

North Hollywood to Pasadena  
Bus Rapid Transit (BRT)  
Planning and Environmental Study

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PARKS AND OTHER RECREATIONAL  
FACILITIES TECHNICAL REPORT

*Prepared For:*



**Metro**<sup>™</sup>

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## ACRONYMS AND ABBREVIATIONS

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BRT	Bus Rapid Transit
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
Metro	Los Angeles County Metropolitan Transportation Authority
PRC	Public Resources Code

# 1. Introduction

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The Los Angeles County Metropolitan Transportation Authority (Metro) is proposing the North Hollywood to Pasadena Bus Rapid Transit (BRT) Corridor Project (Proposed Project or Project) which would provide a BRT service connecting several cities and communities between the San Fernando and San Gabriel Valleys. Specifically, the Proposed Project would consist of a BRT service that runs from the North Hollywood Metro B/G Line (Red/Orange) station in the City of Los Angeles through the Cities of Burbank, Glendale, the community of Eagle Rock in the City of Los Angeles, and Pasadena, ending at Pasadena City College. The Proposed Project with Route Options would operate along a combination of local roadways and freeway sections with various configurations of mixed-flow and dedicated bus lanes depending on location. A Draft Environmental Impact Report (EIR) is being prepared for the following purposes:

- To satisfy the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code (PRC) Section 21000, *et seq.*) and the CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000, *et seq.*).
- To inform public agency decision makers and the public of the significant environmental effects of the Proposed Project, as well as possible ways to minimize those significant effects, and reasonable alternatives to the Proposed Project that would avoid or minimize those significant effects.
- To enable Metro to consider environmental consequences when deciding whether to approve the Proposed Project.

This Parks and Other Recreational Facilities Technical Report is comprised of the following sections:

1. Introduction
2. Project Description
3. Regulatory Framework
4. Existing Setting
5. Significance Thresholds and Methodology
6. Impact Analysis
7. Cumulative Analysis
8. References
9. List of Preparers

## 2. Project Description

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This section is an abbreviated version of the Project Description contained in the Draft EIR. This abbreviated version provides information pertinent to the Technical Reports. Please reference the Project Description chapter in the Draft EIR for additional details about the Proposed Project location and surrounding uses, project history, project components, and construction methods. The Draft EIR also includes a more comprehensive narrative description providing additional detail on the project routing, station locations, and proposed roadway configurations. Unless otherwise noted, the project description is valid for the Proposed Project and all route variations, treatments, and configurations.

### 2.1 PROJECT ROUTE DESCRIPTION

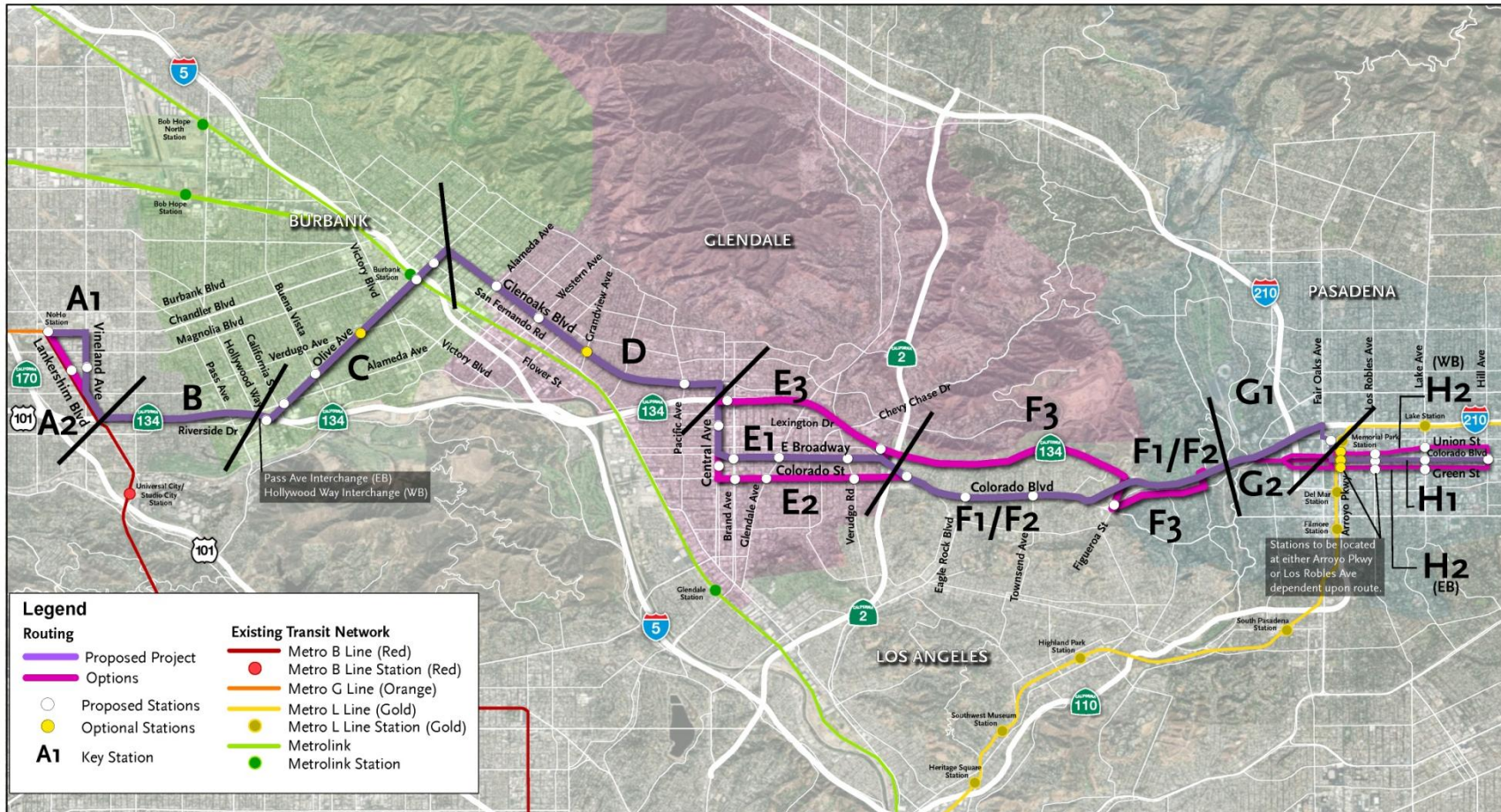
Metro is proposing the BRT service to connect several cities and communities between the San Fernando and San Gabriel Valleys. The Proposed Project extends approximately 18 miles from the North Hollywood Metro B/G Line (Red/Orange) Station on the west to Pasadena City College on the east. The BRT corridor generally parallels the Ventura Freeway (State Route 134) between the San Fernando and San Gabriel Valleys and traverses the communities of North Hollywood and Eagle Rock in the City of Los Angeles as well as the Cities of Burbank, Glendale, and Pasadena. Potential connections with existing high-capacity transit services include the Metro B Line (Red) and G Line (Orange) in North Hollywood, the Metrolink Antelope Valley and Ventura Lines in Burbank, and the Metro L Line (Gold) in Pasadena. The Study Area includes several dense residential areas as well as many cultural, entertainment, shopping and employment centers, including the North Hollywood Arts District, Burbank Media District, Downtown Burbank, Downtown Glendale, Eagle Rock, Old Pasadena and Pasadena City College (see **Figure 1**).

### 2.2 BRT ELEMENTS

BRT is intended to move large numbers of people quickly and efficiently to their destinations. BRT may be used to implement rapid transit service in heavily traveled corridors while also offering many of the same amenities as light rail but on rubber tires and at a lower cost. The Project would provide enhanced transit service and improve regional connectivity and mobility by implementing several key BRT elements. Primary components of the BRT are further addressed below and include:

- Dedicated bus lanes on city streets
- Transit signal priority (TSP)
- Enhanced stations with all-door boarding

Figure 1 – Proposed Project with Route Options





## 2.3 DEDICATED BUS LANES

The Proposed Project would generally include dedicated bus lanes where there is adequate existing street width, while operating in mixed traffic within the City of Pasadena. BRT service would operate in various configurations depending upon the characteristics of the roadways as shown below:

- **Center-Running Bus Lanes:** Typically includes two lanes (one for each direction of travel) located in the center of the roadway. Stations are usually provided on islands at intersections and are accessible from the crosswalk.
- **Median-Running Bus Lanes:** Typically includes two lanes (one for each direction of travel) located in the inside lane adjacent to a raised median in the center of the roadway. Stations are usually provided on islands at intersections and are accessible from the crosswalk.
- **Side-Running Bus Lanes:** Buses operate in the right-most travel lane separated from the curb by bicycle lanes, parking lanes, or both. Stations are typically provided along curb extensions where the sidewalk is widened to meet the bus lane. At intersections, right-turn bays may be provided to allow buses to operate without interference from turning vehicles and pedestrians.
- **Curb-Running Operations:** Buses operate in the right-most travel lane immediately adjacent to the curb. Stations are located along the sidewalk which may be widened to accommodate pedestrian movement along the block. Right-turning traffic merges with the bus lane approaching intersections and buses may be delayed due to interaction with right-turning vehicles and pedestrians.
- **Mixed-Flow Operations:** Where provision of dedicated bus lanes is impractical, the BRT service operates in lanes shared with other roadway vehicles, although potentially with transit signal priority. For example, where the service transitions from a center-running to side-running configuration, buses would operate in mixed-flow. Buses would also operate in mixed-flow along freeway facilities.

