

## 4.15 Parklands and Community Facilities

### 4.15.1 Regulatory Framework and Methodology

#### 4.15.1.1 Regulatory Framework

The applicable federal, state, and local regulations that are relevant to an analysis of the proposed project's parkland and community facilities impacts are listed below. For additional information regarding these regulations, please see the Parklands and Community Facilities Impact Report in Appendix T of this Draft EIS/EIR.

##### **Federal**

- NEPA

##### **State**

- CEQA

##### **Local**

- County of Los Angeles (Pacoima Wash Vision Plan)
- City of Los Angeles (City of Los Angeles Land Use/Transportation Policy, General Plan, Hazard Mitigation Plan, Zoning Code)
- City of San Fernando (General Plan, San Fernando Corridors Specific Plan, Pacoima Wash Greenway Master Plan, Natural Hazard Mitigation Plan, Zoning Code)

#### 4.15.1.2 Methodology

This analysis has been prepared in accordance with NEPA and CEQA. The following five steps were used to assess potential project impacts on 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.

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

##### **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.

### 4.15.1.3 CEQA Significance Thresholds

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.

#### State CEQA Guidelines

The State 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" (State CEQA Guidelines, 14 CCR Section 15382).<sup>1</sup>

The State CEQA Guidelines do not describe specific significance thresholds. However, Appendix G of the State CEQA Guidelines lists a variety of potentially significant effects, which are often used as thresholds or guidance in developing thresholds for determining impact significance. Accordingly, for the purposes of this EIS/EIR, a project would normally have a significant effect on parklands and community facilities, under CEQA, 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 or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the following 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.

#### L.A. CEQA Thresholds Guide

The *L.A. 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:<sup>2</sup>

<sup>1</sup> California Natural Resources Agency. 2010b. *State CEQA Guidelines, 14 CCR Section 15382*.

<sup>2</sup> 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.

### **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).

### **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.

## 4.15.2 Affected Environment/Existing Conditions

### 4.15.2.1 Regional and Study Area Setting

The project study area is located in the San Fernando Valley area of Los Angeles (see Figure 3-1 in the Parklands and Community Facilities Impact Report in Appendix T). 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<sup>3</sup>. 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 in the Parklands and Community Facilities Impact Report in Appendix T).

The project study area encompasses the area in which direct and/or indirect effects associated with the project could result. For the analysis of parklands and community facilities impact, the project study area is defined as extending one-half mile surrounding the project corridor to incorporate the surrounding neighborhoods that potentially could be affected by the proposed project. The parklands and community facilities in the project study area are listed and described below. For maps depicting the locations of these parks and facilities, please see Figures 3-3 through 3-8 in the Parklands and Community Facilities Impacts Report contained in Appendix T of this EIS/EIR.

### 4.15.2.2 Parklands and Community Facilities

The parklands and community facilities within a 0.25-mile of the project alignment are described below and shown in Figure 4.15-1. 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.

