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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

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. 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 carried out in January 2013 to study the East San Fernando Valley Transit Corridor in order to define, screen, and recommend alternatives for future study.

This study enabled Metro, the City of Los Angeles, and the City of San Fernando to evaluate a range of new public transit service alternatives that can accommodate future population growth and transit demand, while being compatible with existing land uses and future development opportunities. The study considered the Sepulveda Pass Corridor, which is another Measure R project, and the proposed California High Speed Rail project. Both of these projects may be directly served by a future transit project in the study area. The Sepulveda Pass Corridor could eventually link the West Los Angeles area to the east San Fernando Valley and the California High Speed Rail Project via the project corridor. As part of the January 2013 Alternatives Analysis, most of Sepulveda Boulevard was eliminated as an alignment option. As a result of the Alternatives Analysis, modal recommendations were for bus rapid transit (BRT) and light rail transit (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 Transportation System Management (TSM) and No-Build Alternatives to be carried forward for analysis in this DEIS/DEIR.

1.1.1 Study Area

Where Is the Study Area Located?

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

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

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

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

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

1.1.2 Alternatives Considered

What Alternatives Are under Consideration?

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

- No-Build Alternative
- TSM Alternative
- Build Alternative 1 – Curb-Running BRT Alternative
- Build Alternative 2 – Median-Running BRT Alternative
- Build Alternative 3 – Low-Floor LRT/Tram Alternative
- Build Alternative 4 – 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 – I-5, I-105, SR-118, and US-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 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 Metro 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, Inc., 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. The hours during which the curb lanes would be used as dedicated BRT lanes may be limited to the period extending from the early morning through the early evening. The lanes would be dedicated curb-running bus lanes for Metro Rapid Line 761 and Metro Local Line 233, and for other transit lines that operate on short segments of Van Nuys Boulevard. The segment between Parthenia Street and Roscoe Boulevard, adjacent to Panorama Mall, where on-street parking is currently prohibited, would have curb-running bus lanes 24 hours per day. In addition, this alternative would incorporate 2.5 miles of mixed-flow lanes, where buses would operate in the curb lane along San Fernando Road and Truman Street between Van Nuys Boulevard and Hubbard Avenue for Metro Rapid 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 BRT alignment 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, Metro Rapid Line 761 was re-routed and replaced with Metro Rapid Line 744, which travels from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 travels from Van Nuys Boulevard through the Sepulveda Pass to Westwood and provides peak-period freeway express services 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 Metro 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.

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. Metro 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 Alternative 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, Metro Rapid Line 761 was re-routed and replaced with Metro Rapid Line 744, which travels from Van Nuys Boulevard to Ventura Boulevard, and then to Reseda Boulevard, while a new Metro Rapid Line 788 travels from Van Nuys Boulevard through the Sepulveda Pass to Westwood and provides peak-period freeway express service as part of a Metro demonstration project.

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

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



Source: KOA and ICF International, 2014

1.1.2.6 Build Alternative 4 – LRT Alternative

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

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

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

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

1.2 Report Purpose and Structure

This Section 4(f) Existing Conditions Report describes the regulations, methodology, and baseline conditions of publicly owned parks, recreation areas, wildlife and waterfowl refuges, and public or private historic sites in the study area. Section 4(f) of the United States Department of Transportation (USDOT) Act of 1966 provides protection of such areas for transportation projects requiring federal approvals. The study area for this report is the area within 1,000 feet of the project alignment. The report is organized into the following sections:

- Chapter 1 Introduction
- Chapter 2 Regulatory Framework/Methodology
- Chapter 3 Affected Environment/Existing Conditions
- Chapter 4 Environmental Consequences/Environmental Impacts
- Chapter 5 Mitigation Measures
- Chapter 6 References

Figure 1-5: Build Alternative 4 – LRT Alternative



Source: KOA and ICF International, 2014.

2.1 Regulatory Framework

Section 4(f) is a section of the USDOT Act of 1966, and aims to minimize the effects of federally sponsored transportation projects on historic resources and publicly owned recreation facilities and wildlife/waterfowl refuges. Section 4(f) applies to the proposed project because the project requires federal approval by the FTA.

2.1.1 Federal Regulations

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

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

- there is no prudent and feasible alternative to using that land, and
- the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.”

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

Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act of 2003: A Legacy for Users (SAFETEA-LU) amended the existing Section 4(f) legislation to simplify the processing and approval of projects that have only de minimis impacts on resources protected by Section 4(f). The simplified process was carried forward in the Moving Ahead for Progress in the 21st Century (MAP-21) Act, the most recent surface transportation funding legislation signed into law in July 2012. Under the simplified process introduced under SAFETEA-LU, a de minimis finding refers to a project with little or no influence on the activities, features, and/or attributes of the Section 4(f) resource. This revision states that once USDOT determines that a transportation use of a Section 4(f) property would result in a de minimis impact on that property, after consideration of any impact avoidance, minimization, or mitigation or enhancement measures, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete for that resource.

The proposed project (and alternatives) under the statute refers to any transportation project that may receive federal funding and/or discretionary approvals through USDOT (i.e., the Federal Transit Administration [FTA]); therefore, documentation of compliance with Section 4(f) is required.

This Section 4(f) evaluation has been prepared in accordance with the FHWA regulations for Section 4(f) compliance codified at 23 Code of Federal Regulations (CFR) Part 774. Additional guidance has been obtained from FHWA Technical Advisory T 6640.8A (1987) and the revised FHWA Section 4(f) Policy Paper (2012).

2.1.1.1 Section 4(f) “Use”

As defined in 23 CFR Section 774.17, the use of a protected Section 4(f) resource occurs when any of the following conditions are met:

- Land is permanently incorporated into a transportation facility through partial or full acquisition (i.e., “direct use”);
- There is a temporary occupancy of land that is adverse in terms of the preservationist purposes of Section 4(f) (i.e., “temporary occupancy”); or
- There is no permanent incorporation of land, but the proximity of a transportation facility results in impacts so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired (i.e., “constructive use”).

2.1.1.2 Direct Use

A direct use of a Section 4(f) resource takes place when property is permanently incorporated into a proposed transportation project (23 CFR Section 774.17). This may occur as a result of partial or full acquisition of a fee simple interest, permanent easements, or temporary easements that exceed the regulatory limits noted below (23 CFR Section 774.13[d]).

2.1.1.3 Temporary Occupancy

Under FHWA regulations (23 CFR Section 774.13[d]), temporary occupancy of a property does not constitute use of a Section 4(f) resource when the following conditions are satisfied:

- The occupancy must be temporary (i.e., shorter than the period of construction) and not involve a change in ownership of the property;
- The scope of work must be minor, with only minimal changes to the protected resource;
- There must be no permanent adverse physical effects on the protected resource, and there must be no temporary or permanent interference with the activities or purposes of the resource;
- The property to be used must be fully restored to a condition that is at least as good as the condition that existed prior to the proposed project; and
- There must be documented agreement among the appropriate officials having jurisdiction over the resource regarding the foregoing requirements.