**Table 1** provides the bus lane configurations for each route segment of the Proposed Project.

**Table 1 – Route Segments**

Key	Segment	From	To	Bus Lane Configuration
<b>A1 (Proposed Project)</b>	<b>Lankershim Blvd.</b>	<b>N. Chandler Blvd.</b>	<b>Chandler Blvd.</b>	<b>Mixed-Flow</b>
	<b>Chandler Blvd.</b>	<b>Lankershim Blvd.</b>	<b>Vineland Ave.</b>	<b>Side-Running</b>
	<b>Vineland Ave.</b>	<b>Chandler Blvd.</b>	<b>Lankershim Blvd.</b>	<b>Center-Running</b>
	<b>Lankershim Blvd.</b>	<b>Vineland Ave.</b>	<b>SR-134 Interchange</b>	<b>Center-Running Mixed-Flow<sup>1</sup></b>
A2 (Route Option)	Lankershim Blvd.	N. Chandler Blvd.	SR-134 Interchange	Side-Running Curb-Running <sup>2</sup>
<b>B (Proposed Project)</b>	<b>SR-134 Freeway</b>	<b>Lankershim Blvd.</b>	<b>Pass Ave. (EB) Hollywood Wy. (WB)</b>	<b>Mixed-Flow</b>
<b>C (Proposed Project)</b>	<b>Pass Ave. – Riverside Dr. (EB) Hollywood Wy. – Alameda Ave. (WB)</b>	<b>SR-134 Freeway</b>	<b>Olive Ave.</b>	<b>Mixed-Flow<sup>3</sup></b>
	<b>Olive Ave.</b>	<b>Hollywood Wy. (EB) Riverside Dr. (WB)</b>	<b>Glenoaks Blvd.</b>	<b>Curb-Running</b>
<b>D (Proposed Project)</b>	<b>Glenoaks Blvd.</b>	<b>Olive Ave.</b>	<b>Central Ave.</b>	<b>Curb-Running Median-Running<sup>4</sup></b>
<b>E1 (Proposed Project)</b>	<b>Central Ave.</b>	<b>Glenoaks Blvd.</b>	<b>Broadway</b>	<b>Mixed Flow Side-Running<sup>5</sup></b>
	<b>Broadway</b>	<b>Central Ave.</b>	<b>Colorado Blvd.</b>	<b>Side-Running</b>
E2 (Route Option)	Central Ave.	Glenoaks Blvd.	Colorado St.	Side-Running
	Colorado St. – Colorado Blvd.	Central Ave.	Broadway	Side-Running
E3 (Route Option)	Central Ave.	Glenoaks Blvd.	Goode Ave. (WB) Sanchez Dr. (EB)	Mixed-Flow
	Goode Ave. (WB) Sanchez Dr. (EB)	Central Ave.	Brand Blvd.	Mixed-Flow
	SR-134 <sup>6</sup>	Brand Blvd.	Harvey Dr.	Mixed-Flow
<b>F1 (Route Option)</b>	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	<b>Side-Running</b>
				Side-Running Center Running <sup>7</sup>

Key	Segment	From	To	Bus Lane Configuration
<b>F2 (Proposed Project)</b>	<b>Colorado Blvd.</b>	<b>Broadway</b>	<b>Linda Rosa Ave. (SR-134 Interchange)</b>	<b>Side-Running</b>
<b>F3 (Route Option)</b>	SR-134	Harvey Dr.	Figueroa St.	Mixed-Flow
	Figueroa St.	SR-134	Colorado Blvd.	<b>Mixed-Flow</b>
	Colorado Blvd.	Figueroa St.	SR-134 via N. San Rafael Ave. Interchange	<b>Mixed-Flow</b>
<b>G1 (Proposed Project)</b>	<b>SR-134</b>	<b>Colorado Blvd.</b>	<b>Fair Oaks Ave. Interchange</b>	<b>Mixed-Flow</b>
	<b>Fair Oaks Ave.</b>	<b>SR-134</b>	<b>Walnut St.</b>	<b>Mixed-Flow</b>
	<b>Walnut St.</b>	<b>Fair Oaks Ave.</b>	<b>Raymond Ave.</b>	<b>Mixed-Flow</b>
	<b>Raymond Ave.</b>	<b>Walnut St.</b>	<b>Colorado Blvd. or Union St./Green St.</b>	<b>Mixed-Flow</b>
G2 (Route Option)	SR-134	Colorado Blvd.	Colorado Blvd. Interchange	Mixed-Flow
	Colorado Blvd. or Union St./Green St.	Colorado Blvd. Interchange	Raymond Ave.	Mixed-Flow
<b>H1 (Proposed Project)</b>	<b>Colorado Blvd.</b>	<b>Raymond Ave.</b>	<b>Hill Ave.</b>	<b>Mixed-Flow</b>
H2 (Route Option)	Union St. (WB) Green St. (EB)	Raymond Ave.	Hill Ave.	Mixed-Flow

## 2.4 TRANSIT SIGNAL PRIORITY

TSP expedites buses through signalized intersections and improves transit travel times. Transit priority is available areawide within the City of Los Angeles and is expected to be available in all jurisdictions served by the time the Proposed Project is in service. Basic functions are described below:

- **Early Green:** When a bus is approaching a red signal, conflicting phases may be terminated early to obtain the green indication for the bus.
- **Extended Green:** When a bus is approaching the end of a green signal cycle, the green may be extended to allow bus passage before the green phase terminates.
- **Transit Phase:** A dedicated bus-only phase is activated before or after the green for parallel traffic to allow the bus to proceed through the intersection. For example, a queue jump may be implemented in which the bus departs from a dedicated bus lane or a station ahead of other traffic, so the bus can weave across lanes or make a turn.

## 2.5 ENHANCED STATIONS

It is anticipated that the stations servicing the Proposed Project may include the following elements:

- Canopy and wind screen
- Seating (benches)
- Illumination, security video and/or emergency call button
- Real-time bus arrival information
- Bike racks
- Monument sign and map displays

Metro is considering near-level boarding which may be achieved by a combination of a raised curb along the boarding zone and/or ramps to facilitate loading and unloading. It is anticipated that BRT buses would support all door boarding with on-board fare collection transponders in lieu of deployment of ticket vending machines at stations.

The Proposed Project includes 21 proposed stations and two “optional” stations, and additional optional stations have been identified along the Route Options, as indicated in **Table 2**. Of the 21 proposed stations, four would be in the center of the street or adjacent to the median, and the remaining 17 stations would be situated on curbs on the outside of the street.

**Table 2 – Proposed/Optional Stations**

Jurisdiction	Proposed Project	Route Option
<b>North Hollywood (City of Los Angeles)</b>	North Hollywood Transit Center (Metro B/G Lines (Red/Orange) Station)	
	Vineland Ave./Hesby St.	Lankershim Blvd./Hesby St.
<b>City of Burbank</b>	Olive Ave./Riverside Dr.	
	Olive Ave./Alameda Ave.	
	Olive Ave./Buena Vista St.	
	Olive Ave./Verdugo Ave. (optional station)	
	Olive Ave./Front St. (on bridge at Burbank-Downtown Metrolink Station)	
	Olive Ave./San Fernando Blvd.	
<b>City of Glendale</b>	Glenoaks Blvd./Alameda Ave.	
	Glenoaks Blvd./Western Ave.	
	Glenoaks Blvd./Grandview Ave. (optional station)	
	Central Ave./Lexington Dr.	Goode Ave. (WB) & Sanchez Dr. (EB) west of Brand Blvd.
		Central Ave./Americana Way
	Broadway/Brand Blvd.	Colorado St./Brand Blvd.
	Broadway/Glendale Ave.	Colorado St./Glendale Ave.
	Broadway/Verdugo Rd.	Colorado St./Verdugo Rd.
	SR 134 EB off-ramp/WB on-ramp west of Harvey Dr.	
<b>Eagle Rock (City of Los Angeles)</b>	Colorado Blvd./Eagle Rock Plaza	
	Colorado Blvd./Eagle Rock Blvd.	
	Colorado Blvd./Townsend Ave.	Colorado Blvd./Figueroa St.
<b>City of Pasadena</b>	Raymond Ave./Holly St. <sup>1</sup> (near Metro L Line (Gold) Station)	
	Colorado Blvd./Arroyo Pkwy. <sup>2</sup>	Union St./Arroyo Pkwy. (WB) <sup>2</sup> Green St./Arroyo Pkwy. (EB) <sup>2</sup>
	Colorado Blvd./Los Robles Ave. <sup>1</sup>	Union St./Los Robles Ave. (WB) <sup>1</sup> Green St./Los Robles Ave. (EB) <sup>1</sup>
	Colorado Blvd./Lake Ave.	Union St./Lake Ave. (WB) Green St./Lake Ave. (EB)
	Pasadena City College (Colorado Blvd./Hill Ave.)	Pasadena City College (Hill Ave./Colorado Blvd.)

<sup>1</sup>With Fair Oaks Ave. interchange routing

<sup>2</sup>With Colorado Blvd. interchange routing

## 2.6 DESCRIPTION OF CONSTRUCTION

Construction of the Proposed Project would likely include a combination of the following elements dependent upon the chosen BRT configuration for the segment: restriping, curb-and-gutter/sidewalk reconstruction, right-of-way (ROW) clearing, pavement improvements, station/loading platform construction, landscaping, and lighting and traffic signal modifications. Generally, construction of dedicated bus lanes consists of pavement improvements including restriping, whereas ground-disturbing activities occur with station construction and other support structures. Existing utilities would be protected or relocated. Due to the shallow profile of construction, substantial utility conflicts are not anticipated, and relocation efforts should be brief. Construction equipment anticipated to be used for the Proposed Project consists of asphalt milling machines, asphalt paving machines, large and small excavators/backhoes, loaders, bulldozers, dump trucks, compactors/rollers, and concrete trucks. Additional smaller equipment may also be used such as walk-behind compactors, compact excavators and tractors, and small hydraulic equipment.