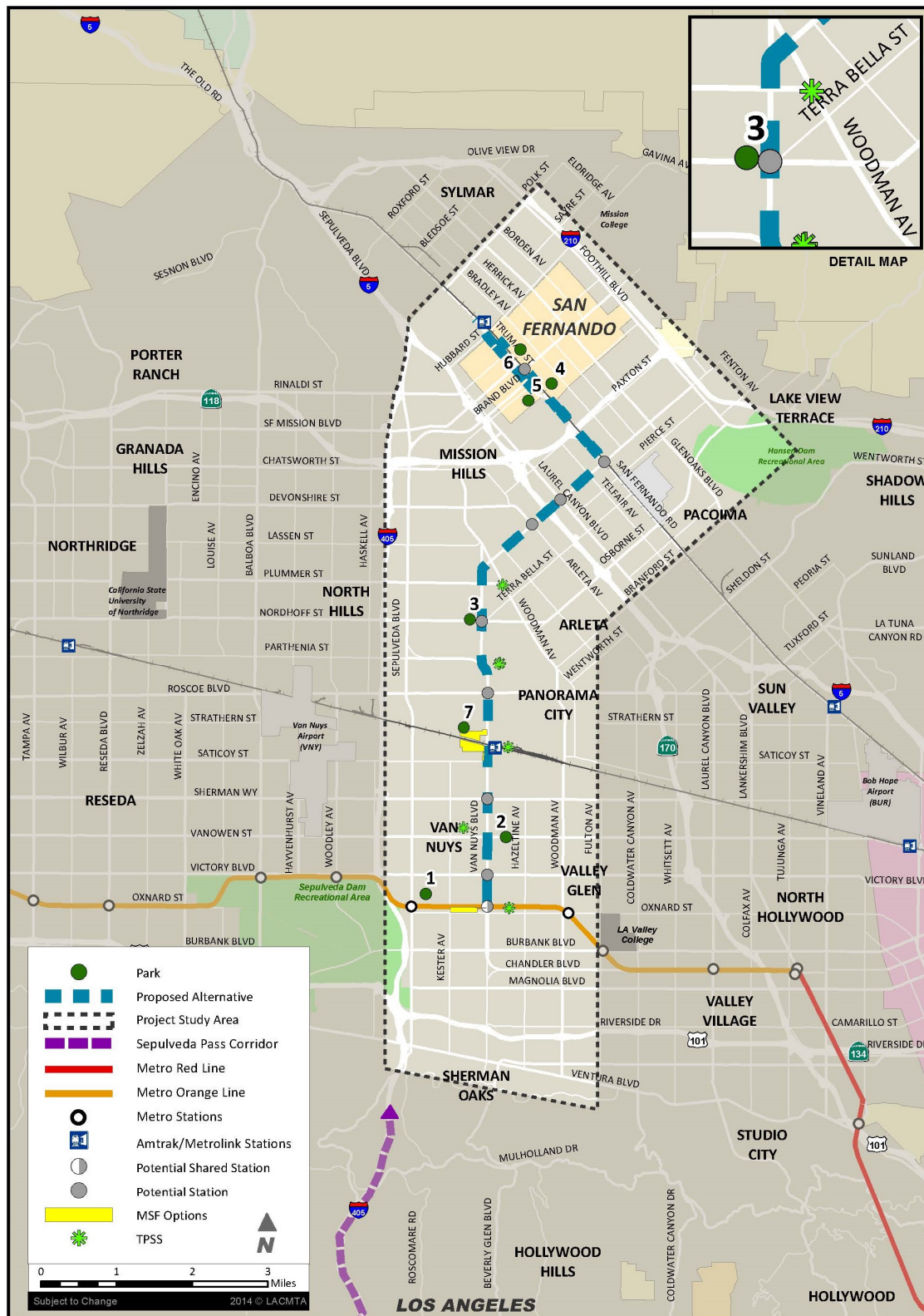
#### Recreation Centers

The following recreation centers are located in the project study area:

- Delano Recreation Center (#1 in Figure 4.15-1), 15100 Erwin Street, Van Nuys. This recreation center features outdoor athletic fields, an indoor gymnasium, an auditorium and indoor table games.
- Van Nuys Recreation Center (#2 in Figure 4.15-1), 14301 Vanowen Avenue, Van Nuys. This recreation center features several indoor and outdoor multi-activity sports facilities, and is located approximately 0.20 mile from the project corridor.

<sup>3</sup> The topographically flat area bounded by the Santa Susana and San Gabriel Mountains to the north, and the Santa Monica mountains to the south

Figure 4.15-1: Map of Parks, Recreation Areas, or Community Facilities



Source: ICF International, 2015.

## 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:

- Tobias Avenue Park (#3 in Figure 4.15-1), 9122 Tobias Avenue, Panorama City. The park is located adjacent to the project corridor, and features basketball courts, a children's play area, and picnic tables.
- Blythe Street Park (#7 in Figure 4.15-1), 14740 Blythe Street, Van Nuys. Blythe Street Park, located adjacent to the project corridor, is a pocket park between apartment buildings and provides a children's play area, picnic tables, and a small grass area.

## 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) (#4 in Figure 4.15-1), 208 Park Avenue, San Fernando. The park is comprised of 11 acres of multi-activity sports facilities, and is located adjacent to the project corridor.
- Cesar E. Chavez Memorial (#5 in Figure 4.15-1), 30 Wolfskill Street, San Fernando. This memorial honoring the late farm worker leader consists of four separate art pieces placed in a park setting. The memorial is located adjacent to the project corridor.
- Layne Park (#6 in Figure 4.15-1), 120 North Huntington Street, San Fernando. The park houses a basketball court, picnic area, and a children's play area, and is located approximately 0.10 mile from the project corridor.

## Other Open Spaces

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

- Pacoima Wash Greenway Project, no address (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 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.

### 4.15.2.3 Schools

#### Los Angeles Unified School District

Public educational services in the project study area are provided by the Los Angeles Unified School District (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 located in the project study area:

#### Elementary Schools

- Van Nuys Elementary School, Serving 550 students, 6464 Sylmar Avenue, Van Nuys, approximately 0.20 mile from the project corridor;
- Burton Street Elementary School, Serving 690 students, 8111 Calhoun Avenue, Panorama City, approximately 0.30 mile from the project corridor;
- Panorama City Elementary School, Serving 761 students, 8600 Kester Avenue, Panorama City, approximately 0.35 mile from the project corridor;
- Primary Academy for Success, Serving 300 students, 9075 Willis Avenue, Panorama City, approximately 0.30 mile from the project corridor;
- Liggett Street Elementary School, Serving 786 students, 9373 Moonbeam Avenue, Panorama City, approximately 0.15 mile from the project corridor;
- Beachy Avenue Elementary School, Serving 645 students, 9757 Beachy Avenue, Arleta, approximately 0.20 mile from the project corridor;
- Sharp Avenue Elementary School, Serving 900 students, 13800 Pierce Street, Arleta, approximately 0.20 mile from the project corridor;
- Telfair Avenue Elementary School, Serving 1,100 students, 10975 Telfair Avenue, Pacoima, approximately 0.35 mile from the project corridor;
- Osceola Elementary School, Serving 450 students, 14940 Osceola Street, Sylmar, approximately 0.30 mile from the project corridor;
- Dyer Street Elementary School, Serving 830 students, 14500 Dyer Street, Sylmar approximately 0.50 mile from the project corridor.

#### Middle Schools

- Pacoima Middle School, Serving 1,600 students, 9919 Laurel Canyon Boulevard, Pacoima, approximately 0.15 mile from the project corridor; and
- San Fernando Valley Middle School, Serving 1,553 students, 130 North Brand Boulevard, San Fernando; adjacent to the project corridor.

### **High Schools**

- Van Nuys High School, Serving 2,946 students, 6535 Cedros Avenue, Van Nuys, approximately 0.25 mile from the project corridor;
- Will Rogers Continuation High School, Serving 160 students, 14711 Gilmore Street, Van Nuys, approximately 0.30 mile from the project corridor;
- Panorama High School, Serving 2,210 students, 8015 Van Nuys Boulevard, Panorama City, approximately 0.10 mile from the project corridor; and
- Arleta High School, Serving 2,000 students, 14200 Van Nuys Boulevard, Pacoima, adjacent to the project corridor.

### **Other Schools**

- Pacoima Skills Center (Adult), 13545 Van Nuys Boulevard, Pacoima, adjacent to the project corridor.

### **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:

#### **Elementary Schools**

- Aarat Charter School, Serving 312 students, 6555 Sylmar Avenue and 13400 Erwin Street, Van Nuys, approximately 0.2 mile from the project corridor;
- Saint Ferdinand's School (Preschool-8th), Serving 266 students, 1012 Coronel Street, San Fernando, approximately 0.25 mile from the project corridor; and
- Santa Rosa School (Preschool-8th), Serving 248 students, 668 S. Workman Street, San Fernando, approximately 0.30 mile from the project corridor.