2.1.1.4 Constructive Use

A constructive use of a Section 4(f) resource happens when a transportation project does not permanently incorporate land from the resource, but the proximity of the project results in impacts (e.g., noise, vibration, visual, access, and/or ecological impacts) that are so severe that the protected activities, features, or attributes that qualify the resource for protection under Section 4(f) are substantially impaired (23 CFR Section 774.15). Substantial impairment occurs only if the protected activities, features, or attributes of the resource are substantially diminished. This determination is made through the following practices:

- Identification of the current activities, features, or attributes of the resource that may be sensitive to proximity impacts;
- Analysis of the potential proximity impacts on the resource; and
- Consultation with the appropriate officials having jurisdiction over the resource (23 CFR Section 774.15[d]).

2.1.1.5 De Minimis Finding

A de minimis finding is a finding that a project will have little or no influence on the activities, features, and/or attributes of a Section 4(f) resource. As stated above, Section 6009(a) of SAFETEA-LU amended the existing Section 4(f) legislation to simplify the processing and approval of projects that have only de minimis impacts on resources protected by Section 4(f). This was the first substantive revision of Section 4(f) legislation since passage of the Department of Transportation Act of 1966. Under this revision, once USDOT determines that a transportation use of a Section 4(f) property would result in a de minimis impact on that property, an analysis of avoidance alternatives is not required, and the Section 4(f) evaluation process is complete for that resource.

A finding of de minimis impact on a historic site may be made when the following occur:

- The process required by Section 106 of the National Historic Preservation Act of 1966 results in a determination of “no adverse effect” or “no historic properties affected,” with concurrence from the State Historic Preservation Officer (SHPO), if participating in the Section 106 consultation;
- The SHPO is informed of the Federal Transit Administration’s (FTA’s) intent to make a de minimis impact finding based on the agency’s written concurrence in the Section 106 determination; and
- FTA has considered the view of any consulting parties participating in the Section 106 consultation.

A transportation project’s use of a park, recreational lands, or a wildlife and waterfowl refuge that qualifies for Section 4(f) protection may be determined to be de minimis if the following criteria are met:

- The transportation use of the Section 4(f) resource, together with any avoidance, minimization, or mitigation or enhancement measures incorporated into the project, does not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f); The official(s) with jurisdiction over the property is/are informed of FTA’s intent to make the de minimis finding based on the agency’s written concurrence stating that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f); and
- The public has been afforded an opportunity to review and comment on the impacts of the project on the protected activities, features, and attributes of the Section 4(f) resource.

2.1.2 State Regulations

Section 4(f) is federal law. Public parks, recreation areas, wildlife and waterfowl refuges, and historic sites are subject to additional regulations at the state level, as detailed in the Parklands and Community Facilities Report and the Historical Resources Report.

2.1.3 Local Regulations

Section 4(f) is federal law. Public parks, recreation areas, wildlife and waterfowl refuges, and historic sites are subject to additional regulations at the local level, as detailed in the Parklands and Community Facilities Report and the Historical Resources Report.

2.2 Methodology

This section identifies Section 4(f) resources in the project area and evaluates the potential effect of the proposed project on:

- Public parks, recreation areas, and refuges for wildlife and waterfowl, and
- Sites of historical significance

These categories of Section 4(f) properties are considered separately due to differing evaluation methodologies. Evaluation criteria are also based on the July 2012 FHWA Section 4(f) Policy Paper.

2.2.1 Evaluation of Parks, Recreation Areas, and Wildlife and Waterfowl Refuges

Parklands, recreational resources, and refuges were identified using land use maps, aerial imagery, as well as consulting with the websites of Los Angeles Department of Recreation and Parks and the Los Angeles Unified School District (LAUSD). A distance of 1,000 feet from the alignment was established as the study area for the purposes of determining the project's effect on parks, recreation areas, and wildlife and waterfowl refuges. For the purposes of Section 4(f), the 1,000-foot study area allows for identification of any potential Section 4(f) resources that may be permanently or temporarily incorporated into the project and those resources that may experience proximity impacts such as increased noise or access limitations. Any resources located beyond the 1,000-foot radius would be distant enough from the project that any potential for Section 4(f) use can be ruled out. This distance is also consistent with environmental documents from previous Metro transit projects.

Parks, recreation areas, and refuges are protected under Section 4(f) only if they are publicly-owned. In addition to being public, these sites must be publicly-accessible on a regular basis. For recreational resources identified on public school campuses, phone calls to the schools were made to verify the availability of such resources for use by the public outside of normal school hours. Privately-owned parks, recreation areas, and refuges that are open to the public are not considered in this section, as they are not protected properties under the statute.

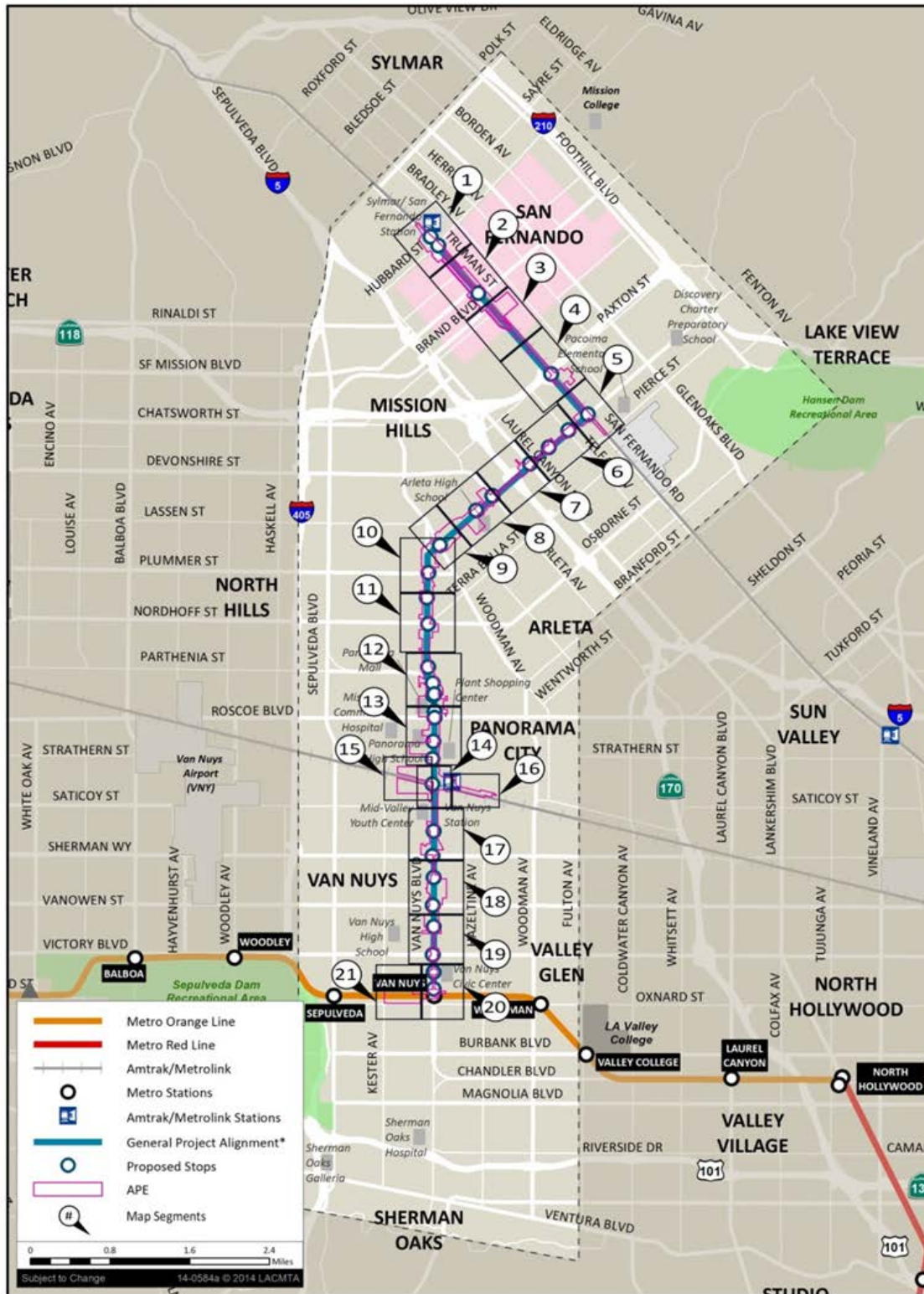
Impact analysis was determined on the basis on how the proposed project would use a Section 4(f) property, if at all. Use, as outlined above in Section 2.1.1, includes direct use, temporary use, or constructive use.