The construction of the Proposed Project is expected to last approximately 24 to 30 months. Construction activities would shift along the corridor so that overall construction activities should be of relatively short duration within each segment. Most construction activities would occur during daytime hours. For specialized construction tasks, it may be necessary to work during nighttime hours to minimize traffic disruptions. Traffic control and pedestrian control during construction would follow local jurisdiction guidelines and the Work Area Traffic Control Handbook. Typical roadway construction traffic control methods would be followed including the use of signage and barricades.

It is anticipated that publicly owned ROW or land in proximity to the Proposed Project's alignment would be available for staging areas. Because the Proposed Project is anticipated to be constructed in a linear segment-by-segment method, there would not be a need for large construction staging areas in proximity to the alignment.

## 2.7 DESCRIPTION OF OPERATIONS

The Proposed Project would provide BRT service from 4:00 a.m. to 1:00 a.m. or 21 hours per day Sunday through Thursday, and longer service hours (4:00 a.m. to 3:00 a.m.) would be provided on Fridays and Saturdays. The proposed service span is consistent with the Metro B Line (Red). The BRT would operate with 10-minute frequency throughout the day on weekdays tapering to 15 to 20 minutes frequency during the evenings, and with 15-minute frequency during the day on weekends tapering to 30 minutes in the evenings. The BRT service would be provided on 40-foot zero-emission electric buses with the capacity to serve up to 75 passengers, including 35-50 seated passengers and 30-40 standees, and a maximum of 16 buses are anticipated to be in service along the route during peak operations. The buses would be stored at an existing Metro facility.

## 3. Regulatory Framework

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### 3.1 FEDERAL REGULATIONS

There are no existing federal regulations pertaining to parks and other recreational facilities that are applicable to the Proposed Project.

### 3.2 STATE REGULATIONS

#### 3.2.1 The California Public Park Preservation Act of 1971

The California Public Park Preservation Act is codified as PRC Sections 5400–5409. Cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the acquired parkland.

#### 3.2.2 Quimby Act of 1975

The Quimby Act, Government Code Section 66477 allows the legislative body of a city or county to require, by ordinance, the dedication of land, payment of fees in lieu thereof, or a combination of both for park or recreational purposes as a condition to the approval of a tentative tract map or parcel map.

#### 3.2.3 Mitigation Fee Act of 1987

The California Mitigation Fee Act, Government Code Sections 66000, *et seq.*, allows cities to establish fees to be imposed on development projects for the purpose of mitigating the impact of development on a city's ability to provide specified public facilities. In order to comply with the Mitigation Fee Act, a City must follow the following primary requirements: (1) make certain determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed with the fee; (2) segregate fee revenue from the General Fund in order to avoid commingling of capital facilities fees and general funds; and (3) for fees that have been in the possession of a City for five years or more and for which the dollars have not been spent or committed to a project, the City must make findings each fiscal year.

### 3.3 LOCAL REGULATIONS

#### 3.3.1 City of Los Angeles

**City of Los Angeles General Plan Framework Element (Open Space and Conservation and Infrastructure and Public Services).** The Framework Element contains objectives and policies for the provision, management, and conservation of the City of Los Angeles' open space resources and addresses the outdoor recreation needs of residents. **Table 3** shows relevant goals, objectives, and policies.

**Table 3 - City of Los Angeles General Plan Framework Element**

Goal/Objective/ Policy	Description
<b>GOALS</b>	
Goal 6A	An integrated citywide/regional public and private open space system that serves and is accessible by the City's population and is unthreatened by encroachment from other land uses.
Goal 9L	Sufficient and accessible parkland and recreation opportunities in every neighborhood of the City, which gives all residents the opportunity to enjoy green spaces, athletic activities, social activities, and passive recreation.
<b>OBJECTIVES</b>	
Objective 6.1.6.	Consider preservation of private land open space to the maximum extent feasible. In areas where open space values determine the character of the community, development should occur with special consideration of these characteristics.
Objective 6.2	Maximize the use of the City's existing open space network and recreation facilities by enhancing those facilities and providing connections, particularly from targeted growth areas, to the existing regional and community open space system.
Objective 9.22	Monitor and forecast demand for existing and projected recreation and park facilities and programs.
<b>POLICIES</b>	
Policy 6.4.3	Encourage appropriate connections between the City's neighborhoods and elements of the Citywide Greenways Network.
Policy 6.4.6	Explore ways to connect neighborhoods through open space linkages, including the "healing" of neighborhoods divided by freeways, through the acquisition and development of air rights over freeways (such as locations along the Hollywood Freeway between Cahuenga Pass and Downtown), which could be improved as a neighborhood recreation resource.
Policy 6.4.7	Consider as part of the City's open space inventory of pedestrian streets, community gardens, shared school playfields, and privately-owned commercial open spaces that are accessible to the public, even though such elements fall outside the conventional definitions of "open space." This will help address the open space and outdoor recreation needs of communities that are currently deficient in these resources.
Policy 6.4.9	Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit stations, and as areas of public access in private joint development at transit station locations.



Goal/Objective/ Policy	Description
Policy 9.22.1	Monitor and report appropriate park and recreation statistics and compare with population projections and demand to identify the existing and future recreation and parks needs of the City.

**SOURCE:** City of Los Angeles, *General Plan Framework Element*, 2001.

**City of Los Angeles General Plan (Open Space Element).** The City of Los Angeles General Plan Open Space Element includes goals, objectives, policies and programs directed towards the regulation of open space. **Table 4** shows relevant goals, policies, and programs.

**Table 4 - City of Los Angeles Open Space Element of the General Plan**

Goal/Policy/ Program	Description
<b>GOALS</b>	
General	To ensure the preservation and conservation of sufficient open space to serve the recreational, environmental, health and safety needs of the City.
<b>POLICIES</b>	
General	<p>Open space areas shall be provided or developed to serve the needs as appropriate to their location, size and intended use of the communities in which they are located, as well as the City and region as a whole.</p> <p>Small parks, public and private, should be located throughout the City. Not only should recreation activities be provided, but emphasis shall be placed on greenery and openness.</p>
Publicly owned open space lands in recreational use or primarily used for environmental protection	<p>The City should concentrate its efforts on providing open space lands of City, community or neighborhood significance.</p> <p>Open Space lands held by the public for recreational use should be accessible and should be provided with essential utilities, public facilities and services.</p> <p>Roads and other transportation systems through open spaces shall be compatible with the special nature of these lands. These roads shall be individually designed to emphasize scenic values and conform to the unique topography and setting of areas traversed. The standards and criteria set forth in the Scenic Highways Element of the General Plan should be applied, as appropriate, to roads within open space areas.</p>
<b>PROGRAMS</b>	
Studies and Plans	The use of public transportation to provide access to open space and recreation areas should be investigated and, where appropriate, provided.

**SOURCE:** City of Los Angeles, *Open Space Element of the General Plan*, 1973.

**City of Los Angeles General Plan (Health and Wellness Element).** The City of Los Angeles General Plan Health and Wellness Element elevates existing health-oriented policies in the General Plan and, where policy gaps exist, creates new policies to reinforce the goal of creating healthy, vibrant communities. The Health and Wellness Element includes policies applicable to parks and recreation. **Table 5** shows relevant policies.

**Table 5 – City of Los Angeles Health and Wellness Element of the General Plan**

Policy	Description
Policy 3.2	Improve Angelenos’ mental and physical health by striving to equitably increase their access to parks, increasing both their number and type throughout the city; prioritize implementation in most park-poor areas of the city.
Policy 3.4	Promote opportunities for physical activity for users of all ages and abilities by continuing to improve the quality of existing park and open space facilities and creating recreation programs that reflect the city’s rich diversity and local community needs.

**SOURCE:** City of Los Angeles, *Health and Wellness Element of the General Plan*, 2015.

**City of Los Angeles Northeast Los Angeles Community Plan.** The City of Los Angeles is divided into 35 community plan areas which establish neighborhood-specific goals and implementation strategies to achieve the broad objectives laid out in the General Plan. **Table 6** shows one relevant policy from the Northeast Los Angeles Community Plan.

**Table 6 – City of Los Angeles Northeast Los Angeles Community Plan**

Policy	Description
Policy 5-1.2	Increase accessibility to park land along the Arroyo Seco and potential parkland along the Los Angeles River.

**SOURCE:** City of Los Angeles, *Northeast Los Angeles Community Plan*, 1999.

### 3.3.2 City of Burbank

**Burbank Center Plan.** The City of Burbank, Burbank Center Plan is an economic revitalization plan that addresses long range land use and transportation planning in the downtown area. The Proposed Project route traverses through the Burbank Center Plan along Glenoaks Boulevard and Olive Avenue. **Table 7** shows relevant objectives and policies.

**Table 7 – City of Burbank, Burbank Center Plan**

Objective/Policy	Description
<b>OBJECTIVE</b>	
General Objective	Provide a neighborhood park on the southwest corner of Verdugo Avenue and San Fernando Boulevard.
<b>POLICY</b>	
General Policy	Require creation of small exposed public and private open space areas, pedestrian plazas and pocket parks within development on each of the opportunity sites.
Olive Avenue Policy	Encourage multi-purpose open space that is well lit for night activities.

**SOURCE:** City of Burbank, *Burbank Center Plan*, 1997.

**City of Burbank General Plan (Mobility Element).** The City of Burbank General Plan Mobility Element describes relevant mobility issues, current circulation problems, and goals and policies to improve adequacy of transportation. Chapter 4 Mobility Element includes policies applicable to parks and recreation. **Table 8** shows relevant goals and policies.