#### **Middle Schools**

- Nueva Esperanza Charter Academy, Serving 210 students, 1218 North 4th Street, San Fernando, approximately 0.17 mile from the project corridor.

#### **High Schools**

- Champs Charter High School (of the Arts), Serving 910 students, 6952 Van Nuys Boulevard, Van Nuys, adjacent to the project corridor;
- Soledad Enrichment School (Charter), Number of students unavailable, 13452 Van Nuys Boulevard, Pacoima, adjacent to the project corridor; and
- Lakeview Charter Academy, Serving 215 students, 1445 Celis Street, San Fernando adjacent to the project corridor.

#### **Other Schools**

- Los Angeles ORT College, 14519 Sylvan Street, Van Nuys, approximately 0.05 mile from the project corridor; and
- American Nursing School, 14545 Victory Boulevard, Van Nuys, approximately 0.10 mile from the project corridor.



#### 4.15.2.4 Libraries

##### City of Los Angeles Public Library System

The majority of the project study area is serviced by branches of the LAPL system, which comprises six service areas (i.e., Central Southern Area, Northeast Area, East Valley Area, West Valley Area, Hollywood Area, 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:

- Van Nuys Branch Library, 6250 Sylmar Avenue, Van Nuys, approximately 0.10 mile from the project corridor;
- Panorama City Branch Library, 14345 Roscoe Boulevard, Panorama City, approximately 0.10 mile from the project corridor; and
- Pacoima Branch Library, 13605 Van Nuys Boulevard, Pacoima, adjacent to the project corridor.

##### 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:

- San Fernando Branch Library, 217 North Maclay Avenue, San Fernando.

#### 4.15.2.5 Police Protection

The portion of the project study area in the City of Los Angeles is served by the Valley Bureau of the LAPD. The LAPD's response time goal is 7 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.<sup>4</sup>

There is one station in the project study area:

- Van Nuys Community Police Station, 6240 Sylmar Avenue, Van Nuys, approximately 0.10 mile from the project corridor.

The City of San Fernando is served by the City of San Fernando Police Department. The City of San Fernando Police Department has an average response time of two minutes.<sup>5</sup> There is one station in the project study area:

- San Fernando Police Station, 910 First Street, San Fernando, adjacent to the project corridor.

#### 4.15.2.6 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.<sup>6</sup>

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<sup>4</sup> 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](http://file.lacounty.gov/dpr/cms1_215045.pdf)>. Accessed: December 18, 2014.

<sup>5</sup> 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](http://www.ci.san-fernando.ca.us/city_government/departments/comdev/news/Draft%20EIR/Sec05.09.PoliceProtection.pdf)>. Accessed: December 18, 2014.

<sup>6</sup> 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](http://www.lafd.org/sites/default/files/pdf_files/12-10-2014_CityWide.pdf)>. Accessed: December 18, 2014.

The following LAFD stations are located in the project study area:

- Station #39, 14415 Sylvan Street, Van Nuys (S-1, CF-8), approximately 0.07 mile from the project corridor;
- Station #81, 14355 Arminta Street, Panorama City (S-2, CF-40), approximately 0.20 mile from the project corridor; and
- Station #98, 13035 Van Nuys Boulevard, Pacoima (S-5, CF-71), approximately 0.30 mile from the project corridor.

#### 4.15.2.7 Hospitals and Medical Facilities

The following hospitals and medical facilities are located in the project study area:

- San Fernando Valley Community Mental Health Center, 14660 Oxnard Street, Van Nuys, approximately 0.15 mile from the project corridor;
- Valley Community Counseling, 6201 Van Nuys Boulevard, Van Nuys, adjacent to the project corridor.
- Expert Care Health Group, 14532 Friar Street, Van Nuys, approximately 0.07 mile from the project corridor;
- Victoria Medical Clinic, 14614 Victory Boulevard, Van Nuys, approximately 0.10 mile from the project corridor;
- Family Medical Center, 14547 Victory Boulevard, Van Nuys, approximately 0.15 mile from the project corridor;
- Cedars Health Clinic, 14649 Victory Boulevard, Van Nuys, approximately 0.20 mile from the project corridor;
- Northeast Valley Health Corporation, 6551 Van Nuys Boulevard, Van Nuys, approximately 0.05 mile from the project corridor;
- University Medical Care, 14600 Sherman Way #100, Van Nuys, approximately 0.15 mile from the project corridor;
- Kidney Center of Van Nuys, 14624 West Sherman Way, Van Nuys, approximately 0.20 mile from the project corridor;
- Mission Community Hospital, 14860 Roscoe Boulevard, Panorama City, approximately 0.30 mile from the project corridor;
- Clinica Latino Americano, 8727 Van Nuys Boulevard, Panorama City, approximately 0.05 mile from the project corridor;
- UCLA Early Head Start, 14423 Van Nuys Boulevard, Arleta, adjacent to the project corridor.
- San Fernando Acupuncture Clinic, 820 San Fernando Road, San Fernando, adjacent to the project corridor.
- Valley Family Center, 302 South Brand Boulevard, San Fernando, approximately 0.15 mile from the project corridor;
- San Fernando Dental Center, 125 South Brand Boulevard, San Fernando, adjacent to the project corridor.
- San Fernando Medical Center, 501 North Maclay Avenue, San Fernando, approximately 0.35 mile from the project corridor;

- Aurora Medical Center, 405 North Maclay Avenue, San Fernando, approximately 0.20 mile from the project corridor;
- Maya Chiropractic Center, 321 N Maclay Avenue, San Fernando Valley, approximately 0.15 mile from the project corridor;
- Western Dental Center, 1101 Truman Street, San Fernando, adjacent to the project corridor;
- Valley Care San Fernando Clinic, 1212 Pico Street, San Fernando, approximately 0.25 mile from the project corridor;
- Santa Maria Dental Center, 1230 San Fernando Road, San Fernando, adjacent to the project corridor; and
- Northeast Valley Health Corporation, 1600 San Fernando Road, San Fernando, adjacent to the project corridor.