2.2.2 Evaluation of Historic Properties

As described in the August 2015 Historical Resources Report, both an Area of Potential Effects (APE) and a larger study area were identified for the purposes of the project. For this project, due to its size and linear nature, and due to the minimal potential for effects to historical resources adjacent to or near the project alignment, the FTA and Metro proposed a streamlined approach to evaluating potential historical resources within the approximate 10 miles of the project area and determined the

APE to include the roadway only, with the exception of where new stops would be located, in which the APE would be drawn to include one parcel on each corner of the affected intersection. Of the more than 400 parcels within the APE that were more than 45 years of age, 181 met the established criteria for historic evaluation, either as a property requiring individual evaluation or as a property located with a potential district area. An overview of the APE is shown in Figure 2-1.

Figure 2-1: Area of Potential Effect Overview Map



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

Source: GPA Consulting; ICF International, 2015.

Table 3-1: Parks, Recreation Areas, and Wildlife Refuges

Map ID	Property Name	Address	Type	Description	Distance from Alignment
1	Delano Recreation Center	15100 Erwin Street, Van Nuys	Public park	The center features outdoor athletic fields, an indoor gymnasium, an auditorium, and indoor table games.	990 feet
2	Van Nuys Recreation Center	14301 Vanowen Avenue, Van Nuys	Public park	This recreation center features an auditorium/gymnasium, barbecue pits, baseball diamonds, basketball courts, a children’s play area, a community room, handball courts, an indoor gym, picnic tables, a soccer field, and tennis courts.	970 feet
3	Tobias Avenue Park	9122 Tobias Avenue, Panorama City	Public park	Tobias Avenue Park features basketball courts, a children’s play area, and picnic tables.	Adjacent
4	Recreation Park	208 Park Avenue, San Fernando	Public park	The park is comprised of 11 acres of multi-activity sports facilities, including a baseball field, basketball courts, soccer field, and gymnasium. The park provides numerous recreational amenities, including a senior center, meeting rooms, a children’s play area, and picnic area. The aquatics facility is a 3-acre venue housing a year-round, regionally oriented facility that includes a competition pool with three diving boards, an instruction pool with a recreational slide, and a splash area. The aquatics facility also includes a 15,000 square-foot, two-story support building providing offices, dressing rooms, classrooms, locker rooms, and a multipurpose room.	Adjacent
5	Cesar E. Chavez Memorial	30 Wolfskill Street, San Fernando	Public park	This memorial, honoring the legacy and work of the late farm worker leader, is located at the corner of Wolfskill and Truman Street. The memorial consists of four separate art pieces placed in a park setting. A life-size statue of Cesar Chavez is poised in front of a series of ten figures representing the farm workers’ plight and eventual empowerment. Other features include a fountain, seating areas, and a mural.	Adjacent
6	Layne Park	120 North Huntington Street, San Fernando	Public park	Layne Park is 0.80 acre and houses a basketball court, picnic area, and a children’s play area.	860 feet
7	Blythe Street Park	14740 Blythe Street, Van Nuys	Public park	Also known as Andres and Maria Cardenas Recreation Center, Blythe Street Park includes a children’s play area, picnic tables, a small grass area, and a 4,500 sq. ft. skate park.	Adjacent (under MSF Alternative C)

Source: Google, Inc. & Parklands and Community Facilities Impacts Report, 2015.

3.1 Parks, Recreation Areas, and Wildlife and Waterfowl Refuges

As shown in Table 3-1 and Figure 3-1, there are seven public recreational facilities within a 1,000-foot distance of the project's proposed alignments that are Section 4(f) resources, all of which are under the jurisdiction of either the City of Los Angeles or the City of San Fernando.

While there are additional recreational resources in the larger area surrounding the project alignment, they are outside of the 4(f) study area for the project. These additional recreational resources are listed in Section 3.1.1 below.

3.1.1 Facilities not Considered for Section 4(f) Evaluation

There are additional resources in the vicinity surrounding the study area that have a recreational function but are not considered eligible for Section 4(f) protection. The following facilities were not included in the evaluation for the reasons specified below.

