OCS, and pedestrian bridge at the Sylmar/San Fernando Metrolink Station, in particular, would introduce additional vertical elements that could substantially change the existing visual character and quality in these areas of the project corridor, especially for residents, pedestrians, and bicyclists, who would be expected to have high viewer sensitivity to their surroundings. Therefore, changes in aesthetic character from the Low-Floor LRT/Tram Alternative would be expected to be substantial in areas where sensitive viewers are located, and will need to be addressed during community outreach efforts. Potential impacts on aesthetic character from the Low-Floor LRT/Tram Alternative are also addressed in more detail in the Visual Quality and Aesthetics Impacts Report.

## 4.4.2 Indirect Impacts

### 4.4.2.1 Induced Population Growth

This alternative does not include the development of new housing or businesses that would directly induce population growth. The Low-Floor LRT/Tram Alternative would generate additional permanent employment opportunities for tram operators, and maintenance and storage facility employees; however, a substantial employment base and residential population currently exist in the San Fernando Valley, and the employment opportunities would not be expected to result in a substantial migration of additional residents to the project study area.

The Low-Floor LRT/Tram Alternative could indirectly affect growth and development in the project 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. The Low-Floor LRT/Tram Alternative may also attract businesses from other areas of the region to the immediate areas surrounding the proposed stations. 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 growth and development patterns substantially. The Low-Floor LRT/Tram Alternative is also intended to accommodate future population growth that has already been projected in the region, and any development that could result around station areas is anticipated to be consistent with these current growth projections.

### 4.4.2.2 Changes in Access

The Low-Floor LRT/Tram Alternative would increase local and regional connectivity to parklands and community facilities in the project study area, which has the potential to result in increased use of these facilities. However, the project corridor is in an urbanized area with substantial recreational facilities in surrounding areas. Because there are facilities in surrounding areas, this alternative is unlikely to draw substantial numbers of visitors from those areas to the project study area. Therefore, potential effects from increased accessibility are not expected to be substantial enough to result in the deterioration of facilities in the project study area, or to require the construction or expansion of facilities.

The Low-Floor LRT/Tram Alternative would require modifications to pedestrian movements and sidewalk widths to accommodate the proposed improvements and maintain safety, which would not be expected to substantially interfere with pedestrian access along the project corridor. A pedestrian bridge would also be provided at the Sylmar/San Fernando Metrolink Station from the tram platform to the parking lot.

In regard to bicycle facilities, the existing bike lanes on Van Nuys Boulevard north of Nordhoff Street would be removed, and in the remaining portion of the project corridor, the curbside lanes would typically be 11 feet wide and would require motorists in the curbside lane to shift to the left to pass a bicyclist. However, typical bicycle accommodations would be provided at tram stations and on tram vehicles, including bicycle racks to provide options for passengers to leave their bicycles at the stations or to bring them onto the tram. Therefore, although bicycles would need to share a lane with other vehicles along the project corridor, the ability for bicyclists to access areas in the project corridor would be retained under this alternative.

To implement the Low-Floor LRT/Tram Alternative, restrictions on motor vehicle movements would be required to allow for the reconfiguration of the roadway and reduced number of travel lanes necessary to accommodate the tram facilities or eliminate vehicle conflicts. Left turns from Van Nuys Boulevard onto cross streets would be maintained at most of the currently signalized intersections; however, all movements across the median at currently unsignalized intersections would be blocked by a median fence, including left turns from Van Nuys Boulevard, as well as left turns and through traffic from side streets and private driveways.

Motorists who desire to make a left turn onto an unsignalized cross street or into a driveway would have to make a U-turn at a signalized left-turn location or choose a route that would allow them to use a signalized cross street. In addition, most of the left turns would be prohibited from San Fernando Road through the City of San Fernando where a median dedicated guideway for the tram vehicle is proposed between the Sylmar/San Fernando Metrolink Station and Wolfskill Street. In addition, to maintain the pedestrian-oriented retail character of San Fernando Road between San Fernando Mission Boulevard and Chatsworth Drive, through traffic would be forced off San Fernando Road on the block between Maclay Avenue and Brand Boulevard by turn restrictions. All existing turning movements would be maintained on San Fernando Road between Wolfskill Street and Van Nuys Boulevard where the tram would share travel lanes with motor vehicles. These restrictions on vehicle movements could affect vehicle access to the following community facilities located in this area:

## Hospitals and Medical Facilities

- San Fernando Acupuncture Clinic, 820 San Fernando Road, San Fernando (S-5, CF-78)
- Santa Maria Dental Center, 1230 San Fernando Road, San Fernando (S-6, CF-96)
- Northeast Valley Health Corporation, 1600 San Fernando Road, San Fernando (S-6, CF-99)

## Schools

- Lakeview Charter Academy, Serving 215 students, 1445 Celis Street, San Fernando (S-6, CF-104)

In addition to restrictions on vehicle movements, all curbside parking would be prohibited on Van Nuys Boulevard and San Fernando Road, which could require vehicles to park further away parklands and community facilities. On-street parking would still be available on side streets near the project corridor, and many parklands and community facilities may have dedicated parking lots that would provide sufficient off-street parking. Under this alternative, parking demand may spill over into adjacent residential neighborhoods, resulting in decreased parking availability for nearby residences. However, more people may be using transit as a result of the project, which could reduce the need for parking. While restrictions on vehicle movements and loss of parking may present an inconvenience for vehicles traveling along the project corridor, vehicles would continue to have access to either side of the roadway at signalized intersections, and mobility and access by public transit would be enhanced under the Low-Floor LRT/Tram Alternative; therefore, access would be maintained under this alternative, and no substantial impacts would be expected.

Under the Low-Floor LRT/Tram Alternative, existing mixed-flow lanes on Van Nuys Boulevard would be converted to a dedicated guideway for trams, and could result in additional roadway congestion due to the decreased roadway capacity for mixed-flow traffic. This increased roadway congestion, as well as the restrictions in vehicle turning movements discussed above, could reduce access for emergency vehicle response. However, with enhanced transit services, the Low-Floor LRT/Tram Alternative may result in higher transit ridership, which would reduce traffic congestion over the long-term operation of the project and facilitate faster response times for police and fire protection services. Therefore, potential delays in emergency vehicle response resulting from this alternative would be expected to be temporary.

