



## Memorandum

<b>Date:</b>	December 2, 2010
<b>To:</b>	Walt Davis, Transportation Planning Manager San Fernando Valley/North County Area
<b>CC:</b>	Ryan Greenway, Transportation Planner, SFV/NC Area Team Carl Ripaldi, Principal Environmental Specialist
<b>From:</b>	Madonna Marcelo Senior Manager
<b>Subject:</b>	<b>Recommendations for the East San Fernando Valley North/South Rapidways Project</b>

ICF International (ICF) prepared the attached Initial Study for the East San Fernando Valley North/South Rapidways Project as part of the preliminary review of the environmental impacts of the proposed improvements along Reseda Boulevard, Sepulveda Boulevard, and Lankershim Boulevard/San Fernando Road to assist Metro in determining the appropriate environmental documentation to comply with the requirements of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) and identifying key issues that will require further evaluation in the environmental clearance documents.

The Initial Study preliminarily determined that the proposed improvements, which include signal timing changes, restriping of roadways to include left-turn and right-turn pockets, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions, would not result in any significant impacts to the environment. Accordingly, ICF believes that the appropriate environmental documents that are required to comply with CEQA and NEPA are a Categorical Exemption (Class 1) and a Categorical Exclusion (23 CFR § 771.177(d)(1), (d)(9), or (d)(10)), respectively. However, additional technical analyses for some of the issue areas addressed in the Initial Study are necessary to support this preliminary determination and provide the adequate documentation of no significant impacts in light of the new guidance recently issued by the Council on Environmental Quality (CEQ) regarding the importance of providing adequate supporting documentation and create a complete administrative record. More specifically, the following technical memoranda will be needed, as identified in the Initial Study:

- **Air Quality Technical Memorandum:** The technical analysis to be conducted for the preparation of this memorandum shall include a description of the specific construction activities that would be conducted to implement the proposed improvements and quantification of the local emissions associated with these activities. These emissions shall be compared with the South Coast Air Quality Management District's (SCAQMD) Localized Significance Thresholds (LST) to demonstrate that project construction emissions would be less than significant. If the emissions from proposed construction activities are below the LST emission levels found in the LST mass rate look-up tables

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for the project site's Source Receptor Area (SRA), then project construction emissions would not have the potential to cause a significant localized air quality impact.

In addition, while the proposed improvements would not result in an increase in vehicle trips, there could be changes in average travel speed and/or LOS along east/west streets intersecting the project corridors where changes in signal timing are proposed. Generally, these signal timing changes are proposed to improve the LOS at the intersections and would not result in the creation of carbon monoxide (CO) hot spots at local intersections. However, the technical analysis shall confirm this initial finding through the review of the traffic/level of service (LOS) impacts resulting from the changes in signal timing and determine if the change in LOS at affected intersections warrants a CO hot spot analysis.

Moreover, as identified in the attached Initial Study, greenhouse gas (GHG) emissions are associated with vehicular travel and a function of the number of vehicle miles traveled (VMT) and travel speed. There is a direct relationship between mobile-source GHG emissions, VMT, and travel speed. As VMT and/or travel speed increases or decreases, so do related GHG emissions. The purpose of the proposed project is to increase average travel speed of buses along the three project corridors, which would result in beneficial effects on mobile-source GHG emissions. However, the technical analysis shall confirm this initial finding through the review of the traffic/LOS impacts resulting from the changes in signal timing and verify that changes in signal timing would not have a significant impact on climate change and GHG emissions.

- **Tree Survey Report:** As identified in the attached Initial Study, implementation of the proposed project may require some street tree removal associated with the improvements that propose roadway widening. A tree survey shall be conducted to identify any street trees that would be removed during project construction (widening improvements) to ensure that the project would be consistent with the City's tree preservation policy and ordinance and that the project would comply with the Migratory Bird and Treaty Act (MBTA) to protect any nesting birds. Typically, it is recommended that all vegetation/tree removal be conducted outside of the nesting season, which generally falls between February 1 and August 30; however, this may vary from year to year depending on various environmental conditions. The tree survey report shall address this issue and identify a tree removal plan that avoids any impacts to nesting birds.
- **Noise Technical Memorandum:** The technical analysis to be conducted for the preparation of this memorandum shall include a description of the specific construction activities that would be conducted to implement the proposed improvements and quantification of the noise levels at sensitive receptor locations associated with these activities. In addition, at locations where roadway widening or restriping would add a new traffic lane closer to receptor locations, the potential change in noise levels as a result of a closer distance between the noise source and receptor shall be quantified to confirm that any potential increase in noise levels as a result of project operation would be less than significant.
- **Traffic Technical Memorandum:** As identified in the attached Initial Study, the proposed improvements, such as signal timing changes, restriping of roadways to include left-turn and right-turn pockets, and street widening/lane additions, have the potential to affect the LOS at local intersections. While these improvements would not result in an increase in vehicle trips, there could be changes in average travel speed and/or LOS along the east/west streets intersecting the project corridors where changes in signal timing are proposed. Generally, these signal timing changes are proposed to improve the LOS at the intersections and would not result in the creation of carbon monoxide (CO) hot spots at local intersections. Accordingly, the technical analysis to be conducted for the preparation of this memorandum shall consider the traffic/LOS impacts resulting from the changes in

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signal timing and verify that the proposed improvements would not have a significant impact on traffic circulation, particularly on the east/west streets intersecting the project corridors where changes in signal timing are proposed.

ICF recommends the next steps to be the completion of the supporting documentation identified above and the preparation of a Categorical Exemption (CEQA) and a Categorical Exclusion (NEPA). The scope of work for the Base Contract for the completion of the environmental clearance of the proposed improvements shall be comprised of these environmental documents and supporting technical analyses. Preparation of these documents shall be conducted in compliance with the requirements of CEQA and NEPA and the procedures established by Metro and the Federal Transit Administration (FTA), the lead agency under NEPA.

However, if any one of these additional technical analyses concludes that a significant or adverse effect would result from project implementation, an expanded Initial Study, which identifies mitigation measures, will be necessary to comply with the requirements of CEQA. The expanded Initial Study will result in the adoption of a Mitigated Negative Declaration (MND) by Metro. Similarly, an Environmental Assessment (EA) may be necessary to comply with the requirements of NEPA and meet the procedures and guidelines established by FTA. The EA will result in the issuance of a Finding of No Significant Impact (FONSI) by FTA. ICF recommends that an optional task be included in the scope of work in the event that any of the Technical Memoranda indicate that the proposed improvements would result in a significant impact under CEQA or substantial adverse effect under NEPA.

# Initial Study

## Introduction

This Initial Study preliminarily reviews the East San Fernando Valley North/South Rapidways Project (proposed project) as it relates to the topics and concerns that address all major areas of the physical environment, as defined in the CEQA guidelines. The proposed project consists of various street and pedestrian improvements along three major transit corridors in the San Fernando Valley in order to improve transit operations.

## Purpose

This Initial Study has been prepared to identify the preliminary environmental impacts that could result from the construction and operation of the proposed project, the appropriate environmental documents for the proposed project, and the necessary technical studies to support the appropriate environmental documents required for the proposed project.