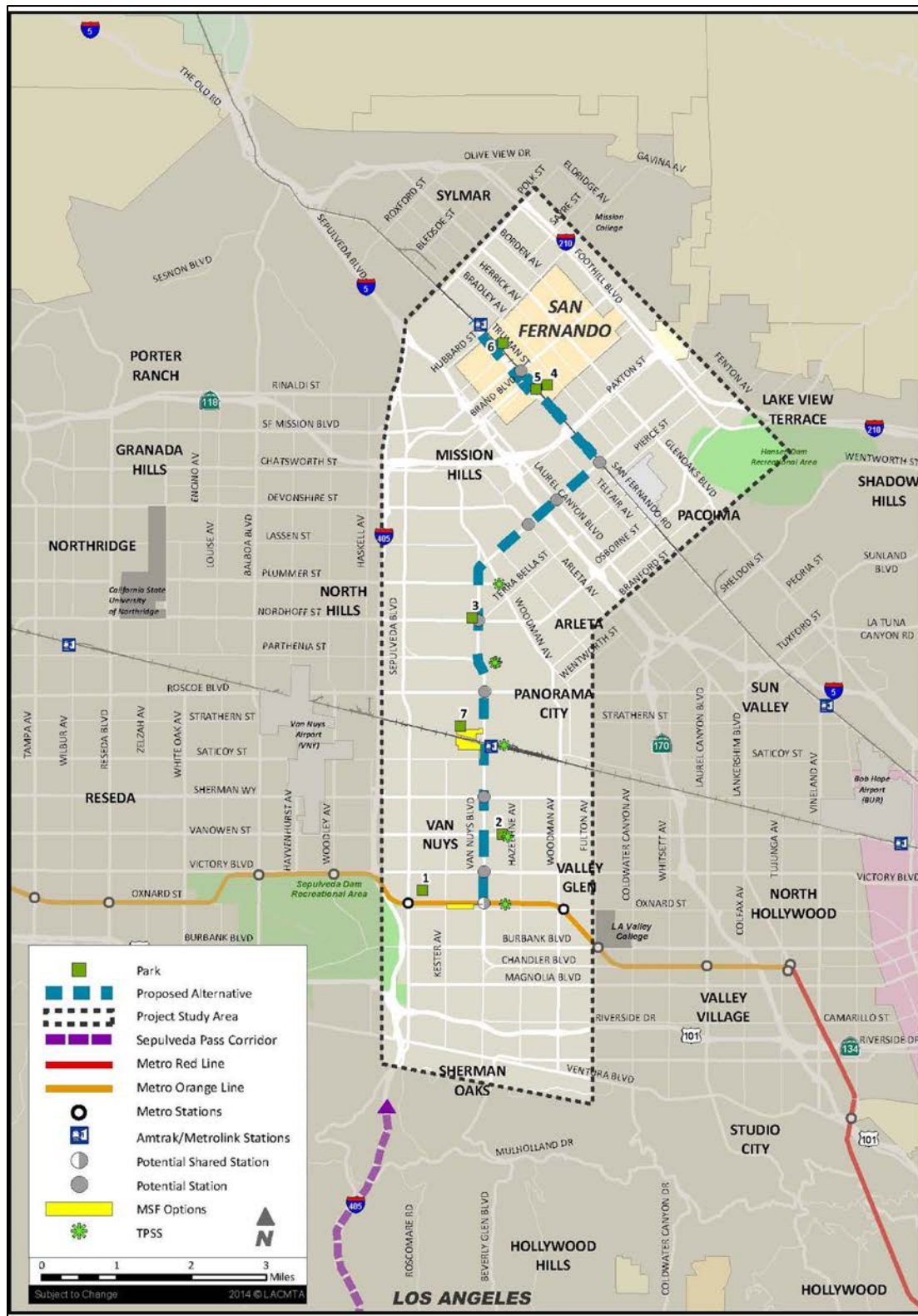
3.1.1.1 Recreational Facilities

Within the Study Area

Within the study area there are a number of public schools whose campuses include outdoor recreational areas. According to the FHWA's 2012 Section 4(f) Policy Paper, recreational facilities, such as school play areas, are only considered protected under Section 4(f) if they are open to the general public and serve either organized or a substantial walk-on recreational purpose determined to be significant. Based on this criteria, the following seven public schools and their associated play areas, while they serve a physical education and recreational purpose, were determined not to be protected by Section 4(f) because they are not open to the public outside of school hours and therefore, are not recreational facilities for public use..

- Van Nuys Middle School (500 feet)
- Van Nuys Elementary School (650 feet)
- Panorama High School (adjacent)
- Arleta High School (adjacent)
- San Fernando Valley Middle School (adjacent)
- Liggett Street Elementary (800 feet)
- Pacoima Middle School (800 feet)

Figure 3-1: Map of Parks, Recreation Areas, and Wildlife Refuges



Source: ICF International, 2015

3.1.1.2 Metro Orange Line Bike Path

One Class I bikeway, the Metro Orange Line Bike Path, crosses Van Nuys Boulevard at a signal-controlled, at-grade intersection. According to the FHWA Section 4(f) Policy Paper, shared use paths (including bike paths) that primarily serve a recreational purpose are protected under Section 4(f), while those whose primary purpose is transportation are not considered Section 4(f) resources. The bike path follows the Orange Line corridor which indicates that it was developed and functions primarily as a non-motorized transportation facility. As stated in the City of Los Angeles 2010 Bicycle Plan, Class I bikeways are popular for both utilitarian and recreational riding and further states that the Metro Orange Line Bike Path provides valuable connections to mass transit and facilitates commutes for all types of riders (City of Los Angeles, 2011). Given that the Metro Orange Line Bike Path follows a route parallel to the Metro Orange Line Busway, and recreation is not identified as a primary purpose of the bike path, the Metro Orange Line Bike Path is not considered to be protected under Section 4(f). Furthermore, no incorporation of land from the bike path into the project would result from any of the project alternatives and the existing function and use of the bike path would be maintained throughout construction and operation of the project.

3.1.1.3 San Fernando Road Bike Path

The San Fernando Road Bike Path is located adjacent to San Fernando Road and the railroad tracks and extends from Roxford Street in the community of Sylmar, south through the City of San Fernando, through the community of Sun Valley and up to the Burbank city limits. Similar to the Metro Orange Line Bike Path, the San Fernando Road Bike Path runs alongside Metrolink's Antelope Valley Line, including the Sylmar/San Fernando Metrolink Station and the Sun Valley Metrolink Station. Based on its proximity to existing transit facilities the bike path functions primarily as a non-motorized transportation pathway. Similar to the Metro Orange Line Bike Path, the San Fernando Road Bike Path provides valuable connections to mass transit and facilitates commutes for all types of riders, and even runs similarly to the Interstate 5 corridor, connecting the community of Sylmar, City of San Fernando, the communities of Pacoima and Sun Valley, and the City of Burbank. Accordingly, the San Fernando Road Bike Path is considered primarily as a transportation facility and was not considered in the Section 4(f) analysis as a result. Furthermore, no incorporation of land from the bike path into the project would result from any of the project alternatives and the existing function and use of the bike path would be maintained throughout construction and operation of the project.

3.2 Historic Sites

As mentioned, a total of 181 properties were identified within the APE that met the project team's potential historic property evaluation criteria. Of these, the 10 individual properties listed below have either been previously evaluated or evaluated for this project and given a status code of 3S or 2S2. A 3S status code indicates that a property appears eligible for the National Register of Historic Places (NRHP) as an individual property through a survey evaluation. A 2S2 status code indicates that it is an individual property determined eligible for the NRHP by a consensus through the Section 106 process. As a result, these properties are protected under Section 4(f).

1. 14601-3 Aetna Street – 3S

14601-3 Aetna Street was identified for further study as an example of PWA Moderne architecture and early infrastructure in the San Fernando Valley. It is listed in the California Historic Resources Information System (CHRIS) with a 2S2 status code from March 20, 2002. The South Central Coastal Information Center (SCCIC) was contacted on July 24, 2015 for additional documentation

and information regarding this previous evaluation. Michelle Galaz, Assistant Coordinator at the SCCIC responded on July 27, 2015 to say that there was no documentation for this address in their office, or for its alternative address, 14603 Aetna Street. SCCIC made a request to the State Office of Historic Preservation (OHP) for additional documentation and information. The property was individually re-evaluated for listing on the NRHP and California Register of Historic Resources (CRHR) as part of this study, but on August 13, 2015, the information from the prior evaluation was received from SCCIC. The evaluation determined that the property appears to be significant at the national and state level as a rare example of a pre-war DWP facility in the San Fernando Valley, and as an excellent example of the PWA Moderne style; the property retains sufficient integrity to convey its association with that trend and architectural style. As a result of this evaluation, the property was assigned a 3S status code, "Appears eligible for NRHP as an individual property through survey evaluation."

2. 130 N. Brand Boulevard – 2S2

130 N. Brand Boulevard was identified for further study due to its Classical Revival architecture on the junior high campus. It was previously evaluated in 1995 as part of a Section 106 survey of earthquake-damaged properties. It was given a status code of 2S2, "Individual property determined eligible for NRHP by a consensus through Section 106 process." Listed in CRHR as an excellent example of Classical Revival architecture. Therefore, it was subsequently listed on the CRHR. The project team reviewed the previous evaluation and after field inspection determined that the existing 2S2 status code is still valid.