## 4.4.3 Impact Conclusions

Under NEPA, the Low-Floor LRT/Tram Alternative would have no direct effects on parklands and community facilities related to the physical acquisition, displacement, or relocation of these facilities. This alternative would have minor beneficial effects on air quality, traffic, and associated noise, which would be expected to improve with higher transit ridership. The Low-Floor LRT/Tram Alternative would not result in substantial indirect effects from induced population growth. However, this alternative could have minor adverse effects by increasing access to parklands and community facilities, which has the potential to result in increased use of these facilities, but not at levels substantial enough to result in deterioration of these facilities. This alternative could also result in substantial adverse effects on aesthetic character from the construction of vertical elements (e.g., median fences, an OCS, and a pedestrian bridge at the Sylmar/San Fernando Metrolink Station) that could substantially change the existing visual character at parklands and community facilities where there are sensitive viewer groups, which would be a potentially substantial adverse effect. In addition, this alternative could result in potentially substantial adverse effects related to access impacts from the potential for temporary delays in emergency vehicle response. Therefore, mitigation measures are included below in Section 5.2 (Operational Mitigation Measures) to reduce or minimize these potentially substantial adverse effects, where feasible. However, after implementation of the proposed mitigation measures, potentially substantial adverse effects would remain. By increasing transit ridership over the long-term operation of the project, the Low-Floor LRT/Tram Alternative would be expected to reduce traffic congestion, and would consequently facilitate response times for emergency services, which would be a minor beneficial effect.

Under CEQA, the Low-Floor LRT/Tram Alternative would not substantially induce population growth that would result in the increased use of parklands and community facilities; therefore, impacts on parklands and community facilities related to induced growth would be less than significant. This alternative would increase access to parklands and community facilities, which has the potential to result in increased use of these facilities, but not at levels substantial enough to result in deterioration of these facilities; therefore, impacts related to changes in access would be less than significant. The Low-Floor LRT/Tram Alternative would not affect existing recreational facilities or require the construction or expansion of recreational facilities, or result in impacts associated with the provision or need for physically altered government facilities. However, this alternative would result in potentially significant impacts on access because this alternative could result in temporary delays in emergency response. Therefore, mitigation measures are included below in Section 5.2 (Operational Mitigation Measures) to reduce or minimize these potentially significant impacts, where feasible. However, after implementation of the proposed mitigation measures, potentially significant and unavoidable impacts would remain. By increasing transit ridership, the Low-Floor LRT/Tram Alternative would reduce traffic congestion over the long-term operation of the project, and would consequently facilitate response times for police and fire protection services, which would be a beneficial impact that is less than significant.

# 4.5 Build Alternative 4 – Light Rail Transit Alternative

## 4.5.1 Direct Impacts

### 4.5.1.1 Physical Acquisition, Displacement, or Relocation

The LRT Alternative would not require the physical acquisition, displacement, or relocation of parklands or community facilities to implement the proposed transportation improvements, stations, MSF, or TPSSs.

### 4.5.1.2 Noise, Air Quality, Traffic, and Visual Impacts

While there would be some modifications to the project corridor (e.g., changes in pedestrian crossing, bicycle lanes, and turning movements, the loss of curbside parking, and the addition of an OCS, TPSSs, median fences, a pedestrian bridge at the Sylmar/San Fernando Metrolink Station, and an MSF), the project corridor is an existing transportation route in an urbanized area with ongoing bus transit service. The proposed light rail operations would be consistent with existing transportation uses, and would not result in substantial noise, air quality, or traffic impacts that would adversely affect the recreational values of adjacent parklands, or that would cause disturbance to community facilities that are sensitive to these impacts, such as schools, libraries, hospitals, day care facilities, and senior facilities. In addition, long-term air quality, traffic, and associated noise impacts would be expected to decrease with the higher transit ridership that would result from this alternative.

Under this alternative, no substantial changes in aesthetic character would result from this alternative along the majority of the project corridor. This alternative, however, would require a number of elements to support vehicle operations, including median fences, an OCS, TPSSs, signaling, a pedestrian bridge at the Sylmar/San Fernando Metrolink Station, and an MSF. These additional elements would result in substantial changes to the aesthetic character of some areas along the project corridor, especially in residential and recreational areas, as well as along the Mission City Trail, a bike path in the Metro-owned railroad right-of-way in the City of San Fernando that would run parallel and adjacent to the light rail alignment. One preschool, KinderCare, at 2100 Frank Modugno Drive, San Fernando (S-6, CF-100), is adjacent to this portion of the alignment.

The following parks are also in proximity to the proposed improvements and could be affected by visual changes from this alternative:

- Blythe Street Park, 14740 Blythe Street, Van Nuys: This park is in proximity to the proposed MSF site at Arminta Street.
- Tobias Avenue Park, 9122 Tobias Avenue, Panorama City: This park is adjacent to the project corridor on Van Nuys Boulevard to the north of Nordhoff Street.
- Pacoima Wash Greenway: This greenway is a future proposed project that crosses under the project corridor south of Van Nuys Boulevard and Arleta Avenue, and at the Metro-owned railroad right-of-way to the south of La Rue Street in San Fernando.
- Recreation Park (and San Fernando Regional Pool Facility), 208 Park Avenue, San Fernando: The park and pool facility are adjacent to the project corridor at the Metro-owned railroad right-of-way and Park Avenue.

The median fences, OCS, and pedestrian bridge at the Sylmar/San Fernando Metrolink Station, in particular, would introduce additional vertical elements that could substantially change the existing visual character and quality in these areas of the project corridor, especially for residents, pedestrians, and bicyclists, who would be expected to have high viewer sensitivity to their surroundings. Therefore, changes in aesthetic character from the LRT Alternative would be expected to be substantial in areas where sensitive viewers are located, and will need to be addressed during community outreach efforts. Potential impacts on aesthetic character from the Low-Floor LRT/Tram Alternative are also addressed in more detail in the Visual Quality and Aesthetics Impacts Report.

## 4.5.2 Indirect Impacts

### 4.5.2.1 Induced Population Growth

This alternative does not include the development of new housing or businesses that would directly induce population growth. The LRT Alternative would generate additional permanent employment opportunities for light rail operators, and maintenance and storage facility employees; however, a substantial employment base and residential population currently exist in the San Fernando Valley, and the employment opportunities would not be expected to result in a substantial migration of additional residents to the project study area.

The LRT Alternative could indirectly affect growth and development in the project 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. The LRT Alternative may also attract businesses from other areas of the region to the immediate areas surrounding the proposed stations. 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 growth and development patterns substantially. The LRT Alternative is also intended to accommodate future population growth that has already been projected in the region, and any development that could result around station areas is anticipated to be consistent with these current growth projections.

### 4.5.2.2 Changes in Access

The LRT Alternative would increase local and regional connectivity to parklands and community facilities in the project study area, which has the potential to result in increased use of these facilities. However, the project corridor is in an urbanized area with substantial recreational facilities in surrounding areas. Because there are facilities in surrounding areas, this alternative is unlikely to draw substantial numbers of visitors from those areas to the project study area. Therefore, potential effects from increased accessibility are not expected to be substantial enough to result in the deterioration of facilities in the project study area, or to require the construction or expansion of facilities.