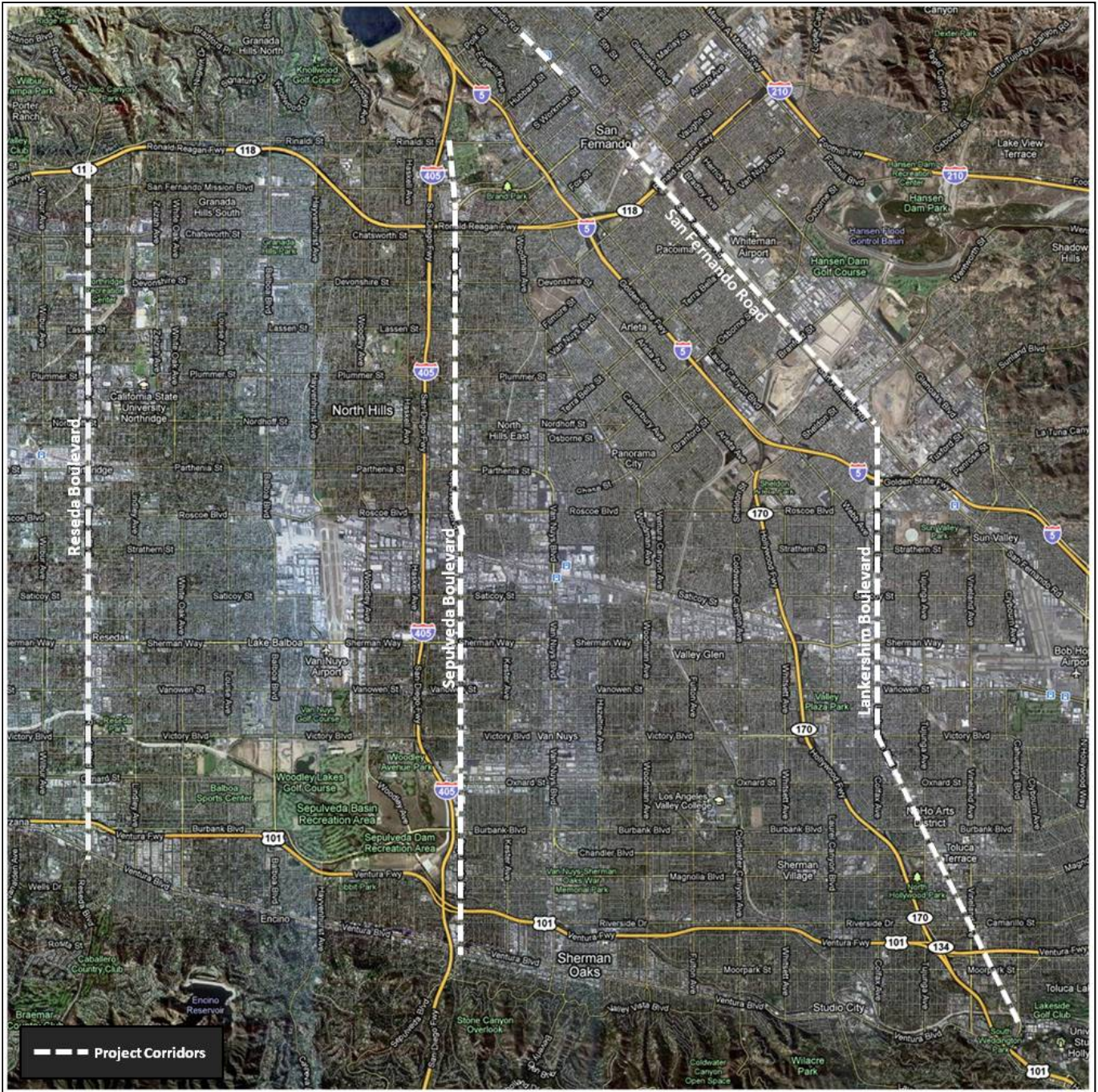
## Project Location

The project area consists of three north/south transit corridors located in the San Fernando Valley area in the northern portion of the City of Los Angeles. The project corridors include Reseda Boulevard between Ventura Boulevard on the south and Rinaldi Street on the north, Sepulveda Boulevard between Ventura Boulevard on the south and Rinaldi Street on the north, and Lankershim Boulevard/San Fernando Road between Ventura Boulevard on the south and just south of Polk Street on the north, as shown in Figure 1.

The study corridors traverse portions of the Chatsworth – Porter Ranch, Northridge, Mission Hills – Panorama City – North Hills, Arleta – Pacoima, Sun Valley – La Tuna Canyon, Reseda – West Van Nuys, Van Nuys – North Sherman Oaks, North Hollywood – Valley Village, Encino – Tarzana, and Sherman Oaks – Studio City – Toluca Lake – Cahuenga Pass Community Plan areas of the City of Los Angeles. As each of the study corridors are major circulation corridors, the land uses surrounding



Figure 1. Project Corridor Locations



each roadway are oriented toward higher density development and are comprised primarily of a mix of multifamily residential and commercial uses with single family residential uses set back from the corridors along surrounding arterial roadways and industrial uses located along existing rail corridors (e.g., Metrolink). The Lankershim/San Fernando Corridor, however, is surrounded by industrial uses along San Fernando Road.

## Project Background

In 2001, the City of Los Angeles Department of Transportation (LADOT) began working with the Los Angeles County Metropolitan Transportation Authority (LACMTA) on a Major Investment Study of north/south transit corridors in the San Fernando Valley, funded by \$2 million from the Traffic Congestion Relief Program (TCRP). The result was the San Fernando Valley North-South Transit Corridor Regionally Significant Transportation Investment Study (RSTIS), published in 2003. The RSTIS identified five major north/south transit corridors in the San Fernando Valley (Canoga Avenue, Reseda Boulevard, Sepulveda Boulevard, Van Nuys Boulevard, and Lankershim Boulevard/San Fernando Road) and recommended specific improvements in those corridors.

In May 2003, the LACMTA Board received and filed the RSTIS report and directed its Chief Executive Officer (CEO) to proceed with a phased implementation plan, which included preparation of an EIR for the Canoga Extension of the Metro Orange Line; capital and operational improvements in the other four corridors (Reseda Boulevard, Sepulveda Boulevard, Van Nuys Boulevard and Lankershim Boulevard/San Fernando Road); and expansion of Metro Rapid bus service.

In July 2007, LADOT and LACMTA entered into a \$900,000 Funding Agreement for the “San Fernando Valley North/South Bus Speed Improvements” study. Pursuant to the LACMTA Board’s request, LADOT immediately began work on the study. In November 2008, Los Angeles County voters approved Measure R, which provides \$68.5 million for the San Fernando Valley East North-South Rapidways, with a projected opening date of 2018.

Many of the improvements originally identified in the 2003 RSTIS have been included in the project. In addition, to improvements geared toward improving bus speeds, the RSTIS recommended station design standards consistent with those for Metro Rapid bus stops and on-street station area enhancements, such as landscaping and street furniture. Since these types of transit and pedestrian enhancements improve the experience of transit riders and create more attractive transit corridors, they have been included in the list of potential improvements for each corridor.



## Existing Corridor Conditions

### Reseda Boulevard Corridor

The Reseda Boulevard Corridor is served by 10 to 12 Metro buses per hour in each direction during peak periods of operation. Northbound bus speeds range between 14 – 17 miles per hour (mph) and southbound bus speeds range between 14.8 to 15.3 mph, depending upon the time of day. These speeds are rated with level of service (LOS) C (good) to LOS B (very good) as per the Federal Transit Administration's (FTA) bus speed level of service criteria. Northbound bus travel times range between 20.5 to 25.5 minutes, and southbound travel times range from 19 to 20.9 minutes. In general, bus speeds tend to slow between Erwin Street and Ventura Boulevard in the southbound direction and at the Metro Orange Line Busway, Sherman Way, and Roscoe Boulevard in both the northbound and southbound directions.