3. 1140 San Fernando Road – 3S

1140 San Fernando Road was identified for further study as a unique example of a J.C. Penney department store in a commercial strip, as opposed to a shopping mall. The property was individually evaluated for listing on the NRHP and CRHR. The evaluation determined that the property appears to be eligible for the NRHP and CRHR at the local level of significance for its association with the commercial development of the City of San Fernando and for its architectural style; it retains sufficient integrity to convey those associations. As a result of this evaluation, the property was assigned a 3S status code, "Appears eligible for NRHP as an individual property through survey evaluation."

4. 1601 San Fernando Road – 3S

1601 San Fernando Road was identified for further study as an example of a Googie style car wash on San Fernando Road. The property was individually evaluated for listing on the NRHP and CRHR. The evaluation determined that the property is significant under Criterion C as exemplifying a Googie car wash and that it retains sufficient integrity for listing. As a result of this evaluation, the property was assigned a 3S status code, "Appears eligible for NRHP as an individual property through survey evaluation."

5. 6353 Van Nuys Boulevard - 3S

6353 Van Nuys Boulevard was identified for further study as an example of Streamline Moderne architecture that represents an early period of commercial development in the San Fernando Valley. The property was individually evaluated for listing on the NRHP and CRHR. The evaluation determined that the property appears to meet the NRHP and CRHR Criteria at the local level of significance as a rare example of pre-World War II commercial development in the San Fernando Valley, as well as exemplifying the Streamline Moderne style; the property retains sufficient integrity to convey this significance. As a result of this evaluation, the property was assigned a 3S status code, "Appears eligible for NRHP as an individual property through survey evaluation."

6. 6551 Van Nuys Boulevard – 3S

6551 Van Nuys Boulevard was identified for further study as an example of New Formalist architecture and the work of Millard Sheets. The property was individually evaluated for listing on the NRHP and CRHR. The evaluation determined that the property appears to be eligible for the NRHP and CRHR as a good example of New Formalism in the San Fernando Valley. As a result of this evaluation, the property was assigned a 3S status code, “Appears eligible for NRHP as an individual property through survey evaluation.”

7. 8201 Van Nuys Boulevard – 3S

8201 Van Nuys Boulevard was identified for further study as a rare example of Expressionist architecture. The property was individually evaluated for listing on the NRHP and CRHR. The evaluation determined that the property appears to meet the NRHP and CRHR Criteria for its architecture and as the work of W.A. Sarmiento, who was pivotal to the shift in bank design during the twentieth century, and that it retains sufficient integrity to convey that significance. As a result of this evaluation, the property was assigned a 3S status code, “Appears eligible for NRHP as an individual property through survey evaluation.”

8. 8324 Van Nuys Boulevard – 3S

8324 Van Nuys Boulevard was identified for further study as part of a planned commercial strip for the successful post-war suburb of Panorama City. The property was individually evaluated for listing on the NRHP and CRHR. The evaluation determined that the property appears to be eligible for the NRHP and CRHR at the local level for its association with the planned development of Panorama City, and it retains sufficient integrity to convey that significance. As a result of this evaluation, the property was assigned a 3S status code, “Appears eligible for NRHP as an individual property through survey evaluation.”

9. 9110 Van Nuys Boulevard – 3S

9110 Van Nuys Boulevard was identified for further study as part of a planned commercial strip for the successful post-war suburb of Panorama City, and as the work of master architect William Pereira. The property was individually evaluated for listing on the NRHP and CRHR. The evaluation determined that the property was not an important example of Pereira’s work, but that it appears to meet the NRHP and CRHR Criteria at the local level for its association with Panorama City, and it retains sufficient integrity to convey that significance. As a result of this evaluation, the property was assigned a 3S status code, “Appears eligible for NRHP as an individual property through survey evaluation.”

10. San Fernando Road – 3S

A portion of San Fernando Road was identified for further study due to its historic alignment, dating from as early as 1871. It was previously evaluated in 2013 as part of a CEQA review process. Segments of the road were given a status code of 3S, “Appears eligible for NRHP as an individual property through survey evaluation.” One of the segments is included within the APE. The project team reviewed the previous evaluation and after field inspection determined that the existing 3S status code appears to still be valid.

Chapter 4

Environmental Consequences/ Environmental Impacts

This chapter describes the potential impacts to and any resulting use of Section 4(f) resources that could occur under the No-Build, TSM, and four build alternatives (Alternatives 1 to 4).

Officials with jurisdiction over public parks, recreation areas, or refuges for wildlife and waterfowl at the Cities of Los Angeles and San Fernando were consulted to ensure that all 4(f) resources within 1,000 feet of the proposed project alignment were evaluated for the applicability of the requirements of Section 4(f). The correspondence is shown in Appendix A.

4.1 No-Build Alternative

Under the No-Build Alternative, no new transportation infrastructure would be built within the project study area as part of the proposed East San Fernando Valley Transit Corridor Project, aside from other related projects that are currently under construction or funded for construction and operation by 2040.

4.1.1 Public Parks, Recreation Areas, and Refuges for Wildlife and Waterfowl

4.1.1.1 Direct Use

Since no new transportation infrastructure would be built, the No-Build Alternative would not require any permanent displacement or acquisition of public parks, recreation areas, or refuges for wildlife and waterfowl. Therefore, there would be no direct use of Section 4(f) resources.

4.1.1.2 Temporary Occupancy

Since no new transportation infrastructure would be built, the No-Build Alternative would not require the temporary occupancy of public parks, recreation areas, or refuges for wildlife and waterfowl that are protected property under Section 4(f).

4.1.1.3 Constructive Use

The No Build Alternative includes no new project facilities that would increase noise levels in the study area or result in any visual changes to the project corridor. The No-Build Alternative would not cause new impacts to the ecosystem and local and regional connectivity and access to parklands and community facilities in the project study area would remain unchanged. Thus, the No-Build Alternative would not result in impacts so severe that the protected activities, features, or attributes that qualify the resources for protection under 4(f), listed in Table 3-1, would be substantially diminished or impaired and no constructive use would occur.

4.1.2 Historic Sites

4.1.2.1 Direct Use

Since no new construction is proposed under the No-Build Alternative, no historic sites would be affected. Therefore, there would be no direct use of Section 4(f) resources.

4.1.2.2 Temporary Occupancy

Since no new construction is proposed under the No-Build Alternative, it would not require the temporary occupancy of any historic sites that are protected property under Section 4(f).

4.1.2.3 Constructive Use

The No-Build Alternative would not result in impacts so severe that the protected activities, features, or attributes that qualify the resources for protection under 4(f) mentioned in Section 3.2, are substantially diminished or impaired. Thus, no constructive use or other indirect impacts would occur.

4.2 TSM Alternative

The TSM Alternative emphasizes transportation systems upgrades and low-cost transit service improvements, such as increased bus frequencies and minor modifications to the roadway network. Additional improvements that may be considered include, but are not limited to, traffic signalization improvements, bus stop amenities/improvements, and bus schedule restructuring. The TSM Alternative considers the existing bus network, enhanced operating hours, and increased bus frequencies for Metro Rapid Line 761 and Local Line 233, which would add 20 additional buses to the existing routes (buses would be similar to existing articulated buses).