The LRT Alternative would require modifications to pedestrian movements and sidewalk widths to accommodate the proposed improvements and maintain safety, which would not be expected to substantially interfere with pedestrian access along the project corridor. A pedestrian bridge would also be provided at the Sylmar/San Fernando Metrolink Station from the LRT platform to the parking lot.

In regard to bicycle facilities, the existing bike lanes on Van Nuys Boulevard north of Nordhoff Street would be removed, and in the remaining portion of the project corridor, the curbside lanes would

typically be 11 feet wide and would require motorists in the curbside lane to shift to the left to pass a bicyclist. However, typical bicycle accommodations would be provided at light rail stations and on light rail vehicles, including bicycle racks to provide options for passengers to leave their bicycles at the stations or to bring them onto light rail vehicles. Therefore, although bicycles would need to share a lane with other vehicles along the project corridor, the ability for bicyclists to access areas in the project corridor would be retained under this alternative.

To implement the LRT Alternative, restrictions on motor vehicle movements would be required to allow for the reconfiguration of the roadway and reduced number of travel lanes necessary to accommodate the light rail facilities or eliminate vehicle conflicts. Left turns from Van Nuys Boulevard onto cross streets would be maintained at most of the currently signalized intersections; however, all movements across the median at currently unsignalized intersections would be blocked by a median fence, including left turns from Van Nuys Boulevard, as well as left turns and through traffic from side streets and private driveways. Motorists who desire to make a left turn onto an unsignalized cross street or into a driveway would have to make a U-turn at a signalized left-turn location or choose a route that would allow them to use a signalized cross street.

In addition to restrictions on vehicle movements, all curbside parking would be prohibited on Van Nuys Boulevard (except between Vose Street and Parthenia Street where the LRT Alternative would be underground), which could require vehicles to park further away from parklands and community facilities. Under this alternative, vehicle movements and parking would be maintained along San Fernando Road and Truman Street where the LRT alignment would run along the Metro-owned railroad right-of-way. On-street parking would still be available on side streets near the project corridor, and many parklands and community facilities may have dedicated parking lots that would provide sufficient off-street parking. Under this alternative, parking demand may spill over into adjacent residential neighborhoods, resulting in decreased parking availability for nearby residences. However, more people may be using transit as a result of the project, which could reduce the need for parking.

While restrictions on vehicle movements and loss of parking on Van Nuys Boulevard would present an inconvenience for vehicles traveling along the project corridor, vehicles would continue to have access to either side of the roadway at signalized intersections, and mobility and access by public transit would be enhanced under the LRT Alternative; therefore, access would be maintained under this alternative, and no substantial impacts would be expected.

Under the LRT Alternative, existing mixed-flow lanes on Van Nuys Boulevard would be converted to a dedicated guideway for light rail vehicles and could result in additional roadway congestion due to the decreased roadway capacity for mixed-flow traffic. This increased roadway congestion, as well as the restrictions in vehicle turning movements discussed above, could reduce access for emergency vehicle response. However, with enhanced transit services, the LRT Alternative may result in higher transit ridership, which would reduce traffic congestion over the long-term operation of the project and facilitate faster response times for police and fire protection services. Therefore, potential delays in emergency vehicle response resulting from this alternative would be expected to be temporary.

## 4.5.3 Impact Conclusions

Under NEPA, the LRT Alternative would have no direct effects on parklands and community facilities related to the physical acquisition, displacement, or relocation of these facilities. This alternative would have minor beneficial effects on air quality, traffic, and associated noise, which would be expected to improve with higher transit ridership. The LRT Alternative would not result in substantial indirect effects from induced population growth. However, this alternative could have minor adverse

effects by increasing access to parklands and community facilities, which has the potential to result in increased use of these facilities, but not at levels substantial enough to result in deterioration of these facilities. This alternative could also result in substantial adverse effects on aesthetic character from the construction of vertical elements (e.g., median fences, an OCS, and a pedestrian bridge at the Sylmar/San Fernando Metrolink Station) that could substantially change the existing visual character at parklands and community facilities where there are sensitive viewer groups, which would be a potentially substantial adverse effect. In addition, this alternative could result in potentially substantial adverse effects related to access impacts from the potential for temporary delays in emergency vehicle response. Therefore, mitigation measures are included below in Section 5.2 (Operational Mitigation Measures) to reduce or minimize these potentially substantial adverse effects, where feasible. However, after implementation of the proposed mitigation measures, potentially substantial adverse effects would remain. By increasing transit ridership over the long-term operation of the project, the LRT Alternative would reduce traffic congestion, and would consequently facilitate response times for emergency services, which would be a minor beneficial effect.

Under CEQA, the LRT Alternative would not substantially induce population growth that would result in the increased use of parklands and community facilities; therefore, impacts on parklands and community facilities related to induced growth would be less than significant. This alternative would increase access to parklands and community facilities, which has the potential to result in increased use of these facilities, but not at levels substantial enough to result in deterioration of these facilities; therefore, impacts related to changes in access would be less than significant. The LRT Alternative would not affect existing recreational facilities or require the construction or expansion of recreational facilities, or result in impacts associated with the provision or need for physically altered government facilities. However, this alternative would result in potentially significant impacts on access because this alternative could result in temporary delays in emergency response. Therefore, mitigation measures are included below in Section 5.2 (Operational Mitigation Measures) to reduce or minimize these potentially significant impacts, where feasible. However, after implementation of the proposed mitigation measures, potentially significant and unavoidable impacts would remain. By increasing transit ridership, the LRT Alternative would reduce traffic congestion over the long-term operation of the project, and would consequently facilitate response times for police and fire protection services, which would be a beneficial impact that is less than significant.

# 4.6 Construction Impacts

## 4.6.1 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 construction impacts on parklands and community facilities.

## 4.6.2 TSM Alternative

The TSM Alternative would not require any construction, and would therefore have no construction impacts on parklands and community facilities.

# 4.6.3 Build Alternatives 1 through 4

Construction impacts would vary for the build alternatives, with less severe impacts resulting from the Curb-Running and Median-Running BRT Alternatives, moderately severe impacts resulting from the Low-Floor LRT/Tram Alternative, and the most severe impacts resulting from the LRT Alternative. The two BRT alternatives would require less infrastructure, and therefore, construction activities would be shorter in duration and the least disruptive to parklands and community facilities in the project study area. The Low-Floor LRT/Tram and LRT Alternatives would require more infrastructure, including an OCS, TPSSs, an MSF, and larger station platforms than the BRT alternatives, requiring a longer construction period. The LRT Alternative would require tunneling to construct underground portions of the alignment, as well as underground stations, which would result in the most severe construction impacts among the build alternatives. Specific construction impacts on parklands and community facilities from the build alternatives are discussed in the following sections.