### Sepulveda Boulevard Corridor

The Sepulveda Boulevard Corridor is served by 12 to 15 Metro buses per hour in each direction during peak periods of operation with bus speeds ranging from 13 to 17.5 mph in the northbound direction and 14.4 to 16.7 miles per mph in the southbound direction. As with the Reseda Boulevard Corridor, bus speeds are rated LOS C to LOS B. Travel times along the corridor range from 25.7 – 34.7 minutes in the northbound direction and 24.9 to 28.9 in the southbound direction. Delays along the corridor occur primarily between Burbank Boulevard and State Route 118 (SR-118) on- and off-ramps.

### Lankershim Boulevard/San Fernando Road Corridor

The Lankershim Boulevard/San Fernando Road Corridor is served by 10 to 12 Metro buses per hour in each direction during peak periods of operation. Bus speeds range from 17.7 to 22.2 mph in the northbound direction and from 19.3 to 19.7 mph in the southbound direction and are rated LOS B to LOS A (Excellent). Travel times range from 29.9 to 37.4 minutes in the northbound direction and from 33.6 to 34.3 minutes in the southbound direction. While the LOS along the corridor is generally very good to excellent, there are delays that typically occur along Lankershim Boulevard between Chandler Boulevard and Ventura Boulevard.

## Project Description

The proposed project involves signal timing changes, restriping of roadways to include left-turn and right-turn pockets, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions. Specifically, the following improvements, by corridor, would be implemented:

### Reseda Boulevard Corridor

- Signal timing changes
- Bus stop relocations
- Traffic lane/turn pocket additions by restriping
- Widening of Reseda Boulevard at Roscoe Boulevard to create a southbound right-turn lane and an additional northbound left turn lane to reduce bus delay at the Roscoe Boulevard intersection
- Installation of transit station enhancements including decorative stamped-asphalt crosswalks, security lighting, and pedestrian amenities
- Installation of landscaped median islands, at selected locations along Reseda Boulevard

### Sepulveda Boulevard Corridor

- Signal timing changes
- Bus stop relocations
- Traffic lane/turn pocket additions by restriping
- Widening of Sepulveda Boulevard at Burbank Boulevard and Sherman Way to create new northbound right-turn lanes to reduce bus delay at these intersections.
- Installation of transit station enhancements, including decorative stamped-asphalt crosswalks, security lighting, pedestrian amenities and landscaped median islands, at selected locations along Sepulveda Boulevard.

### Lankershim Boulevard/San Fernando Road Corridor

- Signal timing changes
- Traffic lane/turn pocket additions by restriping
- Installation of concrete bus pads at bus stops
- Installation of transit station enhancements, including decorative stamped-asphalt crosswalks, security lighting, pedestrian amenities and landscaped median islands, at selected locations along Lankershim Boulevard and San Fernando Road.

Some of the roadway widening improvements may require additional right-of-way and may encroach on publicly-owned sidewalks and/or privately-owned properties; however, additional property acquisition would not displace any residents or businesses along the project corridors. Construction of these improvements would take 1 to 5 years to complete.



# Preliminary Environmental Impact Determination

## 1. AESTHETICS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) and b)** The proposed project would be implemented at existing transportation corridors in heavily urbanized areas in the San Fernando Valley area of the City of Los Angeles. The areas surrounding the three corridors are primarily built with commercial uses, multi-family residential uses, industrial uses, and public facilities. Far off scenic vistas and views, including views of the Santa Monica Mountains, Santa Susana Mountains, and the Angeles National Forest would be visible from the some segments of the project corridors. A small segment of Sepulveda Boulevard between Devonshire Street to Rayen Street is designated as a scenic highway in City of Los Angeles General Plan.<sup>1</sup>

The proposed project would include signal timing changes, restriping of roadways to include left-turn and right-turn pockets, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions. The proposed implementation of these improvements would primarily occur within the existing roadways and some sidewalk locations where widening would occur. The proposed project would not include construction of any structures or other elements that would result in the obstruction of any views of the Santa Monica Mountains, Santa Susana Mountains, and the Angeles National Forest or result in other significant impacts to these resources. Therefore, no further analysis of this issue is required.

<sup>1</sup> City of Los Angeles, *Transportation Element of the General Plan*, Scenic Highways in the City of Los Angeles, [http://cityplanning.lacity.org/cwd/gnlpln/transelt/TEMaps/E\\_Scnc.gif](http://cityplanning.lacity.org/cwd/gnlpln/transelt/TEMaps/E_Scnc.gif), June 1998, accessed November 16, 2010.

c) The areas surrounding the project intersections are highly urbanized and developed with various commercial uses, residential uses, and public facilities. The visual character of the project corridors is dominated by these land uses, and, as such, existing conditions are not considered to have a high aesthetic value.

The proposed project would include improvements, such as signal changes, intersection widening to add turn pockets, widening and restriping to add new lanes, bus stop relocations, and other transit improvements at three existing major transportation corridors in the San Fernando Valley area of the City of Los Angeles. The proposed project would not include structures or other elements that would substantially degrade the existing visual character or quality of each of these corridors and its surrounding. The proposed project improvements are not anticipated to result in significant impacts to the visual character of the surrounding areas. Therefore, no further analysis of this issue is required.

d) The proposed project would occur along existing roadways in a highly urbanized setting. Implementation of the proposed project to improve bus speeds along the project roadways would not introduce any new significant sources of light and glare that would adversely affect the daytime and nighttime views in the project area. Therefore, no further analysis of this issue is required.

## 2. AGRICULTURE AND FORESTRY RESOURCES

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
b.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?				
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Result in the loss of forest land or conversion of forest land to non-forest use?				
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?				

**a)** The proposed project would be implemented at existing major transportation corridors in heavily urbanized areas in the San Fernando Valley area of the City of Los Angeles. The areas surrounding the three corridors are primarily built with commercial businesses, multi-family residential uses, industrial uses, and public facilities. There are no agricultural uses designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on or adjacent to the three roadways.<sup>2</sup> Accordingly, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-

<sup>2</sup> California Department of Conservation, Division of Land Resource Protection, Important Farmland Categories, [http://www.consrv.ca.gov/dlrp/fmmp/mccu/map\\_categories.htm](http://www.consrv.ca.gov/dlrp/fmmp/mccu/map_categories.htm), accessed November 16, 2010.

agricultural uses. Therefore, no impact on agricultural resources is anticipated, and no further analysis of this issue is required.

**b)** The areas surrounding the project corridors are zoned for commercial, residential, light industrial, open space, manufacturing or institutional uses (see Section 10. Land Use and Planning below for further information on the zoning designations).

The project site consists of three major transportation corridors located in the San Fernando Valley area. The project areas containing and surrounding the three corridors are not subject to any Williamson Act contracts. Therefore, no impact on lands under the Williamson Act contract is anticipated, and no further analysis of this issue is required.

**c)** As discussed above, the project corridors are located in densely developed areas in the San Fernando Valley of the City of Los Angeles. The project areas are built with commercial, institutional, manufacturing, open space, and residential land uses. As none of these areas are currently zoned for forest land or timberland purposes, the proposed project would not result in any conflict related to rezoning of forest land or timberland. No impact is anticipated to occur, and no further analysis of this issue is required.