**Table 8 – City of Burbank Mobility Element of the General Plan**

Goal/Policy	Description
<b>GOAL</b>	
Goal 2	Burbank’s transportation system will adapt to changing mobility and accessibility needs without sacrificing today’s community values.
Goal 4	Burbank’s convenient, efficient public transit network provides a viable alternative to the automobile.
<b>POLICY</b>	
Policy 2.1	Improve Burbank’s alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation.
Policy 4.7	Integrate transit nodes and connection points with adjacent land uses and public pedestrian spaces to make them more convenient to transit users.

**SOURCE:** City of Burbank, *Burbank 2035 General Plan Mobility Element*, 2013.

**City of Burbank General Plan (Open Space and Conservation Element).** The City of Burbank General Plan Open Space and Conservation Element describes the conservation, development, and use of natural resources and addresses Burbank’s parks and recreation opportunities. **Table 9** shows relevant goals and policies.

**Table 9 – City of Burbank Open Space and Conservation Element of the General Plan**

Goal/Policy	Description
<b>GOAL</b>	
Goal 2	Parks, open space and recreation facilities contribute to the high quality of life enjoyed by Burbank residents and the economic value of the community.
Goal 3	Parks and recreation facilities are improved and maintained to ensure they meet the needs of the community.
<b>POLICY</b>	
Policy 2.1	Identify areas of the city that are currently underserved and focus park expansion and open space acquisition in these areas.
Policy 3.1	Improve and rehabilitate existing parks and recreation facilities.
Policy 3.7	Ensure that the public transit system connects parks and recreation facilities to the rest of the community.

**SOURCE:** City of Burbank, *Burbank 2035 General Plan Open Space and Conservation Element*, 2013.

### 3.3.3 City of Glendale

**City of Glendale General Plan (Open Space and Conservation Element).** The City of Glendale General Plan Open Space and Conservation Element provides a broad overview of the existing conditions, issues, and opportunities related to natural resources and a comprehensive approach to management of identified resources. **Table 10** shows relevant objectives and policies.

**Table 10 – City of Glendale Open Space and Conservation Element of the General Plan**

Objective/Policy	Description
<b>OBJECTIVE</b>	
Goal 1: Objective 5	During the environmental and development review processes, on- and off-site impacts of development on open space and related biological and geological systems should be evaluated. Mitigation measures should be applied to alleviate specific impacts through site planning and design modifications that will protect the integrity of valuable open spaces.
Goal 9: Objective 5	Coordinate, through the Circulation Element, transportation systems to provide access to trailheads and other recreational opportunities.
<b>POLICY</b>	
Policy 2	The City shall provide a variety of outdoor recreational opportunities to all residents. Opportunity and access are consistent with the needs of an increasingly diverse population for a variety of recreational experiences.

**SOURCE:** City of Glendale, *Open Space and Conservation Element of the General Plan*, 1993.

**City of Glendale General Plan (Recreation Element).** The City of Glendale General Plan Recreation Element addresses planning for parks, recreational land, and associated improvements. **Table 11** shows relevant objectives and policies.

**Table 11 – City of Glendale Recreation Element of the General Plan**

Objective/Policy	Description
<b>OBJECTIVE</b>	
Objective 1	Incrementally expand the quantity and quality of recreational experiences for residents and visitors to the City of Glendale now and far into the future.
Objective 7	The City shall provide access to all recreational facilities for all residents beginning immediately.
<b>POLICY</b>	
Objective 1: Policy 3	The City shall enhance and expand existing recreational facilities in response to community needs.
Objective 7: Policy 1	The City shall correct inadequacies in accessibility or visibility.
Objective 7: Policy 2	The City, in conjunction with transit authorities and special user groups, shall develop a public transportation system which provides access to parks and other recreational facilities.

**SOURCE:** City of Glendale, *Recreation Element of the General Plan*, 1996.

**City of Glendale Downtown Specific Plan (Open Space Element).** The City of Glendale Downtown Specific Plan is a mixed-use, urban design plan for Downtown Glendale, establishing a regulatory framework of standards and guidelines. The Open Space Element lays out policies and standards intended to create well-maintained and accessible open spaces within a five-minute walking distance of one another. **Table 12** shows relevant policies.

**Table 12 – City of Glendale Downtown Specific Plan Open Space Element**

Policy	Description
Policy 5.1.3	Improve accessibility to regional recreational, leisure, and cultural opportunities outside the Downtown Specific Plan area.
Policy 5.1.5	Establish a comprehensive program to obtain new open space locations in Downtown using a variety of techniques. Ideally, one large park or civic space, at least one acre in size, will be provided in the northwestern portion of the downtown, as a counterpoint to the current Central Park.
Policy 5.1.7	Focus on excellent urban design to improve Downtown streets as an essential element of the open space system as tree-lined open spaces and continuous recreational paths.
Policy 5.1.9	Implement a program to reclaim open spaces that have deteriorated, have design features that limit access and use opportunities, and/or need activity and revitalization.

**SOURCE:** City of Glendale, *Downtown Specific Plan, Open Space Element*, 2007.

**Greener Glendale Plan for Community Activities.** The City of Glendale created the Greener Glendale Plan to achieve grant requirements and State legal requirements to address greenhouse gases. It identifies actions to reduce consumption and waste along with the associated costs, improve air quality and environmental health, and provide other benefits. **Table 13** shows relevant objectives and strategies.

**Table 13 – Greener Glendale Plan for Community Activities**

Objective/Strategy	Description
<b>OBJECTIVE</b>	
Objective UN 4	Ensure there is accessible park and recreational open space to serve residents.
<b>STRATEGY</b>	
Strategy UN4-C	Continue to maintain and develop recreational trails.
Strategy UN4-E	Expand promotion to encourage the use of local parks by residents.

**SOURCE:** City of Glendale, *Greener Glendale Plan for Community Activities*, 2012.

### 3.3.4 City of Pasadena

**The City of Pasadena General Plan (Green Space, Recreation and Parks Element).** The City of Pasadena General Plan Green Space, Recreation and Parks Element describes goals and objectives for open space, parks, and recreation facilities and programs. **Table 14** shows relevant objectives and policies.

**Table 14 – City of Pasadena Green Space, Recreation and Parks Element of the General Plan**

Objective/Policy	Description
<b>OBJECTIVE</b>	
Objective 2	Preservation and protection of the Arroyo Seco and adjacent open space areas.
Objective 7	New projects should be planned so that neighborhood recreational needs of its future citizens are largely met onsite or nearby and so that future facilities are integrated with, provide support for, and enhance the effectiveness of the overall recreation system in Pasadena. Growth and expansion in a particular area should be accompanied by commensurate growth and expansion in recreation facility, programming capacity, and natural open space capacity.
Objective 12	The interface between all modes of travel (i.e. public transit, walking, bicycling) and recreation facilities is key in promoting the Citywide mobility policy that Pasadena will be a City where people can circulate without cars.
Objective 13	Recognizing that the availability and design of public recreation facilities and of recreation programs can affect the health and welfare of families and the community, the City of Pasadena is committed to a policy that promotes the quality of life for our children, youth, and families.
<b>POLICY</b>	
Policy 2.2	Improve the aesthetics and preserve the historical elements and unique natural character of the Lower Arroyo. Manage and maintain the area to balance the natural habitat, recreational needs and public health and safety.
Policy 4.3	Continue to foster alliances with and stewardship by neighborhood groups, non-profit organizations, educational entities, conservancies, governmental agencies and others to identify, create, maintain and enhance an open space environment for current and future generations.
Policy 12.3	The ARTS bus program shall continue to plan routes to provide access to key recreation and park facilities throughout the City. This is especially true to connect senior living facilities with recreation facilities.
Policy 13.4	The City will continue to provide options for residents to access community centers and other facilities, including local transit such as the ARTS bus program.

**SOURCE:** City of Pasadena, *General Plan, Green Space, Recreation and Parks Element*, 2007.

**The City of Pasadena General Plan (Open Space and Conservation Element).** The City of Pasadena General Plan Open Space and Conservation Element describes goals and objectives for open space and conservation of Natural Landscapes. It elevates the importance of sustainable practices and protection of the natural environment and provides the framework, policies and implementation plans to protect Pasadena’s quality of life. **Table 15** shows relevant goals and objectives.

**Table 15 – City of Pasadena Open Space and Conservation Element of the General Plan**

Goal/Objective	Description
<b>GOAL</b>	
Goal	Develop access and connectivity for wildlife and people.
<b>OBJECTIVE</b>	
Objective	Ensure that all Pasadena residents have access to information about where open spaces are located and the transportation opportunities and options for getting to them.

**SOURCE:** City of Pasadena, *General Plan, Open Space and Conservation Element*, 2012.

**The City of Pasadena Central District Specific Plan.** The Central District Specific Plan describes policies and objectives for maintaining the vibrancy of the City’s Central District. **Table 16** shows relevant objectives.

**Table 16 – City of Pasadena Relevant Central District Specific Plan**

Objective	Description
Objective 4	Downtown will feature an extensive network of public, semi-public, and private open spaces, including street and alleys, parks, urban plazas, and other improvements that will augment and expand the existing network.
Objective 20	Downtown will accommodate a wide range of active and passive recreational activities, making optimum use of available facilities and resources, including existing parks and schools, as well as public streets and plazas.

**SOURCE:** City of Pasadena, *Central District Specific Plan*, 2004.

## 4. Existing Setting

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The study area for the CEQA resource is defined as the area within 0.25 miles of any segment of the alignment configurations. Parkland and recreational facilities include local and regional parks, recreation centers, ballfields and other sports pitches, golf courses, public swimming facilities, tennis courts, running tracks, equestrian facilities, recreational bike paths, and open space used for recreational and educational purposes, or for the preservation of natural resources. Existing facilities were identified using aerial imagery, Los Angeles County Assessor parcel data, and Geographic Information Systems. Park and recreational facilities within 0.25 miles of the alignment configurations are shown in **Table 17** and illustrated in **Figures 2a** and **2b**. The research identified 31 parks and recreational facilities in the Cities of Los Angeles, Burbank, Glendale, and Pasadena. The following includes a brief description of parks and recreational facilities in each city.