## 4.6.3.1 Direct Impacts

### Physical Acquisition, Displacement, or Relocation

The build alternatives would not require the physical acquisition, displacement, or relocation of parklands or community facilities during construction.

### Noise, Air Quality, Traffic, and Visual Impacts

Construction activities would result in noise, dust, odors, and traffic delays resulting from haul trucks and construction equipment in public streets and staging areas. These temporary impacts could adversely affect the recreational values of adjacent parklands, or could cause disturbance to community facilities that are sensitive to these impacts, such as schools, libraries, hospitals, day care facilities, and senior facilities.

Construction of the build alternatives may also result in several visual impacts on viewers within and surrounding the project corridor. Construction areas could be possible from parklands and community facilities on some of the adjacent parcels, either directly through fencing, through entrance gates, or over fencing from second story and higher windows. Construction activities at staging areas, proposed stations, and the selected MSF site for the Low-Floor LRT/Tram and LRT Alternatives may introduce considerable heavy equipment such as cranes and associated vehicles, including bulldozers, backhoes, graders, scrapers, and trucks, into the view corridor of public streets, sidewalks, and properties.

Viewers in the construction area may experience inconveniences due to the presence of this equipment, as well as stockpiled construction-related materials. In addition, mature vegetation, including trees, could temporarily be removed from some areas. Construction impacts associated with noise, air quality, visual quality/aesthetics, and traffic would be reduced or minimized through construction management and abatement measures, as detailed below in Section 5.3 (Construction Mitigation Measures).

## 4.6.3.2 Indirect Impacts

### Induced Population Growth

Construction of the build alternatives would not be expected to result in substantial changes to the existing population in the project study area. The LRT Alternative would be the most costly and take the longest to construct, and consequently it would generate the greatest number of construction jobs. However, a substantial employment base and residential population currently exist in the San Fernando Valley within commuting distance of the project corridor, and the employment opportunities would not be expected to result in a substantial migration of additional residents to the project study area. In addition, because of the temporary nature of construction jobs, the employment opportunities resulting from construction would not be expected to indirectly induce substantial population growth in communities and neighborhoods in the project study area.

### Changes in Access

Construction of stations and the alignment would require temporary sidewalk, lane, and road closures, and temporary removal of parking on Van Nuys Boulevard, San Fernando Road, Truman Street, and their cross streets. These closures could reduce pedestrian, bicycle, and vehicle access to parklands and community facilities along the project corridor during construction. Lane closures, traffic detours, and designated truck routes associated with construction could also result in decreased access for emergency vehicles and delayed response times for emergency services. Lane and/or road closures would be scheduled to minimize disruptions, and a Traffic Management Plan would be approved, in coordination with both the Cities of Los Angeles and San Fernando, prior to construction. With the implementation of a Traffic Management Plan, access to parklands and community facilities would be maintained during construction.

## 4.6.3.3 Impact Conclusions

Under NEPA, construction of the build alternatives would not substantially induce population growth or result in access changes that would increase the use of parklands and community facilities; therefore, effects would be minor and adverse. The construction of the build alternatives could result in potentially substantial adverse effects related to noise, air quality, traffic, and visual impacts from construction activities and equipment; and reduced access and delayed emergency response resulting from temporary sidewalk, lane, and road closures, and temporary removal of parking. Construction effects would be short-term and temporary, and would be reduced through construction management and abatement measures, as detailed below in Section 5.3 (Construction Mitigation Measures). In addition, mitigation measures are included below in Section 5.3 (Construction Mitigation Measures) to reduce or minimize these potentially substantial adverse effects. With the implementation of mitigation measures, effects would be minor and adverse.

Under CEQA, construction of the build alternatives would not substantially induce population growth or result in access changes that would increase the use of parklands and community facilities; therefore, impacts would be less than significant. In addition, construction of the build alternatives would not affect existing recreational facilities or require the construction or expansion of recreational facilities, or result in impacts associated with the provision or need for physically altered government facilities. During construction, the build alternatives would result in potentially significant impacts related to delayed emergency response resulting from temporary sidewalk, lane, and road closures, and temporary removal of parking. These impacts would be short-term and temporary, and would be reduced through construction management and abatement measures, as detailed below in Section 5.3

(Construction Mitigation Measures). In addition, mitigation measures are included below in Section 5.3 (Construction Mitigation Measures) to reduce or minimize these potentially significant impacts. With the implementation of mitigation measures, impacts would be less than significant.

# 4.7 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 listed in Table 4-1.

## 4.7.1 No-Build Alternative

Under the No-Build Alternative, there would be no impacts on parklands and community facilities, and therefore, this alternative would not contribute to cumulative impacts on parklands and community facilities.

## 4.7.2 TSM Alternative

The TSM Alternative would have minor adverse effects under NEPA, and impacts that are less than significant under CEQA, related to the increased use of parklands and community facilities. This alternative would result in minor beneficial effects, and impacts that are less than significant, related to faster response times for police and fire protection services from increased transit ridership and reduced congestion. Because of the minor service improvements required for this alternative, any effects or impacts from the TSM Alternative would not be expected to be cumulatively considerable.

## 4.7.3 Build Alternatives 1 through 4

The build alternatives would have no impacts related to the physical acquisition, displacement, or relocation of parkland and community facilities under NEPA and CEQA. During operation, the build alternatives would have minor beneficial effects under NEPA on air quality, traffic, and associated noise, which would be expected to improve with higher transit ridership. These effects would be beneficial and would not contribute to cumulatively considerable adverse effects under NEPA.

The build alternatives would result in minor adverse effects under NEPA, and impacts that are less than significant under CEQA, related to induced population growth around station areas. The project corridor is in an urbanized area containing a limited number of vacant or underutilized parcels. Therefore, the build alternatives would not be expected to change existing growth and development patterns substantially. In addition, the build alternatives are intended to accommodate future population growth that has already been projected in the region, and any development that could result around station areas is anticipated to be consistent with these current growth projections. Therefore, when combined with other related projects in the project study area, the project's effects and impacts on parklands and community facilities related to induced growth would not be expected to be cumulatively considerable under NEPA and CEQA.