#### 4.15.2.8 Religious Facilities

The following religious facilities are in the project study area:

- Kingdom Hall of Jehovah's Witnesses, 14659 Erwin Street, Van Nuys, approximately 0.20 mile from the project corridor;
- Iglesia De Dios Fuente, 14520 Friar Street, Van Nuys, approximately 0.05 mile from the project corridor;
- First Presbyterian Church of Van Nuys, 14701 Friar Street, Van Nuys, approximately 0.05 mile from the project corridor;
- Central Lutheran Church of Van Nuys, 6425 Tyrone Ave, Van Nuys, approximately 0.20 mile from the project corridor;
- Christian Science Church, 14654 Hamlin Street, Van Nuys, approximately 0.20 mile from the project corridor;
- Faith Compassion Ministry, 6518 Cedros Avenue, Van Nuys, approximately 0.20 mile from the project corridor;
- God Answers Prayer Ministry, 14541 Hamlin Street, Van Nuys, approximately 0.10 mile from the project corridor;
- Church of the Valley, 6565 Vesper Avenue, Van Nuys, approximately 0.15 mile from the project corridor;
- Saint Elizabeth's Church, 6635 Tobias Avenue, Van Nuys, approximately 0.20 mile from the project corridor;
- Kingdom of Jesus Christ, 14424 Vanowen Street, Van Nuys, approximately 0.07 mile from the project corridor;
- First Lutheran Church, 6952 Van Nuys Boulevard, Van Nuys, adjacent to the project corridor;
- Church on the Way, 6952 Van Nuys Boulevard, Van Nuys, approximately 0.20 mile from the project corridor;
- Mark's Episcopal Church, 14646 Sherman Way, Van Nuys, approximately 0.25 mile from the project corridor;
- Seventh-Day Adventist Church, 14615 Sherman Way, Van Nuys, approximately 0.25 mile from the project corridor;

- Van Nuys Church of Christ, 14655 Sherman Way, Van Nuys, approximately 0.20 mile from the project corridor;
- Sunrise Japanese Foursquare Church, 14705 Wyandotte Street, Van Nuys, approximately 0.25 mile from the project corridor;
- Panorama Presbyterian Church, 14201 Roscoe Boulevard, Panorama City, approximately 0.25 mile from the project corridor;
- Imam Bukhari Masjid, 8741 Van Nuys Boulevard, Panorama City, adjacent to the project corridor;
- San Fernando Valley Interfaith, 14555 Osborne Street, Panorama City, adjacent to the project corridor;
- Panorama SDA Church, 14517 Osborne Street, Panorama City, approximately 0.05 mile from the project corridor;
- Panorama City Four Square Church, 14320 Nordhoff Street, Panorama City, approximately 0.15 mile from the project corridor;
- Iglesia Ni Cristo (Church of Christ), 14308 Nordhoff St, Panorama City, approximately 0.20 mile from the project corridor;
- Valley Church, 14301 Nordhoff Street, Panorama City, approximately 0.25 mile from the project corridor;
- Ministerios Rhema Inc., 14246 Nordhoff Street, Panorama City, approximately 0.30 mile from the project corridor;
- Universal Church, 9110 Van Nuys Boulevard, Panorama City, adjacent to the project corridor;
- Iglesia Del Nazareno, 9260 Van Nuys Boulevard, Panorama City, adjacent to the project corridor;
- Iglesia De Restauracion, 9936 Beachy Avenue, Arleta, adjacent to the project corridor;
- Bible Baptist Church, 14101 Van Nuys Boulevard, Arleta, adjacent to the project corridor;
- San Fernando Valley Southern Baptist, 10135 Arleta Avenue, Arleta, adjacent to the project corridor;
- Greater Missionary Baptist Church, 13451 Vaughn Street, San Fernando, approximately 0.25 mile from the project corridor;
- St. Alphonsa Syro-Malabar Catholic Church, 607 4th Street, San Fernando, approximately 0.25 mile from the project corridor;
- First Church of Christ, 606 Chatsworth Drive, San Fernando, approximately 0.35 mile from the project corridor;
- Living Hope Community Church, 214 N Maclay Avenue, San Fernando, approximately 0.15 mile from the project corridor;
- Saint Ferdinand Church, 1109 Coronel Street, San Fernando, approximately 0.25 mile from the project corridor;
- Park Chapel African Methodist Episcopal Church, 1102 4th Street, San Fernando, approximately 0.17 mile from the project corridor;
- Calvary United Pentecostal Church, 1119 3rd Street, San Fernando, approximately 0.12 mile from the project corridor;

- Lighthouse Christian Center, 1231 1st Street, San Fernando, approximately 0.05 mile from the project corridor;
- Church of the Nazarene, 1420 4th Street, San Fernando, approximately 0.17 mile from the project corridor;
- Liberty Missionary Baptist Church, 511 North Workman Street, San Fernando, approximately 0.35 mile from the project corridor;
- Santa Rosa Catholic Church, 668 Workman Street, San Fernando, approximately 0.30 mile from the project corridor; and
- First Baptist Church of San Fernando, 215 Macneil Street, San Fernando, approximately 0.20 mile from the project corridor.

#### **4.15.2.9 Preschools and Daycare Facilities**

The following preschools and daycare facilities are in the project study area:

- Head Start, 14612 Calvert Street, Van Nuys, approximately 0.10 mile from the project corridor;
- Cheburashka Day Care, 14249 Kittridge Street, Van Nuys, approximately 0.25 mile from the project corridor;
- Kids First Learning Center, 13232 Kagel Canyon Street, Pacoima, approximately 0.35 mile from the project corridor; and
- KinderCare, 2100 Frank Modugno Drive, San Fernando, adjacent to the project corridor.