### 4.1 CITY OF LOS ANGELES

The City of Los Angeles Department of Recreation and Parks manages approximately 16,000 acres of parkland, offering extensive recreational, social and cultural programs at 444 park sites. The Los Angeles Department of Recreation and Parks also manages urban wilderness and open spaces by maintaining and caring for the park urban tree canopy, 13 lakes and 92 miles of hiking trails.<sup>1</sup>

### 4.2 CITY OF BURBANK

The City of Burbank Parks and Recreation Department provides enrichment opportunities associated with parks and related programs. There are 41 public parks and facilities as well as a public golf course. The Burbank Parks and Recreation Department maintains most of the publicly-owned landscaped areas and parkway trees.<sup>2</sup>

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<sup>1</sup> City of Los Angeles Department of Recreation and Parks, *Who We Are*, <https://www.laparks.org/department/who-we-are>, accessed February 4, 2020.

<sup>2</sup> City of Burbank Parks and Recreation Department, <https://www.burbankca.gov/departments/parks-and-recreation>, accessed February 4, 2020.



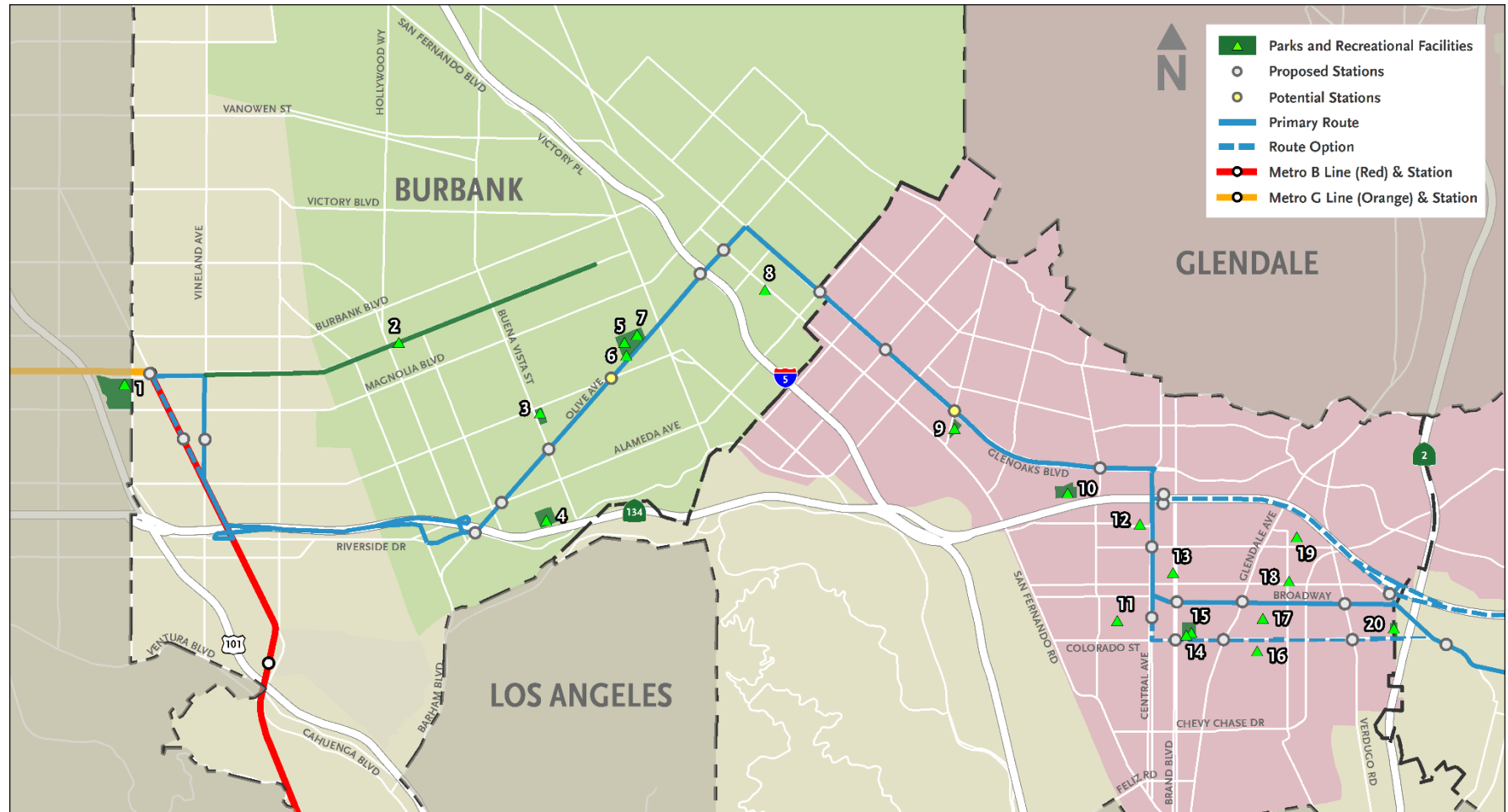
**Table 17 – Existing Parks and Recreational Facilities**

Key to Figures 1a and 1b	Facility	City	Total Size (Acres)	Amenities
1	North Hollywood Recreation Center and Park	Los Angeles (North Hollywood)	58	Baseball diamond (lighted), basketball courts (lighted/indoor), children’s play area, handball courts (lighted), seasonal pool (outdoor/unheated), tennis courts (lighted), jogging path, kitchen, outdoor fitness equipment, stage
2	Chandler Bikeway	Los Angeles (North Hollywood) / Burbank	2.8 miles	Class I facility that provides a connection between the North Hollywood Metro Station and Mariposa St., which provides access to Downtown Burbank
3	Abraham Lincoln Park	Burbank	1.8	Picnic tables, playground
4	Johnny Carson Park	Burbank	11	Fitness equipment, picnic tables, playground, restrooms, stage, little free library
5	George Izay Park	Burbank	14	Ball fields (lighted), basketball court (gymnasium), handball court, horseshoe pit, picnic tables, playground, restrooms, tennis courts
6	Joslyn Adult Center	Burbank	2	Recreation, education, fitness, and cultural arts for those 55 and over
7	Olive Recreation Center	Burbank	0.5	Recreation classes, a gymnasium, sports activities, and community rooms
8	Robert R. Ovrom Park	Burbank	0.9	Basketball courts, children’s play areas, community centers
9	Pelanconi Park	Glendale	3.4	Ballfield, a basketball court, a playground, and picnic tables
10	Fremont Park	Glendale	7.8	Basketball courts, play area, horseshoe courts, tennis courts, grassy areas, picnic areas, wading pool
11	Harvard Mini Park	Glendale	0.3	Children’s playground, shade canopy, grassy area
12	Doran Gardens Mini Park	Glendale	0.4	Picnic tables, grassy areas, playground
13	Chess Park	Glendale	0.07	Pedestrian paseo and chess tables
14	Glendale Central Park	Glendale	2	Open grassy area and picnic tables
15	Adult Recreation Center	Glendale	1	Senior programs and services that include health screenings and wellness programs, housing and legal assistance, life-long learning classes, travel and volunteer opportunities, recreational activities, and special events with an emphasis on diversity
16	Elk Mini Park	Glendale	0.3	Playground and a grassy area

Key to Figures 1a and 1b	Facility	City	Total Size (Acres)	Amenities
17	Glendale Heritage Garden	Glendale	0.54	Public gardens, a playground, and grassy area
18	Wilson Avenue Mini Park	Glendale	0.3	Playground and picnic tables
19	Piedmont Mini Park	Glendale	0.4	Grassy area shaded with trees, benches, picnic table
20	Carr Park	Glendale	3.2	Basketball courts, picnic tables, a playground, and open grassy area
21	Eagle Rock Recreation Center	Los Angeles (Eagle Rock)	19	Auditorium, Barbecue Pits, Baseball Diamond (lighted), Baseball Diamond (unlighted), Basketball Courts, Children's Play Area, Football Field (unlighted), Gym, Picnic Tables, Tennis Courts, Kitchen, Multipurpose Sports Field, Outdoor Fitness Equipment, Stage
22	Eagle Rock Dog Park	Los Angeles (Eagle Rock)	2.5	Benches and dog play area
23	Richard Alatorre Park	Los Angeles (Eagle Rock)	1.8	Benches and Picnic tables
24	San Rafael Park	Pasadena	0.9	Benches, grass area, playground equipment, picnic facilities, and drinking fountain
25	Annandale Golf Club	Pasadena	105	Golf and tennis facilities and social clubhouse
26	Lower Arroyo Park	Pasadena	70	Archery range, one bridle path, cross-country trails, lighted casting pond; large parking lot, and benches
27	Brookside Park	Pasadena	61	Baseball stadium, restrooms, softball diamonds, lighted multi-purpose field, speakers platform, picnic tables, play area, barbecue pits
28	Defenders Park	Pasadena	1.8	Neighborhood park with grassy area, trees, shrubbery, and drinking fountain
29	Central Park	Pasadena	9.2	Picnic tables, a rose garden, lawn bowling, a clubhouse, and a playground
30	Memorial Park	Pasadena	5.2	Bandshell, picnic area, playground, drinking fountains, restrooms
31	Grant Park	Pasadena	2.5	Tennis courts, basketball courts, softball field, a playground, picnic tables, BBQ pits, and horseshoe pits