**d)** As previously stated, the proposed project would be implemented at existing major transportation corridors in heavily urbanized areas in the San Fernando Valley of the City of Los Angeles. The areas surrounding the three project corridors are primarily built with commercial, manufacturing, and residential land uses. The surrounding areas do not contain forest land. Implementation of the proposed project would not result in the conversion of forest land to non-forest use. Therefore, no impact to forestland is anticipated, and no further analysis of this issue is required.

**e)** See Response a through d above. The proposed project would involve improvements along the three project corridors. The proposed project would not involve changes in the existing environment that could result in the conversion of farmland to non-agricultural use or conversion of forest land to non-forest use. Therefore, no impact to farmland or forestland is anticipated, and no further analysis of this issue is required.

### 3. AIR QUALITY

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a)** The proposed project is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is required, pursuant to the Clean Air Act, to reduce emissions of criteria pollutants for which the Basin is in non-attainment (i.e., ozone [1-hour and 8-hour standards], PM<sub>10</sub> and PM<sub>2.5</sub>). As such, the proposed project would be subject to the SCAQMD’s Air Quality Management Plan (AQMP). The AQMP contains a comprehensive list of pollution control strategies directed at reducing emissions and achieving ambient air quality standards. These strategies are developed, in part, based on regional population, housing, and employment projections prepared by the Southern California Association of Governments (SCAG).

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment.<sup>3</sup> With regard to air quality planning, SCAG has prepared the Regional Comprehensive Plan and Guide (RCPG), which includes Growth Management and Regional Mobility chapters that form the basis for the land use and transportation control portions of the AQMP, and are utilized in the preparation of the air quality forecasts and consistency analysis included in the AQMP. Both the RCPG and AQMP are based, in part, on projections originating with County and City General Plans.

<sup>3</sup> SCAG serves as the federally designated metropolitan planning organization (MPO) for the Southern California region.



Since the proposed project is consistent with the land use designations of all applicable land use plans (discussed in Section 10. Land Use and Planning), pursuant to SCAQMD guidelines, it is considered consistent with the region's AQMP. Therefore, no further analysis of this issue is required.

**b) and d)** The proposed project would contribute directly or indirectly to regional air pollutant emissions during construction (short-term) and project operation (long-term).

### **Construction-Period Impacts**

The SCAQMD has established methodologies to quantify air emissions associated with construction activities, such as air pollutant emissions generated by operation of on-site construction equipment; fugitive dust emissions from pavement demolition and site preparation activities; mobile (tailpipe) emissions from construction worker vehicles and haul/delivery truck trips; and "off gassing" emissions of reactive organic gas (ROG) that occurs during asphalt paving and application of architectural coatings.

With respect to the proposed project, short-term construction emissions would include combustion exhaust emissions from on-site construction equipment, haul truck trips, and worker commute trips, as well as fugitive off-gassing emissions (i.e., ROG) from minor application of architectural coatings and asphalt paving. However, due to the types of improvements proposed, extensive construction activities are not anticipated. No major excavation and grading would be conducted, and the use of heavy construction equipment and haul truck trips would be limited. Accordingly, construction-related emissions are not anticipated to exceed SCAQMD thresholds. However, an air quality technical memorandum will be necessary to describe specific construction activities and associated emissions to support this preliminary determination and provide the adequate documentation of no significant air quality impacts during project construction.

### **Operations-period Impacts**

The SCAQMD has also established significance thresholds to evaluate potential impacts associated with long-term project operations. Long-term air pollutant emissions come from two types of sources: mobile source and stationary source. Mobile source emissions are associated with vehicular travel and are a function of the number of vehicle miles traveled (VMT) and travel speed. There is a direct relationship between mobile emissions, VMT and travel speed. As VMT and/or travel speed increases or decreases, so do related air pollutant emissions. With regard to stationary-source emissions, the proposed project would not introduce any new stationary emissions sources or result in any meaningful electricity consumption beyond the existing conditions.

While the proposed project would not result in an increase in vehicle trips, there could be changes in average travel speed and/or LOS along east/west streets intersecting the project corridors where changes in signal timing are proposed. Generally, these signal timing changes are proposed to improve the LOS at the intersections and would not result in the creation of carbon monoxide (CO) hot spots at local intersections. However, an air quality technical memorandum will be necessary to support this preliminary determination and provide the adequate documentation of no significant air quality impacts during project operation.

c) The SCAQMD’s approach for assessing cumulative impacts is based on the AQMP forecasts of attainment of ambient air quality standards in accordance with the requirements of the Federal and State Clean Air Acts. As discussed above, the proposed project would be consistent with the AQMP, which is intended to bring the Basin into attainment for all criteria pollutants. As such, it is anticipated that cumulative impacts would be less than significant, and no further analysis of this issue is required.

e) The proposed project would include capital improvements and transit stop enhancements along three major transportation corridors in the San Fernando Valley area of the City of Los Angeles. Although there is potential for objectionable odors during short-term construction, there would be no potential for objectionable odors during long-term operations as the proposed project would not introduce any new permanent odor sources.

Potential sources that may emit odors during construction activities include relatively small amounts of asphalt paving and use of architectural coatings and solvents. SCAQMD Rules 1108 and 1113 limit the amount of volatile organic compounds (i.e., odiferous compounds) from cutback asphalt and architectural coatings and solvents, respectively. Per mandatory compliance with SCAQMD rules, no construction activities or materials are proposed that would create a significant level of objectionable odors. As such, potential impacts during short-term construction would be less than significant. Therefore, no further analysis of this issue is required.

## 4. BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) and b)** According to the California Natural Diversity Database (CNDDDB), 25 wildlife species and 26 wild plant species have the potential to occur in the vicinity of one or more of the project corridors.<sup>4</sup> Of the 25 animal species, four species, the arroyo toad (*Anaxyrus californicus*), Sierra Madre yellow-legged frog (*Rana muscosa*), the southwestern willow flycatcher (*Empidonax traillii extimus*), and the least Bell's vireo (*Vireo belli pusillus*) are Federally listed as endangered. In addition, one

<sup>4</sup> California Natural Diversity Database Search conducted November 18, 2010 by ICF International personnel.

wildlife species, the western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) is State listed as endangered.

Implementation of the proposed project would take place in highly developed areas in the San Fernando Valley area of the City of Los Angeles. As previously described, the project corridors are located in fully urbanized areas and are located along existing major transportation corridors. The areas immediately surrounding the project areas consist of a variety of residential, commercial, manufacturing and institutional uses that are typical of urban areas. Because of the highly urbanized nature of the project corridors, suitable habitat for the above-mentioned species is generally not present. Therefore, the proposed project would not have an adverse effect on a riparian habitat or other sensitive natural community. The proposed project would not create any new impacts to existing biological resources, including sensitive or special-status species, in the project area and vicinity. No impacts are anticipated to occur; therefore, no further analysis of this issue is required.

**c)** There are no wetlands or any areas that would be considered a wetland located within or adjacent to the three project corridors. Therefore, implementation of the proposed project would not impact any federally protected wetlands as defined by Section 404 of the Clean Water Act. No further analysis of this issue is required.