4.2.1 Public Parks, Recreation Areas, and Refuges for Wildlife and Waterfowl

4.2.1.1 Direct Use

Permanent acquisition of property would not be required to construct or implement and operate the TSM Alternative. Therefore, no public parks, recreation areas, and refuges for wildlife and waterfowl would be permanently incorporated into a transportation facility through partial or full acquisition and no direct use of Section 4(f) resources would occur.

4.2.1.2 Temporary Occupancy

Construction of any facilities associated with the TSM alternative is not anticipated to require temporary occupancy of any Section 4(f) protected properties. All construction staging, equipment movement, and other activities associated with construction would take place outside the property limits of Section 4(f) protected properties. Therefore, there is no potential for use to result from any temporary occupancy of Section 4(f) property.

4.2.1.3 Constructive Use

The TSM Alternative would add 20 additional buses to the existing Metro Local 233 and Metro Rapid 761 bus routes. To determine constructive use, the potential for significant impacts to occur in resource areas such as noise, access, ecological intrusion, and aesthetics are considered as they relate to the activities, features, or attributes that qualify the resources for protection under Section 4(f). The TSM Alternative would include relatively low-cost transit service improvements such as increased bus frequencies or minor modifications to the roadway network. Changes in noise levels as a result of the TSM Alternative would not exceed the FTA severe or moderate noise impact thresholds or the CEQA significance threshold at any sensitive receivers, including parks and recreational facilities. Minor visual changes resulting from traffic signalization improvements and bus stop amenities/improvements would not be expected to result in substantial changes to the existing visual character or quality in the project corridor. Implementation and operation of this alternative would not result in new impacts to the ecosystem because no operation would take place that would alter the existing ecological environment. Similarly, local and regional connectivity and access to parklands and community facilities in the project study area would remain relatively unchanged. Thus, operation of the proposed project under this alternative would not result in impacts so severe that the protected activities, features, or attributes that qualify the resources for protection under 4(f) listed in Table 3-1 are substantially diminished or impaired. As a result, there would be no constructive use of public parks, recreation areas, or refuges for wildlife and waterfowl that are protected property under Section 4(f) under this alternative. Officials with jurisdiction over these resources at the Cities of Los Angeles and San Fernando were consulted to ensure that all 4(f) resources within 1,000 feet of the proposed project alignment were evaluated for the applicability of the requirements of Section 4(f). The correspondence is shown in Appendix A.

4.2.2 Historic Sites

4.2.2.1 Direct Use

Any construction required under the TSM Alternative would be minor and would be limited to the public right-of-way. Consequently, no adverse impacts to adjacent or nearby historic resources would occur and, as a result, direct use of those properties would not occur. Although, it is possible some minor physical improvements could occur, under the TSM Alternative, along the historic portions of San Fernando Road (e.g., bus stop improvements), these improvements would not affect or change the alignment of San Fernando Road and consequently would not result in an adverse effect on the historic roadway.

4.2.2.2 Temporary Occupancy

As mentioned, construction of any facilities associated with the TSM alternative is not anticipated to require temporary occupancy of any Section 4(f) protected properties. All construction staging, equipment movement, and other activities associated with construction would take place outside the property limits of Section 4(f) protected properties. Therefore, there is no potential for use to result from any temporary occupancy of Section 4(f) property.

4.2.2.3 Constructive Use

As mentioned, to determine constructive use, the potential for significant impacts to occur in resource areas such as noise, access, ecological intrusion, and aesthetics are considered as they relate to the activities, features, or attributes that qualify the resources for protection under Section 4(f).

Under the TSM alternative, any changes resulting from traffic signalization improvements and bus stop amenities/improvements during implementation and operation of this alternative would be minimal and are not expected to result in new impacts. The existing environmental setting in the project study area would remain relatively unchanged. Thus, the proposed project under this alternative would not result in impacts so severe that the protected activities, features, or attributes that qualify the resources for protection under 4(f) listed in Section 3.2 are substantially diminished or impaired. As a result, there would be no constructive use of historic sites that are protected property under Section 4(f) under this alternative.

4.3 Build Alternatives 1, 2, 3, and 4

4.3.1 Public Parks, Recreation Areas, and Refuges for Wildlife and Waterfowl

4.3.1.1 Direct Use

The proposed project would not require the full or partial acquisition of any of the Section 4(f) properties listed in Table 5-1 including those adjacent to the project alignment, or require a permanent easement; therefore, the proposed project would not result in a direct use.

4.3.1.2 Temporary Occupancy

Similar to the TSM Alternative, construction of any facilities associated with the any of the Build Alternatives is not anticipated to require temporary occupancy, including temporary easements, of any Section 4(f) protected properties. All construction staging, equipment movement, and other activities associated with construction would take place outside the property limits of Section 4(f) protected properties along existing transportation right-of-way or within the non-Section 4(f) protected property that would be acquired to accommodate proposed stations or maintenance facilities. Therefore, there is no potential for use to result from any temporary occupancy of Section 4(f) property.

4.3.1.3 Constructive Use

Project elements such as bus or rail vehicles, station structures, and associated ancillary facilities located in the vicinity of Section 4(f) resources would result in minor proximity impacts such as minimal increases in noise and visual changes. In the vicinity of station platforms or shelters, proximity impacts would be limited to visual changes due to the presence of station entrances and associated signage or other station related infrastructure. While changes to the existing noise environment would result from operation of any of the build alternatives as new vehicles (bus or rail) would be introduced and traffic operations would be altered, such changes would not affect the existing activities, features, or attributes of any of the Section 4(f) resources identified in Table 5-1 as none of these resources have been identified as noise sensitive or requiring tranquil or quiet surroundings as features are attributes that qualify the resources for protection under Section 4(f). In terms of access, all of the build alternatives would increase local and regional connectivity and access to parklands and community facilities in the project study area during project operations, and no adverse effects on access to individual Section 4(f) properties are anticipated. Thus, none of the build alternatives would result in impacts so severe that the protected activities, features, or attributes that qualify the resources listed in Table 3-1 for protection under Section 4(f) are substantially diminished

or impaired. As a result, no constructive use of Section 4(f) resources would occur under these alternatives.

4.3.2 Historic Sites

4.3.2.1 Direct Use

The build alternatives have been designed to avoid acquisition of historic properties including those protected under Section 4(f). No land from a Section 4(f) protected historic site would be acquired or otherwise incorporated into the project. Therefore, there is no potential for a direct use of Section 4(f) protected historic sites to occur.

4.3.2.2 Temporary Occupancy

As mentioned, construction of any facilities associated with the build alternatives is not anticipated to require temporary occupancy of any Section 4(f) protected properties, including historic sites. All construction staging, equipment movement, and other activities associated with construction would take place outside the property limits of Section 4(f) protected properties. Therefore, there is no potential for use to result from any temporary occupancy of Section 4(f) property.

4.3.2.3 Constructive Use

As discussed above, there are 10 historic sites within the APE that are protected under Section 4(f). Based on the evaluations in the Historical Resources Impacts Report (HRIR), none of the build alternatives would result in atmospheric or audible elements that could diminish significant historic features, nor would it cause an adverse effect on any historic properties. Therefore, proximity impacts associated with the build alternatives have no potential to result in a constructive use.