## Table 4-1 – List of Related Projects

| Map Reference No. | Status | Project Title | Project Description/Scope | Project Location |
|---|---|---|---|---|
| 1 | Completed | Camino Real Mixed Use Project | Demolition of 7,000 sf of commercial uses. Proposed condominium and retail uses. | 14121 Ventura Blvd. |
| 2 | Pre-construction | McDonalds Van Nuys | 2,437 sf fast food with drive thru | 5628 Sepulveda Blvd. |
| 3 | Completed | Magnolia Residential | Proposed 98 apartments | 15357 Magnolia Blvd |
| 4 | Completed | Best Buy | 60,000 sf electronics store | 4500 Van Nuys Blvd |
| 5 | Completed | Emek Hebrew Academy | 225 student enrollment increase | 15365 Magnolia Blvd |
| 6 | Completed | Keyes Lexus | Proposed car dealership | 5855 Van Nuys Blvd |
| 7 | Completed | LAUSD Hesby K-8 Academy | 528 K-8 students in academy school to replace old school site | 15530 Hesby St |
| 8 | Completed | Tract 62077 Mixed Use | 52 condominiums plus 7,460 sf specialty retail | 15222 Ventura Blvd |
| 9 | Completed. | Buckley School | Addition to existing school | 3900 Stansbury Avenue |
| 10 | Under Construction | Westfield Sherman Oaks Fashion Square | Expansion of existing shopping center | 14006 Riverside Dr |
| 11 | Pre-construction | Sepulveda Square MUP | 97 condo units/34,775 sf retail | 5700 N Sepulveda Blvd |
| 12 | Constructed | Ralphs Supermarket | Supermarket | 14049 Ventura Blvd |
| 13 | Pre-construction | Villaggio Toscano Mixed Use | 500 apartment units | 4805 N Sepulveda Blvd |
| 14 | Constructed | Pavilions Supermarket | supermarket | 14845 Ventura Blvd |
| 15 | Constructed | CVS | 12,830 sf pharmacy with drive-thru | 5601 Van Nuys Blvd |
| 16 | Constructed. | Restaurant | restaurant | 14708 Ventura Blvd |
| 17 | Pre-construction | Coffee shop | Coffee shop | 15315 Dickens St. |
| 18 | Pre-construction | Bank | 7,000 sf bank to replace 7,000 sf office | 14601 Ventura Blvd |
| 19 | Pre-construction | Sylmar Village | 246 condo units, 9,000 sf retail,9,000 office building | 12385 San Fernando Rd |

| Map Reference No. | Status | Project Title | Project Description/Scope | Project Location |
|---|---|---|---|---|
| 20 | Pre-construction | Senior housing/mixed use project | 150 senior housing units, 25,000 sf medical office | 12415 San Fernando Rd |
| 21 | Pre-construction | Lakeside Park | Development of a 36-acre park with five baseball fields and four full-size soccer fields, a skate plaza, office space, and parking lots. | 15300 W Lakeside St |
| 22 | Pre-construction | Retail/Restaurant | 7,486 sf retail/restaurant | 13530 Glenoaks Blvd |
| 23 | Pre-construction | Senior Residences and amenities | 1,250 units of senior residences and amenities | 11570 N Indian Hills |
| 24 | Pre-construction | Hotel Pacoima | 44-room hotel development | 13535 Van Nuys Blvd |
| 25 | Completed | Maclay Street Apartments/Commercial & Retail | 141 units and 10,115 sf commercial space | 13260 W Maclay St |
| 26 | Completed | LAUSD Early Childhood Education Center #1 | 175 seats for pre-K to 2nd grade | 8605 Colbath Ave |
| 27 | Completed | Valor Academy Charter Middle School Expansion | Charter middle school expansion | 8755 Woodman Ave |
| 28 | Pre-construction | 15136 Nordhoff Street Charter School | Charter school | 15136 Nordhoff St |
| 29 | Completed | Estancia Apartments Expansion | 77 additional apartments | 6640 N Sepulveda Blvd |
| 30 | Pre-Construction | Mixed Use Commercial & Fire Station | Fire Station and Office/Retail Commercial Space | 14450 Arminita St |
| 31 | Pre-Construction | Costco Expansion | 13,221 sf addition | 6100 N Sepulveda Blvd |
| 32 | Completed | Retail and Office | 100 apartments, 13,000 sf, retail | 6828 Van Nuys Blvd |
| 33 | Completed | Valley Presbyterian Medical Center | 79,127 sf office building | 15225 Vanowen St |
| 34 | Under Construction | Sherman Circle Residential | 355-unit apartment building | 14500 W Sherman Circle |
| 35 | Under Construction | San Fernando Valley Family Support Center | Relocation of County Services building | 7515 Van Nuys Blvd |

| Map Reference No. | Status | Project Title | Project Description/Scope | Project Location |
|---|---|---|---|---|
| 36 | Pre-construction | Tyrone Industrial | 283,920 sf light industrial uses | 7600 Tyrone Ave |
| 37 | Pre-Construction | Panorama Mall Expansion | Expansion of existing mall | 8401 Van Nuys Blvd |
| 38 | Pre construction | Discovery Charter Preparatory School | Proposed 400-student private high school | 9989 Laurel Canyon Blvd |
| 39 | Completed | Fenton Charter Elem School | Relocation and expansion of existing school | 11351 Dronfield Ave |
| Source: KOA Corporation and ICF International, 2015. | | | | |

The build alternatives may also result in minor adverse effects under NEPA, and impacts that are less than significant under CEQA, related to increased regional access to parklands and community facilities, which has the potential to result in the increased use of these facilities. However, the project corridor is in an urbanized area with substantial recreational facilities in surrounding areas. Because there are facilities in surrounding areas, this alternative is unlikely to draw substantial numbers of visitors from those areas to the project study area. Other related projects in the project study area include housing and mixed-use development, which could result in population growth and consequently the increased use of parklands and facilities. However, developers of housing and mixed-use projects in the study area would be required to pay fees for park improvements, in accordance with the Quimby Act, to ensure that there are adequate parklands to serve the additional residents resulting from development projects. In addition, the jurisdictions in the project study area have plans to increase recreational opportunities and facilities, including through the implementation of the City of Los Angeles "50 New Parks Initiative", discussed above in Section 2.3.1 (Parklands and Open Space), and the City of San Fernando Pacoima Wash Greenway project, discussed above in Section 2.1.3 (Local Regulations). With the availability of additional recreational opportunities, there would be sufficient recreational opportunities to accommodate any increase in residents and visitors to the facilities. Therefore, when combined with other related projects in the project study area, the project's impacts on parklands and community facilities from increased access would not be expected to be cumulatively considerable under NEPA and CEQA.