**d)** The three project corridors are located within a highly developed urban area, where there are few suitable habitats for wildlife, as indicated in Responses a) and b) above. The project area has been developed with the existing roads and is surrounded by a variety of land uses typical of urban areas. In addition, the project area's urban setting provides no opportunity for accessible movement between two or more existing open spaces. Thus, the project area does not provide suitable habitat for wildlife species. No impact is anticipated to occur, and no further analysis of this issue is required.

**e)** The project corridors are located in fully urbanized areas, which do not contain natural habitats that would support threatened or endangered species. As such, the proposed project would not conflict with any local policies or ordinances protecting biological resources. No impact is anticipated to occur. However, implementation of the proposed project may require some street tree removal associated with the improvements that propose roadway widening. A tree survey will be necessary to identify any street trees that would be removed during project construction to ensure that the project would be consistent with the City's tree preservation policy and ordinance and that the project would comply with the Migratory Bird and Treaty Act to protect any nesting birds.

**f)** The project roadways are located within heavily urbanized areas. No habitat conservation plans are applicable to the proposed project improvements. Accordingly, the proposed project would not conflict with any local, regional, or state habitat conservation plan, and no impact is anticipated to occur. No further analysis of this issue is required.

## 5. CULTURAL RESOURCES

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a)** Two historical resources have been identified along the project corridors.<sup>5</sup> The following two properties were previously listed in or determined eligible for listing in the National Register of Historic Places and are automatically listed in the California Register of Historical Resources:

- Romulo Pico Adobe (Ranchito Romulo) and Lankershim Reading Room, 10940 N. Sepulveda Boulevard near the intersection of Sepulveda Boulevard and Brand Boulevard; and
- Campo de Cahuenga, 3919 Lankershim Boulevard, near the intersections of Universal Hollywood Drive and Lankershim Boulevard.

For the purposes of this Initial Study, proposed improvements identified near these historical resources (such as signal timing changes, restriping, and transit station enhancements) would occur within the existing right-of-way and would not result in alteration of a historical resource or its setting which may have the potential to be a significant effect. Accordingly, no further analysis of this issue would be necessary. The resources would continue to meet the Secretary of the Interior’s Standards for the Treatment of Historic Properties, even after implementation of the improvements proposed under the project. The potential effect on historical resources would be less than significant.

**b) – d)** The project area consists of three existing major transportation corridors located in the San Fernando Valley area of the City of Los

<sup>5</sup> City of Los Angeles, Zoning Information and Map Access System (ZIMAS). Available at : [www.zimas.lacity.org](http://www.zimas.lacity.org). Accessed November 18, 2010



Angeles. The project area is heavily urbanized and developed with a variety of land uses that are typical of urban areas. The project area has been previously disturbed with the development of the existing roads and uses.

The proposed project would involve improvements such as signal changes, intersection widening to add turn pockets, widening and re-striping to add new lanes, bus stop relocations, and transit station enhancements along the three existing major transportation corridors. Proposed improvement and transit stop enhancement activities would not involve major excavation activities. As major ground-breaking activities would not be conducted for the proposed project, it is unlikely that implementation of the proposed improvements would result in the discovery of any buried archaeological or paleontological resources.

Similarly, as no substantial ground-breaking activities would occur, the potential for discovery of human remains during project construction activities is low. Accordingly, this would be considered a less-than-significant impact. No further analysis of this issue is required.

## 6. GEOLOGY AND SOILS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii. Strong seismic groundshaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c.	Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a.i) and a.ii)** Similar to the entire Los Angeles Basin, the project area is known to be seismically active. The project area is not within an Alquist-Priolo Special Study Zone; however, portions of each of the project corridors traverse a Fault Rupture Study Area.<sup>6</sup> In addition, there are several active and potentially active faults underlying the project corridors and in the surrounding area.<sup>7</sup> Specifically, the project corridors cross four potentially active faults, namely, the Chatsworth Fault, the Northridge Hills Fault, the Mission Hills Fault, and the San Fernando Fault. Other potentially active faults in the surrounding area include the Santa Susana Fault and the Verdugo Fault.<sup>8</sup>

The proposed project would not involve construction of new structures along any of the project corridors that would be exposed to fault rupture but would involve roadway and pedestrian improvements to existing facilities. Accordingly, implementation of the proposed project would not create any new impacts related to fault rupture and seismic ground shaking beyond existing conditions. Therefore, less-than-significant impacts related to fault rupture and seismic ground shaking are anticipated to occur as a result of the proposed project. No further analysis of this issue is required.

**a.iii)** The southern portion of each of the project corridors are located within a potential liquefaction zone.<sup>9</sup> However, as stated above, the

<sup>6</sup> City of Los Angeles, *Safety Element, Los Angeles General Plan*, November 1996.  
<sup>7</sup> California Department of Conservation, Geological Survey. *2010 Fault Activity Map of California*, Available: <  
<http://www.quake.ca.gov/gmaps/FAM/faultactivitymap.html>> .  
<sup>8</sup> *Ibid.*  
<sup>9</sup> City of Los Angeles, *Safety Element, Los Angeles General Plan*, November 1996.

proposed project would not introduce new structures or subject existing development to an increased risk of liquefaction. Accordingly, implementation of the proposed project would not create any new substantial impacts related to liquefaction beyond existing conditions. Therefore, less-than-significant impacts related to seismic ground failure, including liquefaction, are anticipated to occur as a result of the proposed project. No further analysis of this issue is required.

**a.iv)** Areas prone to hazards from landslides are usually located on hillsides or next to hillsides. The three project corridors are located on flat terrain, situated between the foothills of the Santa Susana mountains to the north and the Santa Monica Mountains to the south. While the southern and northern termini (Ventura Boulevard and Rinaldi Street, respectively) of each corridor are near hillsides, there are no known landslides along any of the project corridors, and it is not in the path of any known or potential landslides.<sup>10</sup> As such, no impact related to landslides is anticipated to occur, and no further analysis of this issue is required.

**b)** The potential for soil erosion during the operation of the proposed project is low because the project site consists of existing roadways and surrounding development. Due to the highly developed nature of the project area, there is little exposed soil along each of the three corridors.

Proposed roadway improvements would not result in erosion impacts. While ground-breaking activities would occur as a result of planned widening of existing roadways, the ground disturbance would be minor and is unlikely to result in any substantial soil erosion in the project area. As such, no significant impacts related to soil erosion are anticipated to occur. No further analysis of this issue is required.

**c) and d)** As stated above, the proposed project would include signal timing changes, restriping of roadways, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions along three existing north-south major transportation corridors. Accordingly, implementation of the proposed project would not create any new impacts related to lateral spreading, subsidence, liquefaction, collapse, or expansive soils beyond existing conditions. Therefore, less-than-significant impacts related to lateral spreading, subsidence, liquefaction, collapse, or expansive soils are anticipated to occur. No further analysis of this issue is required.

**e)** The proposed project would involve signal timing changes, restriping of roadways, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions along three existing north-south major transportation corridors. Septic tanks and other alternative wastewater disposal systems are not required or necessary for the proposed project. Therefore, no impact related to the

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<sup>10</sup> *Ibid.*

use of septic tanks is anticipated to occur. No further analysis of this issue is required.

## 7. GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) and b)** Greenhouse gas (GHG) emissions are associated with vehicular travel and a function of the number of vehicle miles traveled (VMT) and travel speed. There is a direct relationship between mobile-source GHG emissions, VMT, and travel speed. As VMT and/or travel speed increases or decreases, so do related GHG emissions. The proposed improvements along the three existing major transportation corridors would not result in increased vehicle trips. Additionally, the purpose of the proposed project is to increase average travel speed of buses along the three project corridors, which would result in beneficial effects on mobile-source GHG emissions. Thus, impacts of the proposed project on GHG emissions would be less than significant. However, an air quality technical memorandum will be necessary to support this preliminary determination and provide the adequate documentation of no significant impacts related to GHG emissions during project operation.