#### **4.15.2.10 Senior Services**

The following senior services are located in the project study area:

- Van Nuys Multipurpose Senior Citizen Center, 6514 Sylmar Avenue, Van Nuys, approximately 0.25 mile from the project corridor;
- San Fernando Senior Center, 208 Park Avenue, San Fernando, approximately 0.15 mile from the project corridor; and
- Las Palmas Park Senior Center, 505 South Huntington Street, San Fernando, approximately 0.20 mile from the project corridor.

#### **4.15.2.11 Community Issues and Concerns**

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. Mobility, access, and traffic issues and concerns related to parklands and community facilities impacts were expressed (please see the Parklands and Community Facilities Impacts Report in Appendix T for further details on these issues).

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.

## 4.15.3 Environmental Consequences, Impacts, and Mitigation Measures

### 4.15.3.1 No-Build Alternative

#### Construction Impacts

The No-Build Alternative would not involve new transportation or infrastructure improvements aside from projects currently under construction or funded for future construction. Therefore, the No-Build Alternative would have no construction impacts on parklands and community facilities.

#### Operational Impacts

##### 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.

##### 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 affect 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. 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, however, would not achieve the improvements in circulation within the existing community that would result from the proposed build alternatives. Community access would likely 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.

#### 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 and for the other alternatives evaluated in this section are based on the approach that considers the cumulative projects, which are listed in Table 2-3 in Chapter 2.

The study area for the cumulative impacts analysis for all of the alternatives in this section consists of the service areas of the parklands and community facilities that serve the project site or would be affected by the proposed project. In general, the cumulative impacts study area encompasses the neighborhoods and communities adjacent to the project corridor.

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

## **Mitigation Measures**

### **Construction Mitigation Measures**

No construction mitigation measures are required.

### **Operational Mitigation Measures**

No operational mitigation measures are required.

## **Impacts Remaining After Mitigation**

### **NEPA Finding**

No adverse effects under NEPA would occur.

### **CEQA Determination**

No impacts under CEQA would occur.

## **4.15.3.2 TSM Alternative**

### **Construction Impacts**

The TSM Alternative may include minor bus stop and roadway improvements as well as operational enhancements to the bus system. Given the very limited extent of potential physical improvements, construction activities would likely have no or very minimal impacts on any nearby parklands and community facilities.

### **Operational Impacts**

#### **Direct Impacts**

The TSM Alternative would provide more frequent Metro Rapid and Local bus service in the project corridor to improve access for transit dependent populations and enhance mobility. The TSM Alternative would require only minor improvements to transportation infrastructure. Construction or expansion of an MSF would not be required under the TSM Alternative. The Metro Rapid Line 761 and Local Line 233 bus routes would retain existing stop locations, and the existing stops along San Fernando Road would remain unchanged. Therefore, no right-of-way acquisitions would be required and 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.

The alternative would not interfere with an emergency response or evacuation plan or require a new plan.

## **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 affected. More frequent bus service may require additional drivers, thereby providing additional employment opportunities; however, the number of new jobs would be relatively small and a substantial employment base and residential population currently exist in the San Fernando Valley. Therefore, the employment opportunities would not induce substantial population growth in the project study area and increase the demand for and use of public services and community facilities.

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, the TSM Alternative would not result in the substantial deterioration of facilities in the project study area, or require the construction of new or expansion of existing parks and community facilities.

## **Cumulative Impacts**

The TSM Alternative would have no or negligible adverse effects on parklands and community facilities. As a consequence, the TSM Alternative would not contribute in any appreciable way to cumulative impacts on parklands and community facilities that might occur due to other projects in the study area. Therefore, the TSM Alternative would not result in a cumulatively considerable contribution to a significant cumulative impact.

## **Mitigation Measures**

### **Construction Mitigation Measures**

No construction mitigation measures are required.

### **Operational Mitigation Measures**

No operational mitigation measures are required.

## **Impacts Remaining After Mitigation**

### **NEPA Finding**

Effects under NEPA would not be adverse or would be beneficial.

### **CEQA Determination**

Impacts under CEQA would be less than significant or beneficial.



### 4.15.3.3 BRT Alternatives (Alternatives 1 and 2)

#### Alternative 1 – Curb-Running BRT

##### Construction Impacts

###### *Direct Impacts*

###### *Physical Acquisition, Displacement, or Relocation of Parklands and Community Facilities*

Alternative 1, the Curb-Running BRT Alternative, would not require the physical acquisition, displacement, or relocation of parklands or community facilities during construction.

###### *Noise, Air Quality, Traffic, and Visual Impacts on Parklands and Community Facilities*

Construction activities associated with Alternative 1 are expected to last approximately 18 months and 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, daycare facilities, and senior facilities. As described in Sections 4.6 and 4.8 of this EIS/EIR, respectively, localized air quality impacts and noise impacts on nearby sensitive uses during construction of Alternative 1 would be significant under CEQA and adverse under NEPA. Odor impacts during construction would be minor.

Construction of the build alternatives may also result in visual impacts on viewers from parklands and community facilities within and surrounding the project corridor, which could adversely affect the aesthetic value of these resources. Views of 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 and construction sites 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. In addition, mature vegetation, including trees, could temporarily or permanently be removed from some areas. These visual impacts on nearby visually sensitive uses (see Section 4.5 for additional details on potential visual impacts) would be significant under CEQA and adverse under NEPA; however, they would be reduced to less-than-significant or not adverse levels with implementation of proposed mitigation measures (measures listed in Section 4.5).