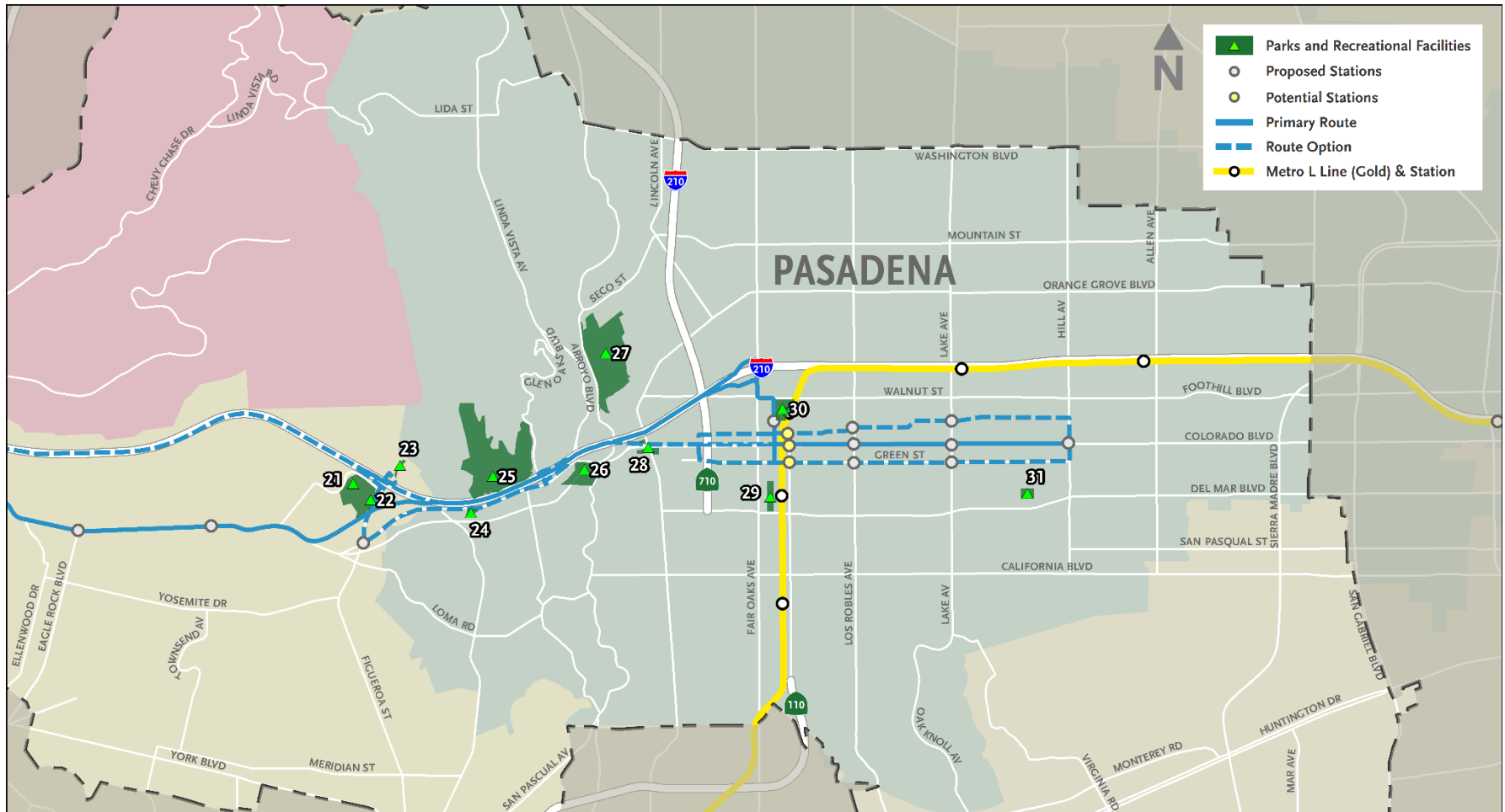
**SOURCE:** Terry A. Hayes Associates Inc., 2020.

Figure 2a – Existing Parkland and Other Recreational Facilities



SOURCE: Terry A. Hayes Associates Inc., 2020.

Figure 2b – Existing Parkland and Other Recreational Facilities



SOURCE: Terry A. Hayes Associates Inc., 2020.

### 4.3 CITY OF GLENDALE

The City of Glendale Community Services and Parks Department aims to enhance the quality of life by providing safe and well-maintained parks and public spaces; preserving open space and historic resources; providing services that address the physical, recreational, social, and economic needs of the community; and creating opportunities for renewal, growth and enrichment. The City has 46 parks and recreational facilities with 286 acres of developed park land and over 5,000 acres of open space.<sup>3</sup>

### 4.4 CITY OF PASADENA

The City of Pasadena Human Services and Recreation Department aims to preserve and improve the physical, social, and economic health of Pasadena neighborhoods by delivering recreational and human service programs. There are 23 public parks which include viewing areas, walkways, sporting grounds, and playgrounds.<sup>4</sup>

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<sup>3</sup> City of Glendale Community Services and Parks Department, *About Us*,:  
<https://www.glendaleca.gov/government/departments/community-services-parks>, accessed February 4, 2020.  
<sup>4</sup> City of Pasadena Human Services and Recreation Department, <https://www.cityofpasadena.net/human-services/>,  
accessed February 4, 2020.

# 5. Significance Thresholds and Methodology

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## 5.1 SIGNIFICANCE THRESHOLDS

In accordance with Appendix G of the State CEQA Guidelines, the Project would have a significant impact related to parks and recreational facilities if it would:

- 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; and/or
- b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

## 5.2 METHODOLOGY

Parks and recreational facilities were identified using aerial imagery, Los Angeles County Assessor parcel data, and Geographic Information Systems. A qualitative discussion was prepared describing if the Project would generate the need for new facilities or deteriorate existing facilities. The analysis is focused on if the Project would generate new growth that would burden existing facilities.

## 6. Impact Analysis

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The following section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation measures (if applicable). The potential for the Proposed Project to result in an impact to parks and other recreational facilities is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.

**Impact a)** Would the Proposed Project 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?

### Construction

**No Impact.** The Proposed Project would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities during construction. Construction activities associated with the Proposed Project would result in temporary nuisances associated with noise, dust, odors, and traffic delays, which could affect the use and physical quality of adjacent parks and recreational facilities. Construction activities would likely require temporary sidewalk and lane closures, which could inhibit access to recreational facilities. Metro standard practices include timing closures to minimize disruptions and developing a Traffic Management Plan for construction activities. It is anticipated that access to park facilities would be maintained during construction. Additionally, construction of the Proposed Project would not increase use of the parks and recreational facilities through population growth as a result of construction job opportunities. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth that would increase the use and physical deterioration of park and recreational facilities. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

### Operations

**No Impact.** The Proposed Project does not include residential or commercial uses that would result in increased use of parks and recreational facilities, and therefore operational activities would not directly lead to the substantial physical deterioration of parks and recreational facilities. An indirect impact may occur because access to parks and other recreational facilities would be increased as a result of the Proposed Project. Local residents are the primary users of parks and other recreational facilities adjacent to the routes and it is not anticipated that the Proposed Project would induce a substantial number of new visitors to parks and recreational facilities. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

The Proposed Project may require additional Metro employees associated with more frequent bus service and additional buses for maintenance. The number of new jobs would be small, and a substantial employment base and residential population currently exists in the region. During operations, the Proposed Project is anticipated to increase the daytime bus commuters but is

not expected to result in substantial migration or substantial increase in the construction of residential projects. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

#### Mitigation Measures

No mitigation measures are required.

#### Significance of Impacts after Mitigation

No impact.

**Impact b)** Would the Proposed Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

#### Construction

**No Impact.** The Proposed Project does not include any recreational facilities, nor would it require the construction or expansion of recreational facilities. The Proposed Project would not include the construction of residential uses or approval of a tentative map or parcel map, which would require the construction of new recreational facilities in accordance with the Quimby Act of 2015. Construction workers are unlikely to utilize local parks and are more likely to utilize parks near their place of residence. Furthermore, construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth that would necessitate the need for more recreational facilities. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

#### Operations

**No Impact.** The Proposed Project does not include residential or commercial uses that would result in increased use of parks and recreational facilities and the need for new parks and recreational facilities. Indirectly, the Proposed Project would increase access to parks and recreational facilities, which may result in increased usage of these facilities and the need for expansion or new construction. However, local residents are the primary users of parks and other recreational facilities within the corridor and it is not anticipated that the Proposed Project would induce a substantial number of new visitors to parks and recreational facilities. Furthermore, the Proposed Project is anticipated to primarily be used by daytime commuters who are unlikely to utilize parks and recreational facilities during the work week. As such, the Proposed Project would not result in the need for construction or expansion of recreational facilities which would have a physical effect on the environment. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

#### Mitigation Measures

No mitigation measures are required.

#### Significance of Impacts after Mitigation

No impact.



## 7. Cumulative Analysis

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CEQA Guidelines Section 15355 defines cumulative impacts as two or more individual actions that, when considered together, are considerable or would compound other environmental impacts. CEQA Guidelines Section 15130(a) requires that an Environmental Impact Report (EIR) discuss the cumulative impacts of a project when the project's incremental effect is "cumulatively considerable." As set forth in CEQA Guidelines Section 15065(a)(3), "cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. Thus, the cumulative impact analysis allows the EIR to provide a reasonable forecast of future environmental conditions to more accurately gauge the effects of multiple projects.

In accordance with CEQA Guidelines Section 15130(a)(3), a project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact. In addition, the lead agency is required to identify facts and analysis supporting its conclusion that the contribution would be rendered less than cumulatively considerable.

CEQA Guidelines Section 15130(b) further provides that the discussion of cumulative impacts reflects "the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." Rather, the discussion is to "be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute." CEQA Guidelines Sections 15130(b)(1)(A) and (B) include two methodologies for assessing cumulative impacts. One method is a list of past, present, and probable future projects producing related or cumulative impacts. The other method is a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document that describes or evaluates conditions contributing to the cumulative effect. Such plans may include a general plan, regional transportation plan, or plans for reducing greenhouse gas emissions. The cumulative effect on geology and soils in the Project Area is best addressed through consideration of Related Projects.