## 8. HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h.	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a)** The proposed project would consist of roadway and pedestrian facility improvements along three existing major transportation corridors in the San Fernando Valley area of the City of Los Angeles. Accordingly, construction of the proposed project would not result in the routine transport, use, or disposal of hazardous materials beyond existing conditions, such as the occasional transport of hazardous materials by



vehicles traveling through the project corridors. No new impacts related to significant hazards to the public regarding transport, use, or disposal of hazardous materials are expected to occur given these conditions. Therefore, no further analysis of this issue is required.

**b)** As described above, the proposed project would take place along three existing major transportation corridors that have already been developed with a mix of residential, commercial, industrial, and institutional uses. Due to the highly disturbed nature of the project area, it is unlikely that the proposed project would result in new risks of hazard to the public or the environment through reasonably foreseeable upset of hazardous materials. While there are numerous sites and facilities located along each of the corridors that are listed on the California Department of Toxic Substances' (DTSC) Envirostor Geotracker Database, primarily related to Leaking Underground Fuel Tanks (LUST) and to Spills, Leaks, Investigation and Cleanup sites (SLIC), accidental upset of hazardous materials from these sites is only expected to occur in deeper excavations, where hazardous materials may have leaked into the soil or groundwater.<sup>11</sup> Since the proposed project would involve only minimal excavation for the construction of new turn lanes and median landscaping, it is not expected to affect any known LUST or SLIC sites. Therefore, the proposed project is not anticipated to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. No further analysis of this issue is required.

**c)** There are several schools located within the vicinity of each project corridor. However, as previously stated, the proposed project would not result in the routine transport, use, or disposal of hazardous materials. The proposed project would not result in a significant change from existing conditions near schools along the project corridors or result in new impacts beyond existing conditions. Therefore, impacts on schools associated with hazardous emissions or the handling of hazardous materials is expected to be less than significant, and no further analysis of this issue is required.

**d)** As described above, there are numerous sites and facilities listed on DTSC's Envirostor Geotracker Database located along each of the project corridors. A majority of the facilities are listed as LUST or SLIC sites although several facilities along San Fernando Road and Reseda Boulevard are listed as Voluntary Cleanup, Tiered Permit, or Corrective Action Sites.<sup>12</sup> Remediation and cleanup is on-going at these sites, and the proposed project would not interfere with the remediation plans. While the partial or full acquisition of some of the listed parcels may occur, excavation activities would be minor in scale and unlikely to result in the upset of hazardous materials. For these reasons, the proposed

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<sup>11</sup> California Department of Toxic Substances Control, EnviroStor Data Management System, <http://www.envirostor.dtsc.ca.gov/public/>, accessed November 22, 2010.

<sup>12</sup> *Ibid.*

project is not expected to create a significant hazard to the public or the environment, and no further analysis of this issue is required.

**e) and f)** The Sepulveda Boulevard Corridor is located approximately 1.3 miles east of the Van Nuys Airport and the Lankershim Boulevard/San Fernando Road Corridor is located approximately 1 mile west of the Burbank Airport. However, neither corridor is located within either of the respective airports' land use plan areas. In addition, the proposed project would not result in new housing or other land uses that would expose residents or workers to any new safety hazards beyond existing conditions. Therefore, no further analysis of this issue is required.

**g)** The proposed project is not expected to impair implementation of an adopted emergency response plan or emergency evacuation plan. However, construction of the proposed project, particularly street widening/restriping activities, would result in temporary traffic disruptions from partial street closure and/or detours. However, these impacts would be temporary and would occur for a short duration. Thus, the proposed project would not result in significant impacts on existing levels of service and response times of emergency service providers. In addition, circulation and access would be maintained throughout construction with only minor traffic delays. Therefore, a less-than-significant impact regarding emergency response plans or emergency evacuation plans would occur. No further analysis of this issue is required.

**h)** As described previously, the proposed project would be implemented in a heavily urbanized are in the City of Los Angeles. The areas surrounding the project corridors are primarily built with residential, commercial, and some institutional and industrial land uses. The project area is not adjacent to or near wildlands. Accordingly, no impact with regards to the exposure of people or structures to the risks of wildland development is expected; therefore, no further analysis of this issue is required.

## 9. HYDROLOGY AND WATER QUALITY

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	Would the project:				
a.	Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) and f)** The proposed project would not be expected to significantly impact existing water quality in the vicinity of the project corridors. Activities during construction are expected to involve only minor soil disturbance. In addition, the proposed project would be required to

comply with all standard best management practices (BMPs) as established in the National Pollution Discharge Elimination System (NPDES) permit. By complying with the BMPs as set forth in the NPDES permit, pollutant laden stormwater discharges from the site and resulting impacts to water quality would be minimized. Therefore, construction and operation would not have a significant impact on existing water quality in the vicinity of the project corridors. No further analysis of this issue is required.

**b)** The proposed project would consist of roadway and pedestrian facility improvements along three existing major transportation corridors in the San Fernando Valley area of the City of Los Angeles. Project construction or operation would not require major water consumption that would deplete local groundwater supplies. A less-than-significant impact is expected to groundwater supplies as a result of the proposed project, and, therefore, no further analysis of this issue is required.

**c) – e)** The proposed project would provide signal timing changes, restriping of roadways, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions along three existing north-south major transportation corridors. Accordingly, construction and operation of the proposed project would not alter the course of a stream or river. The proposed project would also have no impact on existing drainage patterns in each of the project corridors and project vicinity. Furthermore, the proposed project would not change the amount of impermeable surface, so as to increase the amount of surface water runoff. Therefore, the proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in siltation or flooding on-site or off-site or create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. No further analysis of this issue is required.

**g and h)** The proposed project would not include the construction of housing, and, as such, housing would not be placed in a flood hazard area. In addition, no structures would be placed such that they would impede or redirect flood flows in the project corridors or their vicinity. Therefore, no impact would occur, and no further analysis of this issue is required.

**i)** There are no dams or levees in the vicinity of the project corridors. Accordingly, it is expected that the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. Therefore, no further analysis of this issue is required.

**j)** The proposed project would not contribute to inundation by seiche, tsunami, or mudflow. The project corridors are located over 12 miles northeast of the Pacific Ocean, and, as such, no impact from a tsunami

would be expected. There are no dams or levees located near the project corridors so as to cause a seiche. In addition, the proposed project would not involve grading of hillsides so as to cause a risk of mudflow. Therefore, no impact regarding seiche, tsunami, or mudflow is expected, and no further analysis of these issues is required.

## 10. LAND USE AND PLANNING

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	Would the project:				
a.	Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a)** The three project corridors are surrounded by a variety of land uses that are typical of urban areas. Specifically, commercial, residential, public facilities, and industrial/manufacturing uses are located in the immediate vicinity of the project corridors.

The proposed project may require sliver takes for the planned widening to accommodate turn lanes at several intersections along Sepulveda Boulevard and Reseda Boulevard. These intersections are surrounded by commercial uses, and, as such, possible partial acquisition, involving sliver takes, of commercial property may occur. The potential acquisition of commercial use would not result in the division of an established community as the proposed improvements would occur on existing roadways/intersections. Although parts of properties currently used for commercial purposes may be lost, proposed improvements would not isolate or divide an established residential community. Therefore, no impacts related to dividing an established community would occur. No further analysis of this issue is required.