4.4 Maintenance and Storage Facility Sites

The candidate MSF sites would measure approximately 25 to 30 acres in order to provide enough space for storage of the maximum number of train vehicles, and associated operational needs such as staff offices, dispatcher workstations, employee break rooms, operator areas, collision/body repair areas, paint booths, and wheel truing machines.

Due to the space needs for the MSF, the acquisition of between 37 and 62 parcels, depending on the MSF site selected, would be required. Under these alternatives, a majority of the property that would be acquired consists of light manufacturing and commercial property, most of which contain businesses oriented toward automobile repair and supplies, raw materials supply and manufacturing, and other general commercial retail uses.

4.4.1 MSF Site - Options A, B, and C

4.4.1.1 Public Parks, Recreation Areas, and Refuges for Wildlife and Waterfowl

Direct Use

None of the MSF Options would require the full or partial acquisition of any of the Section 4(f) properties listed in Table 5-1, or require a permanent easement; therefore, the proposed project would not result in a direct use.

Temporary Occupancy

Construction of any of the MSF options would not require temporary occupancy, including temporary easements, of any Section 4(f) protected properties. Therefore, there is no potential for use to result from any temporary occupancy of Section 4(f) property.

Constructive Use

In general, proximity impacts associated with the operation of any of the MSF Options would be related to changes in noise levels associated with operation of MSF collision/body repair areas, paint booths, and wheel truing machines and changes to the visual character of a Section 4(f) resource. The only park in close proximity to any of the MSF Options is Blythe Street Park, which is, located approximately 300 feet from the proposed MSF Option C. At this location, severe noise impacts are not anticipated and the parks activities, attributes, and features do not require a quiet environment to function. The proposed MSF option C would be cited in an area that already has substantial industrial uses surrounding Blythe Street Park; therefore, introduction of the MSF is not anticipated to affect the visual character of the park to a degree that the activities, attributes, or features of the park would be adversely affected. Thus, operation of any of the MSF Options would not result in impacts so severe that the protected activities, features, or attributes that qualify the resources for protection under 4(f) listed in Table 3-1 are substantially diminished or impaired. No constructive use of 4(f) parkland, recreation areas, or wildlife or waterfowl refuges would occur under any of the MSF Options.

4.4.1.2 Historic Sites

Direct Use

Each of the MSF Options have been designed to avoid acquisition of historic properties including those protected under Section 4(f). No land from a Section 4(f) protected historic site would be acquired or otherwise incorporated into the project. Therefore, there is no potential for a direct use of Section 4(f) protected historic sites to occur.

Temporary Occupancy

As mentioned, under all MSF Options, construction would not require temporary occupancy, including temporary easements, of any Section 4(f) protected properties. Therefore, there is no potential for use to result from any temporary occupancy of Section 4(f) property.

Constructive Use

Under MSF Option A, a one historic site, 14601-3 Aetna Street, is located in close proximity to the proposed MSF site. However, according to the Historical Resources Impacts Report (see Appendix S), none of the MSF Options, including Option A, would result in atmospheric or audible elements that could diminish significant historic features, nor would it cause an adverse effect on any historic properties. Accordingly, proximity impacts associated with the MSF Options would have no potential to result in a constructive use.

4.5 Agency Coordination and Consultation

Officials with jurisdiction over public parks, recreation areas, or refuges for wildlife and waterfowl at the Cities of Los Angeles and San Fernando were consulted to ensure that all 4(f) resources within 1,000 feet of the proposed project alignment were evaluated for the applicability of the requirements of Section 4(f). The correspondence is shown in Appendix U.

Chapter 5 References

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Metro. 2015. East San Fernando Valley Transit Corridor Parklands and Community Facilities Impacts Report.

Appendix A
Agency Consultation



March 12, 2015

Ismael Aguila, Director
City of San Fernando Recreation and Community Services
San Fernando, CA 91340

Subject: East San Fernando Valley Transit Corridor Project

Dear Mr. Aguila:

This letter is being sent to you in conformance with Title 23 of the US Code of Regulations, Part 774. Its purpose is to ensure that all recreational properties that could qualify for Section 4(f) protection are appropriately protected.

ICF International is assisting the Los Angeles County Metropolitan Transportation Authority (Metro) in preparing an environmental impact statement/environmental impact report (EIS/EIR) for the East San Fernando Valley Transit Corridor Project (Project). The purpose of the project is to provide new service and/or infrastructure that improves passenger mobility and connectivity to regional activity centers, increases transit service efficiency (speeds and passenger throughput), and makes transit service more environmentally beneficial via reductions in greenhouse gas emissions. The project area contains three major transit corridors (Metro Orange Line, Metrolink Antelope Valley Line and Metrolink Ventura County Line/Amtrak Pacific Surfliner), which are vital to the regional movement of residents and workers into and out of the east San Fernando Valley. The alternatives for the East San Fernando Valley Transit Corridor project that were considered for screening include the No Build Alternative, Transportation System Management (TSM) Alternative, and build alternatives which comprise of a combination of mode, configuration, and route alignment. Potential modes considered include Bus Rapid Transit (BRT), streetcar, or Light Rail Transit (LRT). Configurations consist of curbside, median-running, and side-running.

Because there is U.S. Department of Transportation involvement, this Project may prompt the consideration of Section 4(f) of the Department of Transportation Act of 1996 (Title 49 United States Code [U.S.C.] Section 1653(f) as amended). In January of 1983, as part of an overall recodification of the Department of Transportation Act, Section 4(f) was amended and codified in 49 U.S.C Section 303 (Section 4(f) Policy Paper, Federal Highway Administration, 1987; 1989), which states:

“The Secretary may approve a transportation program or project requiring use of publicly owned land of a public park, recreation area, or wildlife/waterfowl refuge or land of a historic site of national, state, or local significance (as determined by the officials having jurisdiction over the park, recreation area, refuge, or site) only if 1) there is no prudent alternative to such use and 2) the project includes all the possible planning to minimize harm...”

A *Use* is defined as (1) when land from a Section 4(f) resource is permanently incorporated into a transportation facility; (2) when there is a temporary occupancy of land that is adverse in terms of the statute’s preservation purpose as determined by the criteria in § [774.13\(d\)](#); or (3) When the transportation Project does not incorporate land from a Section 4(f) property, but the Project’s proximity impacts are so severe that the protected activities, features, or attributes of the property are substantially impaired (a *Constructive Use*), property as determined by the criteria in § 774.15.

Based on current project design plans, it is anticipated that no *Use* of any Section 4(f) resources would occur. Therefore, the requirement for Section 4(f) approval and documentation is not anticipated. However, in support of our analysis (Section 4[f] resources will be discussed in the EIR/EA), we request that the City review and confirm that all public parks/recreational resources that are within the City and fall within 1,000 feet of the Project alignment right-of-way are accounted for in the list, as follows.

- Recreation Park
- Cesar E. Chavez Memorial Park
- Layne Park

Please advise if the preceding list of public parks/recreational resources is complete, augment as needed, and indicate if there are any other planned public parks or recreational resources within your jurisdiction that should be brought to Metro’s attention.

Thank you in advance for your assistance. Please provide any information directly to Andrew Johnson, ICF, at Andrew.Johnson@icfi.com. If you have further questions or comments about this process you can call 213.312.1719.