Under the build alternatives, the conversion of mixed-flow lanes to dedicated lanes or guideways for transit vehicles could increase congestion and reduce access for emergency vehicle response, which would be a potentially substantial adverse effect under NEPA, and a significant and unavoidable impact under CEQA that would remain after implementation of mitigation measures listed below in Section 5.2 (Operational Mitigation Measures). This potentially substantial adverse effect and significant impact, combined with the effects and impacts of other related projects in the project study area (e.g., housing and mixed-use development) that could increase traffic and consequently result in delayed emergency vehicle response, would be cumulatively considerable under NEPA and CEQA. However, by increasing transit ridership, the build alternatives would reduce traffic congestion over the long-term operation of the project, and would consequently facilitate response times for police and fire protection services, which would be a beneficial impact that would not contribute to cumulatively considerable adverse effects or impacts under NEPA and CEQA.

During construction, the build alternatives would result in potentially substantial adverse effects and significant impacts under NEPA and CEQA related to noise, air quality, traffic, and visual impacts from construction activities and equipment; and reduced access and delayed emergency response resulting from temporary sidewalk, lane, and road closures, and temporary removal of parking. Construction effects and impacts would be reduced or minimized through construction management and abatement measures, as detailed below in Section 5.3 (Construction Mitigation Measures). In addition, these effects and impacts would be short-term and temporary, and with the implementation of mitigation measures, these effects and impacts would be reduced to levels that are less than cumulatively considerable under NEPA and CEQA.

## 4.7.4 Build Alternatives 3 and 4

In addition to the potentially substantial adverse effects and significant impacts described in Section 4.8.3 above, the Low-Floor LRT/Tram and LRT Alternatives would result in potentially substantial adverse effects under NEPA on aesthetic character from the construction of vertical elements (e.g., median fences, an OCS, and a pedestrian bridge at the Sylmar/San Fernando Metrolink Station) that could substantially change the existing visual character at parklands and community facilities where

there are sensitive viewer groups. Mitigation measures are included below in Section 5.2 (Operational Mitigation Measures). However, after implementation of the proposed mitigation measures, potentially substantial adverse effects would remain. Other related projects in the project study area, including housing and mixed-use developments, could introduce additional vertical elements that could affect the aesthetic character at parklands and community facilities where there are sensitive viewer groups. Therefore, potentially substantial adverse effects from the project, combined with the effects of other projects in the project study area that could degrade visual character and quality, would be cumulatively considerable under NEPA.

# Chapter 5
# Mitigation Measures

## 5.1 Compliance Requirements and Design Features

**Safety Design Feature 1 (All Build Alternatives):** All proposed mitigation measures regarding safety and security shall be developed in conformance with Metro regulations.

**Safety Design Feature 2 (Alternatives 3 and 4):** The Low-Floor LRT/Tram and LRT Alternatives (Alternatives 3 and 4) shall be developed in conformance with Metro's Rail Transit Design Criteria and Standards, Fire/Life Safety Criteria, Volume IX. The criteria specifically address fire protection requirements for the design and construction of LRT systems. The criteria identify and discuss fire safety as it corresponds to the following specific design criteria: station and guideway facilities, passenger vehicles, vehicle yard and maintenance facilities, system fire/life safety procedures, communications, rail operations control, and inspection, maintenance and training. The criteria establish minimum requirements that would provide for the protection of life and property from the effects of fire.

## 5.2 Operational Mitigation Measures

### 5.2.1 Safety and Security

**Safety MM-1 (Alternative 4):** To reduce potential risk of collisions between LRTs and automobiles on the street portion of the LRT Alternative, Metro shall coordinate with the CPUC, City of Los Angeles and the Los Angeles County traffic control departments, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire departments, and also comply with the Federal Highway Administration's Manual on Uniform Traffic Control Devices for signing and pavement marking treatments.

**Safety MM-2 (All Build Alternatives):** All stations shall be lighted to avoid shadows and all pedestrian pathways leading to/from sidewalks and parking facilities shall be well illuminated. In addition, lighting would provide excellent visibility for train operators to be able to react to possible conflicts, especially to pedestrians crossing the track.

**Safety MM-3 (All Build Alternatives):** Proposed station designs shall not include design elements that obstruct visibility or observation nor provide discrete locations favorable to crime; pedestrian access to at-grade stations shall be at ground-level with clear sight lines.

**Safety MM-4 (All Build Alternatives):** Sidewalk widths and placements shall be designed appropriately to accommodate a wide variety of users. In areas directly adjacent to the rail stations:

1. Sidewalk widths shall be designed with the widest dimensions feasible in conformance with the Los Angeles/Metro's adopted "Land Use/Transportation Policy."
2. Minimum widths shall not be less than those allowed by the State of California Title 24 access requirements, or the Americans with Disability Act design recommendations.

3. Accommodating pedestrian movements and flows shall take priority over other transportation improvements, including automobile access.
4. Physical improvements shall ensure that all stations are fully accessible as defined in the Americans with Disabilities Act.

**Safety MM-5 (All Build Alternatives):** Adequate pedestrian queuing and refuge areas and wide crosswalks shall be provided in areas immediately around proposed stations to facilitate pedestrian mobility.

The following would apply to underground conditions:

**Safety MM-6 (Alternative 4):** The Metro Fire/Life Safety Committee has developed standard safety-related design criteria to ensure safe and adequate LRT operations in and around LRT underground stations. These criteria, which shall be adhered to, include:

1. Fire alarm protection within the station area.
2. A minimum of two fire emergency routes from each proposed station.
3. Emergency ventilation and lighting.
4. Communication systems between adjoining fire agencies.
5. A methane detection system for each proposed station.

**Safety MM-7 (Alternative 4):** Building construction for underground stations would not be less than Type I Construction as defined in the Uniform Building Code (UBC). Type I Construction is a category of building construction that sets forth design requirements that provides for safety features such as ventilation, additional egress routes, lighting, etc.

**Safety MM-8 (Alternative 4):** Proposed stations having more than two levels below-grade or more than 80 feet to the lowest occupied level from grade shall require protected level separation or other protection features to provide safe egress to the exits.

The following mitigation measures shall apply to both at-grade and underground conditions under the Build Alternatives:

**Safety MM-9 (Alternatives 3 and 4):** For portions of the alignment where pedestrians and/or motor vehicles must cross the tracks, Metro shall prepare grade crossing applications in coordination with the CPUC and local public agencies, such as LADOT, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire departments.

**Safety MM-10 (Alternative 4):** All proposed LRT stations and related parking facilities shall be equipped with monitoring equipment, which would primarily consist of video surveillance equipment to monitor strategic areas of the LRT stations and walkways, and/or be monitored by Metro security personnel on a regular basis.

**Safety MM-11 (Alternative 4):** Metro shall implement a security plan for LRT operations. The plan shall include both in-car and station surveillance by Metro security or other local jurisdiction security personnel.