**b)** The City of Los Angeles General Plan Land Use Element subdivides the City into 35 community plan areas. The three project corridors are located within 10 community plan areas in the San Fernando Valley area in City of Los Angeles. The Reseda Boulevard Corridor is located within

Encino-Tarzana, Reseda-West Van Nuys, Northridge, and Chatsworth-Porter Ranch Community Plan areas. The Sepulveda Boulevard Corridor is located within Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, Van Nuys-North Sherman Oaks, and Mission Hills-Panorama City-North Hills Community Plan areas. The Lankershim Boulevard/San Fernando Road Corridor is located within Sherman Oaks-Studio City-Toluca Lake-Cahuenga Pass, North Hollywood-Valley Village, Sun Valley-La Tuna Canyon, and Arleta-Pacoima Community Plan areas. Within these community plan areas, parcels adjacent to the project intersections are designated and zoned mainly for commercial, residential, public facilities, and manufacturing.<sup>13</sup>

Land use impacts related to consistency with land use plans or policies may occur at the intersections requiring partial property acquisition. However, the proposed project would only result in sliver takes along the intersection and would not affect the commercial land use of the site or result in displacement of businesses on the site. Additionally, the General Plan of the City of Los Angeles contains transit-supportive concepts. The proposed project would improve bus speeds along existing roadways. Thus, improvements under the proposed project are not anticipated to be inconsistent with transit goals and policies. This would be considered a less-than-significant impact. No further analysis of this issue is required.

c) The proposed project does not contain any biological resources or habitats that would require conservation or special care. Accordingly, no adopted habitat conservation plan or natural community conservation plan would be affected by the proposed project. The proposed project is located in a fully urbanized area within the City of Los Angeles. Therefore, impacts related to conservation plans would not occur, and no further analysis of this issue is required.

## 11. MINERAL RESOURCES

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	Would the project:				
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>13</sup> City of Los Angeles. Zoning Information and map Access System (ZIMAS). Accessed on November 18, 2010.

**a) and-b)** According to the City of Los Angeles General Plan Safety Element Exhibit E, a small segment of the Lankershim Boulevard/San Fernando Road Corridor is within Pacoima state-designated Oil Field.<sup>14</sup> None of the other two project corridors are located near oil drilling areas. Implementation of the proposed improvements along the segment of San Fernando Road located within Pacoima Oil Field would be limited to the installation of concrete bus pads at bus stops and transit station enhancements that would include decorative stamped-asphalt crosswalks, security lighting, pedestrian amenities and landscaped median islands at selected locations. Project construction would involve minimal ground disturbance during the installation of these improvements. Accordingly, the proposed project would not change the rates of existing oil extraction or affect production and abandonment plans for any oil resources. Therefore, no impacts to mineral resources are anticipated, and no further analysis of this issue is required.

## 12. NOISE

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	Would the project:				
a.	Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d.	Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e.	Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<sup>14</sup> City of Los Angeles Safety Element, Exhibit E-Oil Field and Oil Drilling Areas, May 1994, accessed November 17, 2010.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a), c) and d)** Construction activities along the project corridors may lead to a temporary increase in noise levels at adjacent properties. The project corridors are surrounded by a variety of land uses that are typical of urban areas. Specifically, commercial, residential, public facilities, and industrial/manufacturing uses are located in the immediate vicinity of the project corridors. Given the small scale of the construction activities necessary to implement the proposed improvements, noise from construction would be audible mainly to the adjacent uses along the project corridors. Construction noise from the project would be temporary and intermittent, and construction would be required to comply with the City’s Noise Ordinance. During project operation, the main source of noise would be noise from traffic. Since the proposed project would not result in an increase in vehicle trips, the proposed project is not anticipated to increase ambient noise levels beyond existing conditions. However, at intersections where roadway widening or restriping would add a new traffic lane, a potential increase in noise levels at specific roadside receptor locations may occur as a result of a closer distance between the noise source and receptor. This potential increase is not expected to be significant. Nevertheless, a noise technical memorandum will be necessary to support this preliminary determination and provide the adequate documentation of no significant noise impacts during project construction and operation.

**b)** The proposed project would not result in groundborne vibration as no major construction activities, such as pile driving, would occur. Operation of the proposed project would not increase groundborne vibrations more than existing conditions. No further analysis of this issue is required.

**e) and f)** Burbank-Glendale-Pasadena (Bob Hope) Airport is located approximately two miles to the east of the Lankershim Boulevard/San Fernando Road Corridor. Whiteman Airport, a general aviation airport, is located adjacent to the San Fernando Road Corridor south of Van Nuys Boulevard, and Van Nuys Airport is located 1.25 miles to the west of the Sepulveda Boulevard Corridor. In addition, the project corridor is not located within the vicinity of any airstrips. Therefore, the proposed improvements would not expose any people to excessive noise levels associated with any airport or airstrip activities. The proposed project would have no impact in relation to airport noise levels, and noise levels due to the airport noise levels would be same as existing conditions. No further analysis of this issue is required.



### 13. POPULATION AND HOUSING

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a)** The proposed project would provide signal timing changes, restriping of roadways, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions along three existing north-south major transportation corridors located in the San Fernando Valley area of the City of Los Angeles. The proposed project would not include a housing component. The proposed project would provide bus speed improvements in the project corridors. Accordingly, the proposed project would not induce a direct substantial population growth in the area. Therefore, no impacts are anticipated related to population growth, and no further analysis of this issue is required.

**b) and c)** The proposed project would be implemented along three existing major transportation corridors in the San Fernando Valley area of the City of Los Angeles. As discussed above, the proposed project would provide signal timing changes, restriping of roadways, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions.

The proposed project may require acquisition of adjacent properties for the planned widening to accommodate turn lanes at several intersections along Sepulveda Boulevard and Reseda Boulevard. These intersections are surrounded by commercial uses, and, as such, possible partial acquisition of commercial property may occur. However, the proposed project would only result in sliver takes along the intersection and would not affect the commercial land use of the site or result in displacement of businesses on the site. Accordingly, the proposed project would not result in any displacement of population and housing. Therefore, no impacts are anticipated related to any displacement of population and housing, and no further analysis of this issue is required.

## 14. PUBLIC SERVICES

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:					
a.	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, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
i.	Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii.	Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii.	Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv.	Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v.	Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a.i) and a.ii)** The proposed project would not include elements, such as housing or new land uses, that would result in additional demands for fire and police services in the project area. Additionally, the proposed project would result in improvements along the project corridors to improve bus speeds and other transit stop facilities. Such improvements would not affect the response time for emergency services. Construction activities for the proposed project may result in temporary lane closure in the project corridors during construction that may affect the response times. However, these impacts would be temporary and would occur for a short duration. Thus, the proposed project would not result in significant impacts on existing levels of service and response times of police and fire services, and no further analysis of this issue is required.

**a.iii)** There are several schools located in the project area. The proposed project would not include elements, such as housing or new land uses, that would result in additional demands for school capacities in the project area. Construction activities may result in temporary lane closure in the project corridors during construction that may affect access to the schools. However, these impacts would be temporary and would occur for a short duration. Therefore, the proposed project is not expected to have significant impact on schools, and no further analysis of this issue is required.