###### *Indirect Impacts*

###### *Induced Population Growth and Increased Demand for Parklands and Community Facilities*

Construction of Alternative 1 would not be expected to result in substantial changes to the existing population in the project study area. 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, which would be temporary, would not be expected to result in a substantial migration of additional residents to the project study area and induce substantial population growth in communities and neighborhoods in the project study area.

Proposed new bus stops and BRT patrons could be targets for vandalism and crime, which could result in a potential increase in the demand for police or fire protection services. However, the project corridor is currently a transportation corridor served by bus lines with a number of existing bus stops.

In the event of an emergency or safety/security incident on Metro property, personnel from the Transit Services Bureau of LASD would be responsible for responding with assistance provided by LAPD, as needed. Additionally, all Metro facilities (e.g., bus stops and stations) would be designed in accordance with Metro Design Criteria including Fire/Life Safety Design Criteria. Consequently, the proposed Curb-Running BRT Alternative would not substantially increase the demand for police or fire protection services and it would not require the construction of new police or fire protection facilities.

### *Changes in Access to Parklands and Community Facilities*

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 would reduce pedestrian, bicycle, and vehicle access to parklands and community facilities along the project corridor during construction. However, alternative routes would be provided and the impacts would be temporary. Therefore, the impacts of Alternative 1 on access would be less than significant under CEQA and would not be adverse under NEPA.

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, including traffic control measures such as providing detours, displaying detour signage, and/or using traffic control flaggers to direct traffic around the construction site, access to parklands and community facilities would be maintained during construction and these temporary impacts would be less than significant under CEQA and would not be adverse under NEPA.

## **Operational Impacts**

### ***Direct Impacts***

#### *Physical Acquisition, Displacement, or Relocation of Parklands and Community Facilities*

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

#### *Noise, Air Quality, Traffic, and Visual Impacts on Parklands and Community Facilities*

This alternative would include new and upgraded bus stations, and the installation of dedicated curbside 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, daycare facilities, and senior facilities.

### ***Indirect Impacts***

#### *Induced Growth and Increased Demand for Parklands and Community Facilities*

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, the number of jobs would be relatively few and a

substantial employment base and residential population currently exist in the San Fernando Valley. Therefore, the employment opportunities provided by this alternative are 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 substantially change existing growth and development patterns. 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. Therefore, it's not expected that any induced growth due to this alternative would substantially increase the demand for parklands and community facilities and require the construction of new facilities to meet that demand. Impacts would be less than significant under CEQA and would not be adverse under NEPA.

#### *Changes in Access to Parklands and Community Facilities*

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 substantial 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 would reduce the need for parking. Furthermore, curbside parking on Van Nuys Boulevard may be permitted during nighttime non-peak hours.

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, which would result in additional roadway congestion due to the decreased roadway capacity for mixed-flow traffic (see Chapter 3 for a detailed discussion of traffic impacts).

This increased roadway congestion could reduce access for emergency vehicles. However, given emergency vehicles would be able to use the BRT lane for access to avoid congested mixed-flow lanes and the fact that alternate routes exist within the project corridor, the impacts would be less than significant under CEQA and would not be adverse under NEPA.

### **Cumulative Impacts**

Other present and reasonably foreseeable future projects in the area, including the cumulative projects in Table 2-3, could result in temporary impacts from construction activities, and impacts from past projects may also have resulted in temporary impacts. However, because these impacts are temporary, cumulative impacts would be less than significant. Alternative 1 would result in no impacts related to the physical acquisition, displacement, or relocation of parkland and community facilities. During construction, the build alternatives could result in 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 (Construction Mitigation Measures) and in Sections 4.5-Visual Quality and Aesthetics, 4.6-Air Quality, 4.8-Noise and Vibration, and Chapter 3-Transportation, Transit, Circulation, and Parking. In addition, effects and impacts under Alternative 1 would be short-term and temporary, and with the implementation of mitigation measures, the project's contribution to noise, traffic, and visual cumulative impacts would be reduced to levels that would not be cumulatively considerable under NEPA and CEQA. Because construction air quality impacts would remain significant and unavoidable after implementation of mitigation measures, the project's contribution to cumulative air quality impacts on users of parklands along the project corridor would remain cumulatively considerable after mitigation.

Past projects have resulted in localized air quality, traffic, or noise impacts, and other present or reasonably foreseeable future projects in the area, including those listed in Table 2-3, could further degrade air quality, traffic, and noise conditions in the area, which could adversely affect parklands and communities facilities. Therefore, cumulative impacts from past, present, and reasonably foreseeable future projects are significant. During operation, Alternative 1 would result in no or negligible air quality, traffic, or noise impacts on parklands and community facilities. Consequently, this alternative's contribution to cumulative impacts would not be cumulatively considerable.

Past projects have resulted in substantial growth impacts in the area, and other present or reasonably foreseeable future projects in the area could further result in growth impacts that could adversely affect parklands and communities facilities. Therefore, cumulative impacts from past, present, and reasonably foreseeable future projects are considered to be potentially significant. The build alternatives would not result in 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. Consequently, the build alternatives' contribution to cumulative growth impacts would not be cumulatively considerable.

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, cumulative impacts from past, present, and reasonably foreseeable future projects would be less than significant. The build alternatives would not result in 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, given the project corridor is in an urbanized area with substantial existing recreational facilities, in addition to planned facilities, in surrounding areas, and because this and the other build alternatives are unlikely to draw substantial numbers of visitors from those areas to the project study area, the project's contribution to cumulative impacts due to increased use of parklands would not be cumulatively considerable.

Under Alternative 1, the conversion of mixed-flow lanes to dedicated lanes or guideways for transit vehicles would increase congestion and reduce access for emergency vehicle response. However, given emergency vehicles would be able to use the BRT lane for access to avoid congested mixed-flow lanes and the fact that alternate routes exist within the project corridor, the impacts would be less than significant under CEQA and would not be adverse under NEPA. As a result, any adverse impacts from Alternative 1 would not be considered cumulatively considerable.