**Safety MM-12 (All Build Alternatives):** Metro shall coordinate and consult with the LAFD, LAPD, and LASD to develop safety and security plans for the proposed alignment, parking facilities, and station areas.

**Safety MM-13 (Alternative 4):** Light rail vehicles shall be provided with front and rear safety fenders to increase light rail vehicle safety and minimize or prevent the potential for pedestrians to contact the vehicle coupler and/or fall under the LRT.

**Safety MM-14 (All Build Alternatives):** Fire separations shall be provided and maintained in public occupancy areas. Station public occupancy shall be separated from station ancillary occupancy by a minimum 2-hour fire-rated wall. The only exception is that a maximum of two station agents, supervisors, or information booths may be located within station public occupancy areas when constructed of approved noncombustible materials and limited in floor area to 100 square feet.

**Safety MM-15 (Alternative 4):** The diverse needs of different types of traveling public including senior citizens, disabled citizens, low income citizens, shall be addressed through a formal educational and outreach campaign. The campaign shall target these diverse community members to educate them on proper system use and benefits of LRT ridership.

### 5.2.2 Community Concerns, Relocations, and Acquisitions

**Community MM-1 (Alternatives 3 and 4):** A formal educational and public outreach campaign will be implemented to discuss potential community and neighborhood concerns, including relocations, visual/aesthetics changes, and fare policies, and to communicate information about the project with property owners and community members.

## 5.3 Construction Mitigation Measures

### 5.3.1 Safety and Security

**Safety MM-16 (All Build Alternatives):** Alternate walkways for pedestrians shall be provided around construction staging sites in accordance with American with Disability Act (ADA) requirements.

**Safety MM-17 (All Build Alternatives):** All pedestrian detour locations around staging sites shall be signed and marked in accordance with the Manual on Uniform Traffic Control Devices "work zone" guidance, and other applicable local and state requirements.

**Safety MM-18 (All Build Alternatives):** Work plans and traffic control measures shall be coordinated with emergency responders to prevent effects to emergency response times.

### 5.3.2 Community Mobility and Access

**Community MM-5 (All Build Alternatives):** To the maximum extent feasible, temporary detours will be developed for any road or sidewalk closures during construction to ensure pedestrian detours are accessible to seniors and disabled persons. Signage will be posted (in appropriate languages) to alert pedestrians and vehicles of any road or sidewalk closures or detours. Sidewalks that are ADA accessible would be required on both sides of the street during construction. However, subject to Metro approval, sidewalks may be closed for short durations.

**Community MM-6 (All Build Alternatives)**: Signage to indicate accessibility to businesses will be used in the vicinity of construction activities.

**Community MM-7 (All Build Alternatives)**: Coordination with local communities and emergency service providers will be conducted during preparation of the traffic management plans to minimize potential construction impacts to community resources and emergency response times. The traffic management plans will also include considerations for limiting construction activities during special events.

# Chapter 6
# Impacts Remaining After Mitigation

## 6.1 Impacts Remaining Under NEPA

Under NEPA, all of the build alternatives would result in potentially substantial adverse effects related to access from the potential for temporary delays in emergency vehicle response. Mitigation measures are included above in Section 5.2 (Operational Mitigation Measures). However, after implementation of the proposed mitigation measures, potentially substantial adverse effects and cumulatively considerable effects would remain.

The Low-Floor Tram/LRT and LRT Alternatives would also result in potentially substantial adverse effects on aesthetic character from the construction of vertical elements (e.g., median fences, an OCS, and a pedestrian bridge at the Sylmar/San Fernando Metrolink Station) that could substantially change the existing visual character and quality at parklands and community facilities where there are sensitive viewer groups. Mitigation measures are included above in Section 5.2 (Operational Mitigation Measures) to reduce or minimize these potentially substantial adverse effects, where feasible. However, after implementation of the proposed mitigation measures, potentially substantial adverse effects and cumulatively considerable effects would remain.

## 6.2 Impacts Remaining Under CEQA

Under CEQA, all of the build alternatives would result in potentially significant impacts related to access from the potential for temporary delays in emergency vehicle response. Mitigation measures are included above in Section 5.2 (Operational Mitigation Measures). However, after implementation of the proposed mitigation measures, potentially significant and unavoidable impacts, and cumulatively considerable and unavoidable impacts, would remain.

# Chapter 7
# CEQA Determination

According to the California Environmental Quality Act (CEQA), impacts to parklands and community facilities would be considered significant if the project would:

- Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.
- Affect existing recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment.
- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:
    - Fire protection;
    - Police protection;
    - Schools;
    - Parks; or
    - Other public facilities.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

These criteria were used to evaluate parklands and community facilities impacts for the alternatives.

## 7.1 No-Build Alternative

The No-Build Alternative would have no impacts on parklands and community facilities because this alternative would not result in the increased the use of existing parklands or recreational facilities, affect existing recreational facilities or require the expansion of facilities, require new or physically altered government facilities, or impair the implementation of an adopted emergency response plan or evaluation plan. This alternative would not contribute to cumulative impacts on parklands and community facilities.

## 7.2 TSM Alternative

The TSM Alternative would not substantially induce population growth that would result in the increased use of parklands and community facilities; therefore, potential impacts on parklands and community facilities related to induced growth would be less than significant and less than cumulatively considerable. This alternative would increase access to parklands and community facilities, which has the potential to result in increased use of these facilities, but not at levels substantial enough to result in deterioration of these facilities; therefore, impacts related to changes in access would be less than significant and less than cumulatively considerable.

The TSM Alternative would not substantially affect existing recreational facilities or require the construction or expansion of recreational facilities, or result in impacts associated with the provision or need for physically altered government facilities. By increasing transit ridership, the TSM Alternative would reduce traffic congestion and consequently facilitate response times for police and fire protection services, which would be a beneficial impact that is less than significant and less than cumulatively considerable. This alternative would not result in construction impacts.

## 7.3 Build Alternative 1 – Curb-Running BRT Alternative

The Curb-Running BRT Alternative would not substantially induce population growth that would result in the increased use of parklands and community facilities; therefore, impacts on parklands and community facilities related to induced growth would be less than significant and less than cumulatively considerable. This alternative would increase access to parklands and community facilities, which has the potential to result in increased use of these facilities, but not at levels substantial enough to result in deterioration of these facilities; therefore, impacts related to changes in access would be less than significant. In addition, when considered in combination with the impacts of other related projects, these impacts would be less than cumulatively considerable.