Related Projects that are considered in the cumulative impact analysis are those projects that may occur in the Project Site's vicinity within the same timeframe as the Proposed Project. In this context, "Related Projects" includes past, present, and reasonably probable future projects. Related Projects associated with this growth and located within half a mile of the Project Site are depicted graphically in **Figures 3a** through **3c** and listed in **Table 18**. The figures do not show Eagle Rock as no related projects have been identified in the Project Area. Related projects of particular relevance to the Proposed Project are discussed below.

Figure 3a – Cumulative Impact Study Area

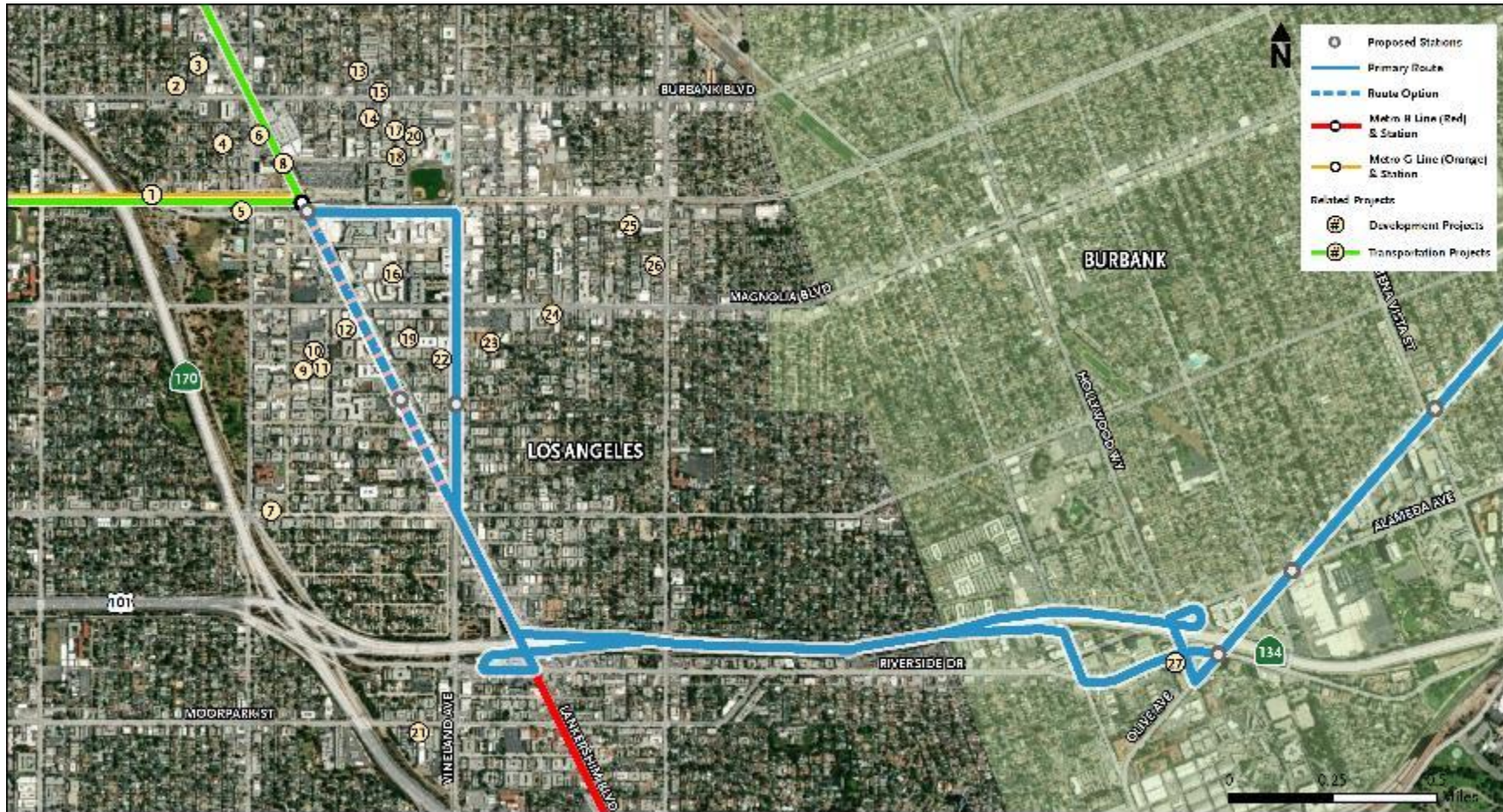


Figure 3b – Cumulative Impact Study Area

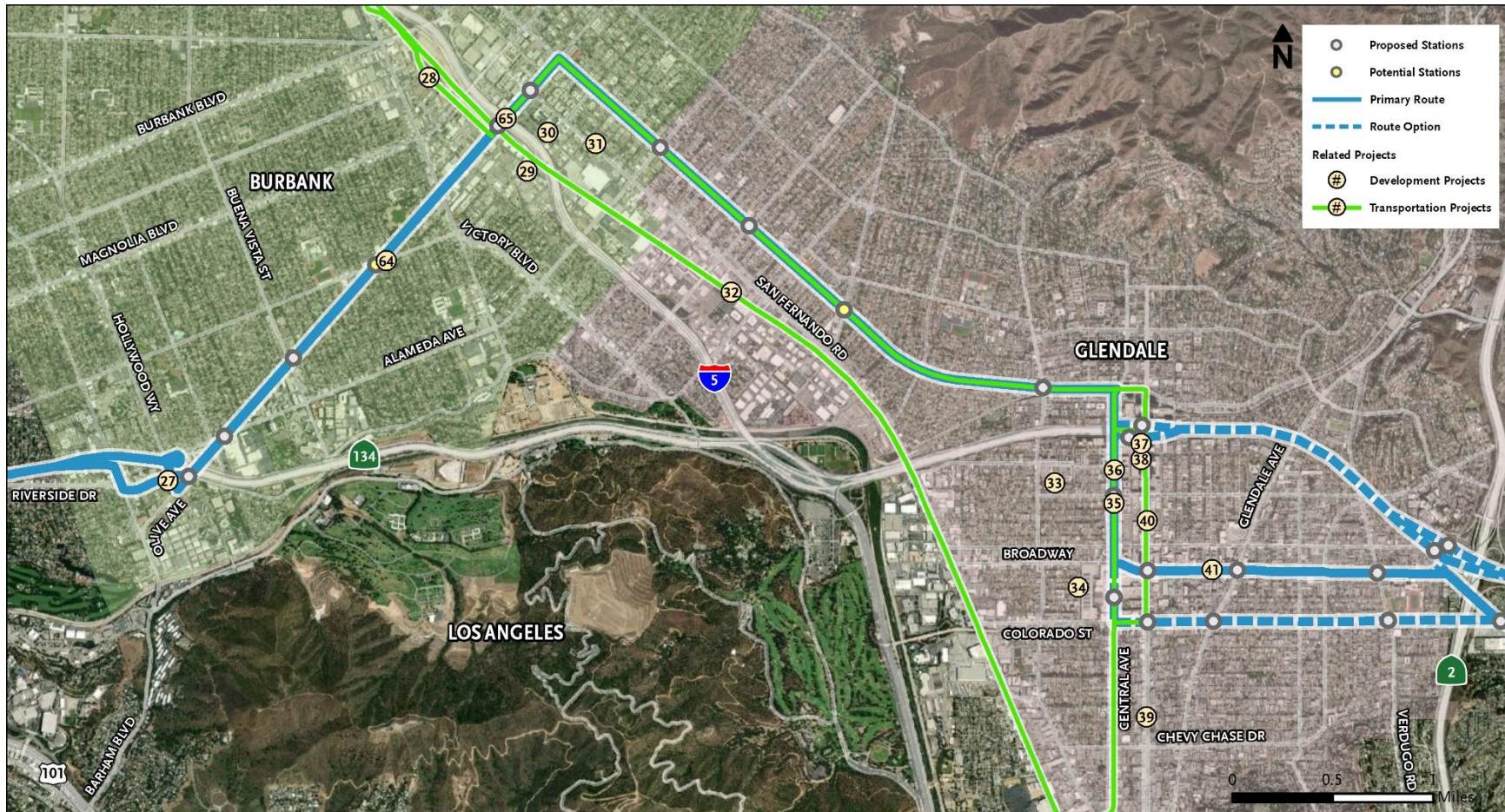
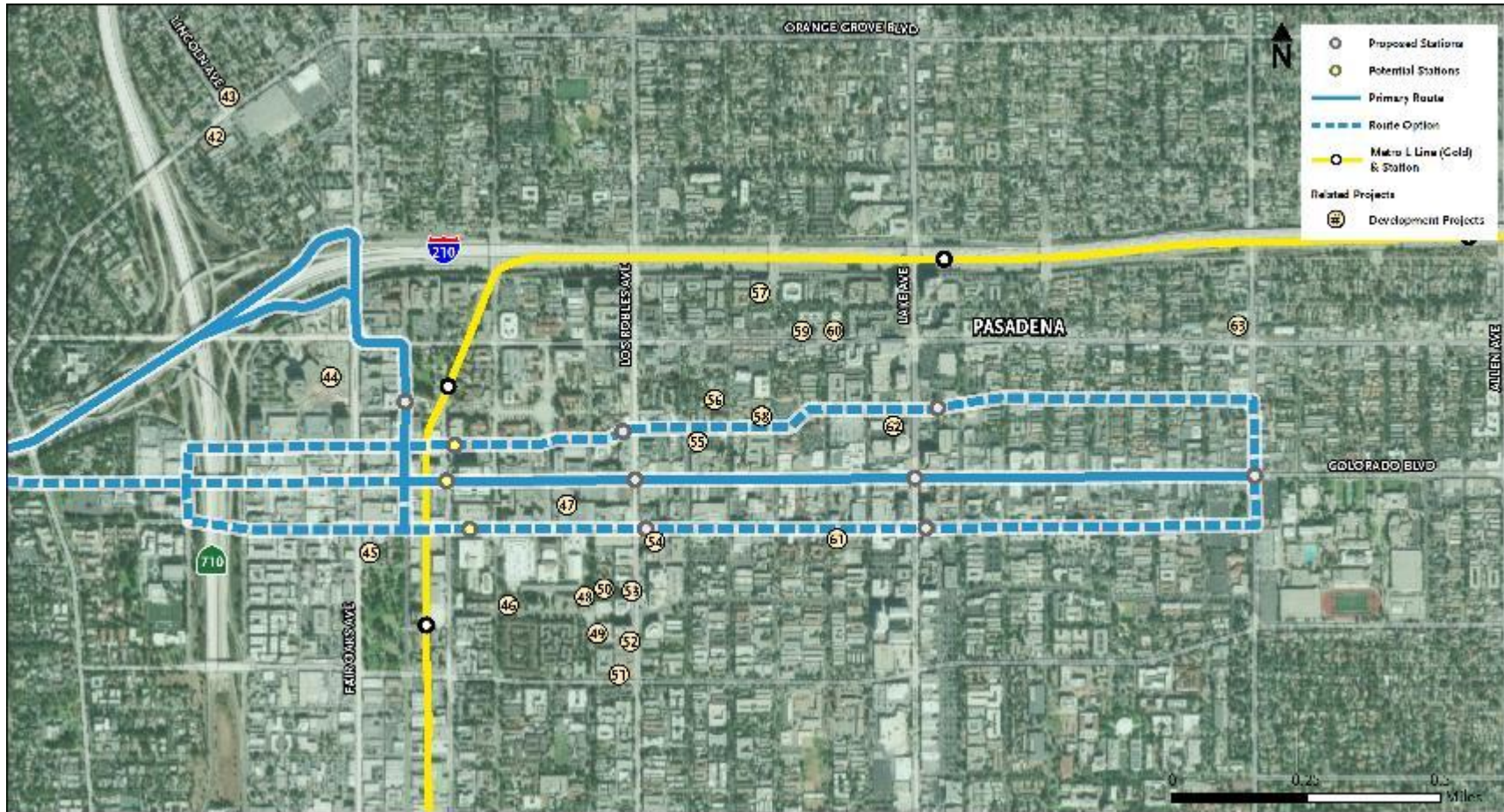