### **Mitigation Measures**

The reader is referred to the following sections in this EIS/EIR for mitigation measures to reduce or avoid potential construction and operational impacts on parklands and community facilities Chapter 2-Transportation, Transit, Circulation, and Parking; Section 4.5-Visual Quality and Aesthetics; Section 4.6-Air Quality; Section 4.8-Noise and Vibration; and Section 4.14-Safety and Security. These measures include measures to maintain access to parklands and community facilities, detours, design and location of project elements to avoid obstructing views to and from parklands, requirements for use of equipment and methods to reduce air quality emissions, attenuation of noise and vibration impacts to the extent feasible by use of alternate equipment or methods, or use of noise and vibration reducing track, and coordination with public safety and transit providers to ensure access to parklands and community facilities. During project operation and construction, these measures would minimize direct impacts that could adversely affect the quality of the human environment with respect to parklands and community facilities.

## Impacts Remaining After Mitigation

### *NEPA Finding*

Effects would not be adverse.

### *CEQA Finding*

All potential impacts would be less than significant with the exception of potential construction air quality impacts on parklands and community facilities, which would remain significant after implementation of proposed mitigation measures to reduce the amount of pollutant emissions.

## Alternative 2 – Median-Running BRT

### Construction Impacts

Construction impacts would be similar to those described above for Alternative 1, though would occur over approximately 24 months.

### Operational Impacts

Operational impacts would be similar to those described above for Alternative 1. However, under this alternative, and unlike Alternative 1, the median BRT lanes would be barrier separated from adjacent mixed-flow traffic lanes. The barriers would further reduce access by limiting turning movements across the corridor, and would prevent emergency vehicles from readily using the BRT lane to avoid congestion in adjacent lanes. As described in detail in Chapter 3, this alternative would also result in increased congestion and significant impacts at study intersections along the corridor due to the reduction in mixed-flow lanes. As a consequence and because of the reduced access, impacts on emergency vehicle access would be significant.

Additionally, the additional turning movement restrictions under Alternative 2 would reduce access to local community facilities. 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 would 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 because of oncoming traffic, 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. Therefore, the access impacts would be less than significant under CEQA and would not be adverse under NEPA.

### Cumulative Impacts

The cumulative impacts that could occur due to implementation of Alternative 2 would be similar to those described above for Alternative 1.

### Mitigation Measures

The reader is referred to the following sections in this EIS/EIR for mitigation measures to reduce or avoid potential construction and operational impacts on parklands and community facilities: Chapter 2-Transportation, Transit, Circulation, and Parking; Section 4.5-Visual Quality and Aesthetics; Section 4.6-Air Quality; Section 4.8-Noise and Vibration; and Section 4.14-Safety and Security. These

measures include measures to maintain access to parklands and community facilities, detours, design and location of project elements to avoid obstructing views to and from parklands, requirements for use of equipment and methods to reduce air quality emissions, attenuation of noise and vibration impacts to the extent feasible by use of alternate equipment or methods, or use of noise and vibration reducing track, and coordination with public safety and transit providers to ensure access to parklands and community facilities. During project operation and construction, these measures would minimize direct impacts that could adversely affect the quality of the human environment with respect to parklands and community facilities.

## Impacts Remaining After Mitigation

### *NEPA Finding*

The operational effects of Alternative 2 on emergency vehicle access would be adverse after mitigation. All other effects would not be considered adverse.

### *CEQA Finding*

The construction air quality impacts on parklands and community facilities would remain potentially significant after implementation of proposed mitigation measures. The operational impacts of Alternative 2 on emergency vehicle access would be significant after implementation of proposed mitigation measures due to increased congestion at corridor intersections and the median barrier proposed under this alternative. All other impacts would be less than significant.

## 4.15.3.4 Rail Alternatives (Alternatives 3 and 4)

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

#### **Construction Impacts**

More extensive construction would be required to construct Alternative 3 facilities, which would include the OCS, TPSSs, and an MSF, than would be required for the BRT alternatives. Construction of this alternative would last approximately 4 years. Although construction impacts may be more extensive, they would be generally similar to those described above for the BRT alternatives.

#### **Operational Impacts**

The operational impacts of Alternative 3 would be generally similar to those described above for Alternative 2, the Median-Running BRT Alternative, with the exceptions noted below.

#### ***Direct Impacts***

##### *Noise, Air Quality, Traffic, and Visual Impacts on Parklands and Community Facilities*

Alternative 3 would result in higher noise levels and greater impacts on nearby land uses than would occur under the BRT alternatives described above. Local parklands and community facilities could be adversely affected by these higher noise levels. However, as described in the Noise and Vibration section (see Section 4.8) of this EIS/EIR, although parklands or community facilities could experience higher noise levels, the predicted increases are not expected to result in significant noise impacts.

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, which could adversely affect the aesthetic value of parklands and community facilities. 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. Potential impacts on aesthetic character from the Low-Floor LRT/Tram Alternative are also addressed in more detail in Section 4.5 of this EIS/EIR and in the Visual Quality and Aesthetics Impacts Report (see Appendix K). The visual impacts on sensitive viewers at local parklands or community facilities could be significant under CEQA and adverse under NEPA.

### ***Indirect Impacts***

#### *Changes in Access to Parklands and Community Facilities*

To implement Alternative 3, 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 Low-Floor LRT/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 Low-Floor LRT/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 Low-Floor LRT/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;
- Santa Maria Dental Center, 1230 San Fernando Road, San Fernando; and
- Northeast Valley Health Corporation, 1600 San Fernando Road, San Fernando.

**Schools:**

- Lakeview Charter Academy, Serving 215 students, 1445 Celis Street, San Fernando (effects on vehicle circulation pattern from San Fernando Road).

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.

As a consequence of the reduced access and because of the increased congestion that would occur along the corridor due to the reduction in the mixed-flow lanes, impacts on emergency vehicle access would be potentially significant.