**a.iv)** The proposed project consists of roadway improvements and transit stop enhancements along the project corridors. The proposed project would not include elements, such as housing or new land uses, that would result in an increase in demand for parks or disrupt existing park uses and activities. Therefore, no significant impact on parks is expected as a result of the project, and no further analysis of this issue is required.

**a.v)** The proposed project consists of roadway improvements and transit stop enhancements along the project corridors. The proposed project would not include elements, such as housing or new land uses that would result in increased demand for other public facilities or interfere with existing activities or users of other public facilities, such as libraries, post offices, or other facilities. Therefore, no further analysis of this issue is required.

## 15. RECREATION

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	Would the project:				
a.	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) and b)** The proposed project would provide signal timing changes, restriping of roadways, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions along three existing north-south major transportation corridors located in the San Fernando Valley area of the City of Los Angeles. The proposed project would not include a housing component to result in increased demand on existing neighborhood and regional parks or other recreational facilities. Accordingly, the proposed project would not require the construction or expansion of recreational facilities. No impacts related to recreation are anticipated to occur, and, therefore, further analysis of this issue is not required.

## 16. TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XV. TRANSPORTATION/TRAFFIC.</b>				
Would the project:				
a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Cause, either individually or cumulatively, exceedance of a level-of-service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) and b)** The proposed project would include signal timing changes, restriping of roadways to include left-turn and right-turn pockets, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions along three major north-south corridors in the San Fernando Valley area of the City of Los Angeles. The proposed project aims to improve bus travel times in the project corridors. The proposed project would not result in an increase in vehicle trips. However, the proposed improvements, such as signal timing changes, restriping of roadways to include left-turn and right-turn pockets, and

street widening/lane additions, have the potential to affect the LOS at local intersections, particularly along the east/west streets intersecting the project corridors where changes in signal timing are proposed. Generally, these signal timing changes, addition of turn lanes and street widening are proposed to improve the LOS at the intersections and not create significant traffic impacts. However, a traffic technical memorandum will be necessary to support this preliminary determination and provide the adequate documentation of no significant traffic impacts resulting from the proposed project.

**c)** Burbank-Glendale-Pasadena (Bob Hope) Airport is located approximately two miles to the east of the Lankershim Boulevard/San Fernando Road Corridor. Whiteman Airport, a general aviation airport, is located adjacent to the San Fernando Road Corridor south of Van Nuys Boulevard, and Van Nuys Airport is located 1.25 miles to the west of the Sepulveda Boulevard Corridor. Implementation of the proposed project would occur along existing major transportation corridors and would not involve new structures or any additional or new potential safety hazards that would affect air traffic patterns. Therefore, no impacts related to air traffic patterns would occur, and no further analysis of this issue is required.

**d)** The proposed project would include signal timing changes, restriping of roadways to include left-turn and right-turn pockets, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions at three existing major transportation corridors located in the San Fernando Valley area of the City of Los Angeles. Implementation of the proposed project would not increase hazards related to a design feature or compatible use. No impact is anticipated to occur, and no further analysis of this issue is required.

**e)** The proposed project would result in improvements along the project corridors to improve bus speeds and other transit stop facilities. Such improvements would not affect the response time for emergency services. Construction activities for the proposed project may result in temporary lane closure in the project corridors during construction that may affect the response times. However, these impacts would be temporary and would occur for a short duration. Thus, the proposed project would not result in significant impacts on existing levels of service, emergency response times, and emergency access, and no further analysis of this issue is required.

**f)** The proposed project would involve signal timing changes, restriping of roadways to include left-turn and right-turn pockets, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions. Partial property acquisition of commercial properties may occur at adjacent properties for the widening of Sepulveda Boulevard at Burbank Boulevard and Sherman Way and of Reseda Boulevard at Roscoe Boulevard to accommodate turn lanes. However, the proposed project would only result in sliver takes along the intersection and would not significantly affect the parking for the

businesses at these locations. The impacts on parking would be less than significant, and no further analysis of this issue is required.

**g)** The proposed project would involve signal timing changes, restriping of roadways to include left-turn and right-turn pockets, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions. These improvements aim to make the project corridors better transit corridors and enhance the experience of transit riders. Thus, the proposed project would be consistent with the policies that support alternative transportation. This would be a beneficial impact of the proposed project, and no further analysis of this issue is required.

## 17. UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVI. UTILITIES AND SERVICE SYSTEMS.</b> Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g.	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a), b), d), and e)** The proposed project would involve signal timing changes, restriping of roadways to include left-turn and right-turn pockets, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions along three existing transportation corridors located in the San Fernando Valley area of the City of Los Angeles. The proposed project would not create additional land uses that would require additional water consumption or generate additional wastewater and, as such, would not require additional water or wastewater utility infrastructure. The proposed project would neither create nor contribute to any new impacts related to water consumption or wastewater generation and treatment beyond existing conditions. Construction activities for the project would incorporate standard Best Management Practices to minimize run off and impacts on water quality. Therefore, no impacts are anticipated to occur, and no further analysis of this issue is required.

**c)** The proposed project would involve signal timing changes, restriping of roadways to include left-turn and right-turn pockets, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions along three existing transportation corridors located in the San Fernando Valley area of the City of Los Angeles. The proposed project would neither create nor contribute to any increase in stormwater runoff that would exceed the storm drain system capacity. As such, project operation would not create any new impacts related to storm drainage system capacity beyond existing. Therefore, no impacts are anticipated to occur, and no further analysis of this issue is required.

**f)** The proposed project would involve signal timing changes, restriping of roadways to include left-turn and right-turn pockets, bus stop relocations, transit enhancements, construction of landscaped medians, and street widening/lane additions along three existing transportation corridors located in the San Fernando Valley area of the City of Los Angeles. The proposed improvements would not generate substantial amounts of waste requiring disposal in a landfill. Landfill demands would be minimized by recycling all possible materials (e.g., asphalt, concrete, etc.). Other materials would be transported to numerous approved landfills in the Los Angeles County region. Project operation would not result in the

generation of additional solid waste and, as such, would not require additional landfill capacity. The proposed project would neither create nor contribute to any new impacts related to solid waste disposal beyond existing. Impacts would be considered less than significant, and no further analysis of this issue is required.

**g)** The solid waste generated during the construction phase of the proposed project would be disposed of in accordance with all applicable statutes and conservation measures regarding solid waste. Project operation would not result in the generation of additional solid waste and, as such, would not require additional landfill capacity. The proposed project would neither create nor contribute to any new impacts related to solid waste disposal beyond existing conditions. Therefore, no impact related to solid waste is expected to occur, and no further analysis of this issue is required.

## 18. MANDATORY FINDINGS OF SIGNIFICANCE

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Does the project have impacts that are individually limited, but cumulatively considerable? (“cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



**a)** The project corridors are located within an urban area and are not located in close proximity to significant habitat areas or water bodies. As discussed above, no endangered species of animals or plants are known to be present on the site. Further, there are no historical, archaeological, or paleontological resources that would be adversely affected as a result of the project. Therefore, no impact is anticipated.

**b)** As preliminarily documented in this Initial Study, the proposed improvements would not result in significant impacts. Therefore, the proposed project does not have impacts that are individually limited but cumulatively considerable.

**c)** Preliminary review of the proposed project indicates that the planned improvements along the three project corridors would not have the potential to result in substantial adverse effects on human beings either directly or indirectly.