Sincerely,

Andrew Johnson
ICF International
Environmental Planner

Enclosures

Project study area map

East San Fernando Valley Transit Corridor

Median Running Light Rail Transit (LRT)



Johnson, Andrew

From: Ismael Aguila <IAguila@sfcity.org>
Sent: Friday, March 13, 2015 11:08 AM
To: Johnson, Andrew
Subject: RE: Section 4(f) Resources for the East San Fernando Valley Transit Corridor Project

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Andrew,

The three listed are correct. However, how about the San Fernando Regional Pool Facility? It is located next door to Recreation Park. It was operated by the City until last November. LAC Dept of Parks and Recreation is now operating the pool facility but is still owned by the City. That should be within/around 1,000 feet.

Other options are Las Palmas Park and Heritage Park/Rudy Ortega Park but they may be a bit above 1,000 foot mark.

Las Palmas
<https://www.google.com/maps/place/Las+Palmas+Park/@34.285459,-118.44982,15z/data=!4m2!3m1!1s0x0:0xb0fd7e46945edc19>

Heritage Park
<https://www.google.com/maps/place/Rudy+Ortega+Park/@34.294264,-118.444239,17z/data=!3m1!4b1!4m2!3m1!1s0x80c2902df2e9cc83:0xaff5d821141f88c7>

Ismael

Ismael Aguila
Recreation and Community Services Director

THE CITY OF
SAN FERNANDO

117 Macneil St | San Fernando, CA 91340
Tel (818) 898-7381 | Fax (818) 898-2155
iaguila@sfcity.org | www.sfcity.org

From: Johnson, Andrew [mailto:Andrew.Johnson@icfi.com]
Sent: Thursday, March 12, 2015 4:03 PM
To: Ismael Aguila
Subject: Section 4(f) Resources for the East San Fernando Valley Transit Corridor Project

Hi Ismael,

Thank you for the time earlier this afternoon. As discussed, I wanted to pass along a formal coordination letter that I was hoping you could take a look at when convenient. See attached. Also attached is a figure for Build Alternative 4 (which would be the most involved alternative) – the alignment is more or less the same for all of the build alternatives (1-4). Let me know if you have any questions there. Again, I appreciate the help. Look forward to hearing from you and please feel free to reach out should you need any clarification.

Best,

Andrew

ANDREW JOHNSON | Environmental Planner | 213.312.1719 (o) | 630.212.2444 (m) | Andrew.Johnson@icfi.com
ICF INTERNATIONAL | 601 W 5th Street, Suite 900, Los Angeles, CA 90071 USA | icfi.com

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March 12, 2015

Darryl Ford, Principal Project Coordinator
Planning, Construction, & Maintenance
City of Los Angeles Department of Recreation and Parks
P.O. Box 86328
Los Angeles, CA 90086-0328

Subject: East San Fernando Valley Transit Corridor Project

Dear Mr. Ford:

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the park, recreation area, refuge, or site) only if 1) there is no prudent alternative to such use and 2) the project includes all the possible planning to minimize harm...”

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- Sepulveda Basin Recreation Area
- Sherman Oaks Castle Park
- Van Nuys/Sherman Oaks War Memorial Park
- Delano Recreation Center
- Van Nuys Recreation Center
- Tobias Avenue Park

Please advise if the preceding list of public parks/recreational resources is complete, augment as needed, and indicate if there are any other planned public parks or recreational resources within your jurisdiction that should be brought to Metro’s attention.

Thank you in advance for your assistance. Please provide any information directly to Andrew Johnson, ICF, at Andrew.Johnson@icfi.com. If you have further questions or comments about this process you can call 213.312.1719.

Sincerely,

Andrew Johnson
Environmental Planner
ICF International

Enclosures

Project study area map

East San Fernando Valley Transit Corridor

Median Running Light Rail Transit (LRT)



Johnson, Andrew

From: Paul Davis <paul.j.davis@lacity.org>
Sent: Tuesday, March 24, 2015 2:09 PM
To: Johnson, Andrew
Cc: Darryl Ford
Subject: Re: Section 4(f) Resources for the East San Fernando Valley Transit Corridor Project

Follow Up Flag: Follow up
Flag Status: Flagged

Andrew,

I have review the attachments you provided. It has been confirmed by our Real Estate group that all the parks listed in the letter, as well as two additional parks are located in the vicinity of the proposed project. However, the diagram is too large a scale to be able to confirm of deny that the project will not impact our parkland. Before I can officially concur with the 4(f) consistency determination of no anticipated Use, we would need to see the proposed plans relative to the park properties. If, as you suggest in your letter this will occur in the EIS/EIR, then we will need to wait until the draft document with that assessment becomes available. This will provide us the documentation for our records.

On Tue, Mar 24, 2015 at 1:01 PM, Johnson, Andrew <Andrew.Johnson@icfi.com> wrote:

Thanks for the intro, Darryl. I appreciate the follow up. I hope you enjoyed your time away as well.

Paul – When you have a moment, I was hoping you might be able to review the attached documents and see if you have any comments. One item is an official 4(f) resources coordination letter and the other is a draft map that can give you a sense of the proposed project alignment.

Let me know if you have any questions. Thanks again.

Best,

Andrew

ANDREW JOHNSON | Environmental Planner | [213.312.1719](tel:213.312.1719) (o) | [630.212.2444](tel:630.212.2444) (m) | Andrew.Johnson@icfi.com

ICF INTERNATIONAL | 601 W 5th Street, Suite 900, Los Angeles, CA 90071 USA | icfi.com

From: Darryl Ford [mailto:darryl.ford@lacity.org]

Sent: Tuesday, March 24, 2015 8:41 AM

To: Johnson, Andrew

Cc: Paul Davis

Subject: Re: Section 4(f) Resources for the East San Fernando Valley Transit Corridor Project

Hi Andrew,

I spoke with Department staff about this project. Paul Davis, from our Environmental Division, will be the one from our staff to review any 4(f) determinations.

I have cc'd him to his email so you can reach out to him directly.

Darryl Ford

City of Los Angeles Department of Recreation and Parks

Planning, Construction, and Maintenance Branch

[213.202.2682](tel:213.202.2682)

On Thu, Mar 12, 2015 at 6:06 PM, Johnson, Andrew <Andrew.Johnson@icfi.com> wrote:

Hi Darryl,

Thank you for returning my call this afternoon. As discussed, I wanted to pass along a formal coordination letter that I was hoping you could take a look at when convenient. See attached. Also attached is a figure for Build Alternative 4 (which would be the most involved alternative) – the alignment is more or less the same for all of the build alternatives (1-4). Let me know if you have any questions there. Again, I appreciate the help. Look forward to hearing from you and please feel free to reach out should you need any clarification.

Best,

Andrew

ANDREW JOHNSON | Environmental Planner | [213.312.1719](tel:213.312.1719) (o) | [630.212.2444](tel:630.212.2444) (m) | Andrew.Johnson@icfi.com

ICF INTERNATIONAL | 601 W 5th Street, Suite 900, Los Angeles, CA 90071 USA | icfi.com

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Paul J. Davis
Environmental Specialist, DRP/P&C
221 N. Figueroa St., Suite 100
Los Angeles, CA 90012
(213) 202-2667
(213) 202-2611 FAX