**Cumulative Impacts**

The cumulative impacts that could occur due to implementation of Alternative 3 would be similar to those described above for Alternatives 1 and 2. However, Alternative 3 would result in potentially significant operational visual impacts because it would introduce new vertical structures, such as the OCS that could obstruct views to and from parklands along the alignment. Past projects have resulted in a highly urbanized landscape along the project corridor from the construction of buildings, transportation infrastructure, and other structures that have adversely affected scenic vistas, scenic resources, and visual character and quality. In addition, other present or reasonably foreseeable future projects in the area could further degrade the visual character and quality of the area, although that is unlikely since the related projects consist of infill development projects that would not result in drastic changes to the existing visual character of the corridor or introduce new elements that would obstruct views. However, because impacts from Alternative 3 would remain significant after implementation of mitigation measures, the alternative's contribution to cumulative visual impacts on parklands and community facilities during operation would be cumulatively considerable, unlike the BRT alternatives.

**Mitigation Measures**

The reader is referred to the following sections in this EIS/EIR for mitigation measures to reduce or avoid potential construction and operational impacts on parklands and community facilities: Chapter 2-Transportation, Transit, Circulation, and Parking; Section 4.5-Visual Quality and Aesthetics; Section 4.6-Air Quality; Section 4.8-Noise and Vibration; and Section 4.14-Safety and Security. These measures include measures to maintain access to parklands and community facilities, detours, design and location of project elements to avoid obstructing views to and from parklands, requirements for

use of equipment and methods to reduce air quality emissions, attenuation of noise and vibration impacts to the extent feasible by use of alternate equipment or methods, or use of noise and vibration reducing track, and coordination with public safety and transit providers to ensure access to parklands and community facilities. During project operation and construction, these measures would minimize direct impacts that could adversely affect the quality of the human environment with respect to parklands and community facilities.

## **Impacts Remaining After Mitigation**

### ***NEPA Finding***

The potential construction air quality impacts on parklands and community facilities would remain adverse after implementation of proposed mitigation measures. The operational effects of Alternative 3 on emergency vehicle access and visual impacts on sensitive viewers at parklands or community facilities would be adverse after mitigation. All other effects would not be considered adverse.

### ***CEQA Finding***

The potential construction air quality impacts on parklands and community facilities would remain significant after implementation of proposed mitigation measures. The operational impacts of Alternative 3 on emergency vehicle access and visual impacts on sensitive viewers would be significant after implementation of proposed mitigation measures. All other impacts would be less than significant.

## **Alternative 4 – LRT**

### **Construction Impacts**

Alternative 4 would require the most extensive construction of the four build alternatives because of the subway portion of the alignment. Construction of Alternative 4 would last approximately 5 years. Similar to Alternative 3, the LRT Alternative would include construction of OCS, TPSSs, and MSF structures. Those structures or facilities would not be required for the BRT alternatives. As a consequence, Alternative 4 would result in the greatest construction impacts, compared to the other alternatives, but the types and level of significance of the impacts would be generally similar to those described above for Alternative 3.

### **Operational Impacts**

The operational impacts of Alternative 4 would be generally similar to those described above for Alternative 3, with the exceptions noted below.

### ***Direct Impacts***

#### ***Noise, Air Quality, Traffic, and Visual Impacts on Parklands and Community Facilities***

The operational noise and traffic impacts would be less than Alternative 3 because the subway portion (south of Sherman Way to Parthenia Street) of the Alternative 4 alignment would avoid the at-grade impacts of Alternative 3.

Under Alternative 4, 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, which could adversely

affect the aesthetic value of parklands and community facilities. 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. Potential impacts on aesthetic character from the Low-Floor LRT/Tram Alternative are also addressed in more detail in Section 4.5 of this EIS/EIR and in the Visual Quality and Aesthetics Impacts Report (see Appendix K). The visual impacts on sensitive viewers at local parklands or community facilities could be significant under CEQA and adverse under NEPA.

### ***Indirect Impacts***

#### *Changes in Access to Parklands and Community Facilities*

Similar to Alternative 3, 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.

As described in Chapter 3, this alternative would result in increased congestion and significant impacts at study intersection along the corridor due the reduction in the number of mixed-flow lanes. As a consequence and because of the reduced access, impacts on emergency vehicle access would be potentially significant.

### **Cumulative Impacts**

The cumulative impacts that could occur due to implementation of Alternative 4 would be similar to those described above for Alternative 3.

### **Mitigation Measures**

The reader is referred to the following sections in this EIS/EIR for mitigation measures to reduce or avoid potential construction and operational impacts on parklands and community facilities: Chapter 2-Transportation, Transit, Circulation, and Parking; Section 4.5-Visual Quality and Aesthetics; Section 4.6-Air Quality; Section 4.8-Noise and Vibration; and Section 4.14-Safety and Security. These measures include measures to maintain access to parklands and community facilities, detours, design and location of project elements to avoid obstructing views to and from parklands, requirements for use of equipment and methods to reduce air quality emissions, attenuation of noise and vibration impacts to the extent feasible by use of alternate equipment or methods, or use of noise and vibration reducing track, and coordination with public safety and transit providers to ensure access to parklands and community facilities. During project operation and construction, these measures would minimize direct impacts that could adversely affect the quality of the human environment with respect to parklands and community facilities.

### **Impacts Remaining After Mitigation**

#### ***NEPA Finding***

The potential construction air quality effects on parklands and community facilities, operational effects on emergency vehicle access, and operational visual impacts on sensitive viewers at parklands or community facilities would be adverse after mitigation. All other effects would not be considered adverse.

#### ***CEQA Finding***

The potential construction air quality impacts on parklands and community facilities, operational impacts on emergency vehicle access, and operational visual impacts on sensitive viewers would be significant after implementation of proposed mitigation measures. All other impacts would be less than significant.