The Curb-Running BRT Alternative would not affect existing recreational facilities or require the construction or expansion of recreational facilities, or result in impacts associated with the provision or need for physically altered government facilities. However, this alternative would result in potentially significant impacts on access because this alternative could result in temporary delays in emergency response. Therefore, mitigation measures are included above in Section 5.2 (Operational Mitigation Measures) to reduce or minimize these potentially significant impacts, where feasible. However, after implementation of the proposed mitigation measures, potentially significant and unavoidable impacts would remain. In addition, when considered in combination with the impacts of other related projects, these impacts would be cumulatively considerable and unavoidable. By increasing transit ridership, the Curb-Running BRT Alternative would reduce traffic congestion over the long-term operation of the project, and would consequently facilitate response times for police and fire protection services, which would be a beneficial impact that is less than significant, but cumulatively considerable when considered in combination with other projects.

During construction, this alternative would result in potentially significant impacts related to delayed emergency response resulting from temporary sidewalk, lane, and road closures, and temporary removal of parking. These impacts would be short-term and temporary, and would be reduced through construction management and abatement measures. In addition, mitigation measures are included in other applicable reports prepared for the project to reduce or minimize these potentially significant impacts. With the implementation of mitigation measures, impacts would be less than significant and less than cumulatively considerable.

## 7.4 Build Alternative 2 – Median Running BRT Alternative

The Median-Running BRT Alternative would not substantially induce population growth that would result in the increased use of parklands and community facilities; therefore, impacts on parklands and community facilities related to induced growth would be less than significant. This alternative

would increase access to parklands and community facilities, which has the potential to result in increased use of these facilities, but not at levels substantial enough to result in deterioration of these facilities; therefore, impacts related to changes in access would be less than significant. In addition, when considered in combination with the impacts of other related projects, these impacts would be less than cumulatively considerable.

The Median-Running BRT Alternative would not affect existing recreational facilities or require the construction or expansion of recreational facilities, or result in impacts associated with the provision or need for physically altered government facilities. However, this alternative would result in potentially significant impacts on access because this alternative could result in temporary delays in emergency response. Therefore, mitigation measures are included above in Section 5.2 (Operational Mitigation Measures) to reduce or minimize these potentially significant impacts, where feasible. However, after implementation of the proposed mitigation measures, potentially significant and unavoidable impacts would remain. In addition, when considered in combination with the impacts of other related projects, these impacts would be cumulatively considerable and unavoidable. By increasing transit ridership, the Median-Running BRT Alternative would reduce traffic congestion over the long-term operation of the project, and would consequently facilitate response times for police and fire protection services, which would be a beneficial impact that is less than significant, but cumulatively considerable when considered in combination with other projects.

During construction, this alternative would result in potentially significant impacts related to delayed emergency response resulting from temporary sidewalk, lane, and road closures, and temporary removal of parking. These impacts would be short-term and temporary, and would be reduced through construction management and abatement measures. In addition, mitigation measures are included in other applicable reports prepared for the project to reduce or minimize these potentially significant impacts. With the implementation of mitigation measures, impacts would be less than significant and less than cumulatively considerable.

## 7.5 Build Alternative 3 – Low-Floor LRT/Tram Alternative

The Low-Floor LRT/Tram Alternative would not substantially induce population growth that would result in the increased use of parklands and community facilities; therefore, impacts on parklands and community facilities related to induced growth would be less than significant. This alternative would increase access to parklands and community facilities, which has the potential to result in increased use of these facilities, but not at levels substantial enough to result in deterioration of these facilities; therefore, impacts related to changes in access would be less than significant. In addition, when considered in combination with the impacts of other related projects, these impacts would be less than cumulatively considerable.

The Low-Floor LRT/Tram Alternative would not affect existing recreational facilities or require the construction or expansion of recreational facilities, or result in impacts associated with the provision or need for physically altered government facilities to maintain acceptable service ratios, response times, or other performance objectives for public services. However, this alternative would result in potentially significant impacts on access because this alternative could result in temporary delays in emergency response. Therefore, mitigation measures are included above in Section 5.2 (Operational Mitigation Measures) to reduce or minimize these potentially significant impacts, where feasible. However, after implementation of the proposed mitigation measures, potentially significant and unavoidable impacts would remain. In addition, when considered in combination with the impacts of

other related projects, these impacts would be cumulatively considerable and unavoidable. By increasing transit ridership, the Low-Floor LRT/Tram Alternative would reduce traffic congestion over the long-term operation of the project, and would consequently facilitate response times for police and fire protection services, which would be a beneficial impact that is less than significant, but cumulatively considerable when considered in combination with other projects.

During construction, this alternative would result in potentially significant impacts related to delayed emergency response resulting from temporary sidewalk, lane, and road closures, and temporary removal of parking. These impacts would be short-term and temporary, and would be reduced through construction management and abatement measures. In addition, mitigation measures are included in other applicable reports prepared for the project to reduce or minimize these potentially significant impacts. With the implementation of mitigation measures, impacts would be less than significant and less than cumulatively considerable.

## 7.6 Build Alternative 4 – LRT Alternative

The LRT Alternative would not substantially induce population growth that would result in the increased use of parklands and community facilities; therefore, impacts on parklands and community facilities related to induced growth would be less than significant. This alternative would increase access to parklands and community facilities, which has the potential to result in increased use of these facilities, but not at levels substantial enough to result in deterioration of these facilities; therefore, impacts related to changes in access would be less than significant. In addition, when considered in combination with the impacts of other related projects, these impacts would be less than cumulatively considerable.

The LRT Alternative would not affect existing recreational facilities or require the construction or expansion of recreational facilities, or result in impacts associated with the provision or need for physically altered government facilities to maintain acceptable service ratios, response times, or other performance objectives for public services. However, this alternative would result in potentially significant impacts on access because this alternative could result in temporary delays in emergency response. Therefore, mitigation measures are included above in Section 5.2 (Operational Mitigation Measures) to reduce or minimize these potentially significant impacts, where feasible. However, after implementation of the proposed mitigation measures, potentially significant and unavoidable impacts would remain. In addition, when considered in combination with the impacts of other related projects, these impacts would be cumulatively considerable and unavoidable. By increasing transit ridership, the LRT Alternative would reduce traffic congestion over the long-term operation of the project, and would consequently facilitate response times for police and fire protection services, which would be a beneficial impact that is less than significant, but cumulatively considerable when considered in combination with other projects.

During construction, this alternative would result in potentially significant impacts related to delayed emergency response resulting from temporary sidewalk, lane, and road closures, and temporary removal of parking. These impacts would be short-term and temporary, and would be reduced through construction management and abatement measures. In addition, mitigation measures are included in other applicable reports prepared for the project to reduce or minimize these potentially significant impacts. With the implementation of mitigation measures, impacts would be less than significant and less than cumulatively considerable.

# Chapter 8
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