Figure 3c – Cumulative Impact Study Area



**Table 18 – Related Projects**

Map ID	Project Name	Location	Description	Status
<b>REGIONAL</b>				
N/A	NextGen Bus Plan	Los Angeles County	The NextGen Bus Plan will revise the existing Metro bus network to improve ridership and make bus use more attractive to current and future riders. The Plan will adjust bus routes and schedules based upon existing origin/destination ridership data with a phased approach to future infrastructure investments in transit convenience, safety, and rider experience.	Implementation early 2021
N/A	East San Fernando Valley LRT Project	San Fernando Valley	New 9-mile LRT line that will extend north from the Van Nuys Metro G Line (Orange) station to the Sylmar/San Fernando Metrolink Station.	Planning
8	North San Fernando Valley BRT Project	San Fernando Valley	New 18-mile BRT line from North Hollywood B/G Line (Red/Orange) Station to Chatsworth.	Planning
32	Los Angeles – Glendale-Burbank Feasibility Study	Amtrak corridor from Los Angeles Union Station to Bob-Hope Airport	Metro is studying a 13-mile transit corridor between Los Angeles Union Station and the Hollywood Burbank Airport. A range of options are under study including both light rail and enhanced commuter rail.	Planning and feasibility
<b>BURBANK</b>				
27	Mixed-Use Development	3700 Riverside Dr.	49-unit residential condominium and 2,000 sq. ft. of retail	Active Project Submission

Map ID	Project Name	Location	Description	Status
28	San Fernando Bikeway	San Fernando Blvd. Corridor	Three-mile Class I bike path along San Fernando Blvd. near the Downtown Metrolink Station in the City of Burbank. This project will complete a 12-mile long regional bike path extending from Sylmar to the Downtown Burbank Metrolink Station along the San Fernando Blvd. rail corridor	Planning
29	Commercial Development	411 Flower St.	Commercial building (size unknown)	Active Project Submission
30	Mixed-Use Development	103 Verdugo Ave.	Two mixed-use buildings (size unknown)	Active Project Submission
31	Mixed-Use Development	624 San Fernando Blvd.	42-unit, 4-story mixed-use building with 14,800 sq. ft. of ground-floor commercial	Active Project Submission
64	Olive Ave./Sparks St./Verdugo Ave. Intersection Improvements	Olive Ave./Sparks St./Verdugo Ave.	Various intersection improvements.	Planning
65	Olive Ave. Overpass Rehabilitation	Olive Ave. over Interstate 5	Improvements to operational efficiency, pedestrian safety, and bicycle connections.	Planning
<b>GLENDALE</b>				
33	Multi-Family Development	452 Milford St.	15-unit building	Active Project Submission
34	Multi-Family Development	401 Hawthorne St.	23-unit building	Active Project Submission
35	Commercial Development	340 Central Ave.	14,229 sq. ft. office	Active Project Submission
36	Multi-Family Development	520 Central Ave.	98-unit building	Active Project Submission
37	Commercial Development	611 Brand Blvd.	Hotel (857 hotel rooms and 7,500 sq. ft. of restaurant/retail)	Active Project Submission
38	Multi-Family Development	601 Brand Blvd.	604 units in 3 buildings	Active Project Submission
39	Commercial Development	901 Brand Blvd.	34,228 sq. ft. parking structure for car dealership	Active Project Submission
40	Glendale Streetcar	Downtown Glendale	Streetcar connecting the Larry Zarian	Planning and feasibility

Map ID	Project Name	Location	Description	Status
			Transportation Center with Downtown Glendale	
41	Commercial Development	517 Broadway	Medical/office/retail building (size unknown)	Active Project Submission
<b>LOS ANGELES</b>				
N/A	Orange Line Transit Neighborhood Plan	North Hollywood, Van Nuys, and Sepulveda BRT Stations	Develop regulatory tools and strategies for the areas around these three Orange Line stations to encourage transit ridership, enhance the urban built environment, and focus new growth and housing in proximity to transit and along corridors	Undergoing Environmental Review
N/A	Take Back The Boulevard Initiative	Colorado Blvd.	The mission of the Take Back the Boulevard initiative is to serve as a catalyst for the community-drive revitalization of Colorado Boulevard in Eagle Rock. The Take Back the Boulevard initiative seeks to utilize broad community feedback and involvement to make this central corridor through Eagle Rock a safe, sustainable, and vibrant street in order to stimulate economic growth, increase public safety, and enhance community pride and wellness.	Active Initiative
1	Multi-Family Development	11525 Chandler Blvd.	60-unit building	Active Building Permit
2	Multi-Family Development	5610 Camellia Ave.	62-unit building	Active Building Permit
3	Multi-Family Development	5645 Farmdale Ave.	44-unit building	Active Building Permit
4	Multi-Family Development	11433 Albers St.	59-unit building	Active Building Permit
5	Mixed-Use Development	11405 Chandler Blvd.	Mixed-use building with residential and commercial components (size unknown).	Active Building Permit
6	Mixed-Use Development	5530 Lankershim Blvd.	15-acre joint development at the North	Active Project Submission

Map ID	Project Name	Location	Description	Status
			Hollywood Metro Station. Includes 1,275-1,625 residential units (275-425 affordable units), 125,000-150,000 sq. ft. of retail, and 300,000-400,000 sq. ft. of office space	
7	Mixed-Use Development	11311 Camarillo St.	Mixed-use building (size unknown)	Active Building Permit
9	Multi-Family Development	11262 Otsego St.	49-unit building	Active Building Permit
10	Multi-Family Development	11241 Otsego St.	42-unit building	Active Building Permit
11	Multi-Family Development	11246 Otsego St.	70-unit building	Active Building Permit
12	Mixed-Use Development	5101 Lankershim Blvd.	297 units in a mixed-use housing complex	Active Building Permit
13	Multi-Family Development	5630 Fair Ave.	15-unit building	Active Building Permit
14	Multi-Family Development	5550 Bonner Ave.	48-unit building	Active Building Permit
15	Commercial Development	11135 Burbank Blvd.	4-story hotel with 70 guestrooms	Active Building Permit
16	Commercial Development	11115 McCormick St.	Apartment/Office building (size unknown)	Active Building Permit
17	Multi-Family Development	5536 Fulcher Ave.	36-unit building	Active Building Permit
18	Multi-Family Development	11111 Cumpston St.	41-unit building	Active Building Permit
19	Multi-Family Development	11050 Hartsook St.	48-unit building	Active Building Permit
20	Multi-Family Development	5525 Case Ave.	98-unit building	Active Building Permit
21	Multi-Family Development	11036 Moorpark St.	96-unit building	Active Building Permit
22	Multi-Family Development	11011 Otsego St.	144-unit building	Active Building Permit
23	Multi-Family Development	10925 Hartsook St.	42-unit building	Active Building Permit
24	Multi-Family Development	10812 Magnolia Blvd.	31-unit building	Active Building Permit
25	Multi-Family Development	5338 Cartwright Ave.	21-unit building	Active Building Permit
26	Multi-Family Development	5252 Willow Crest Ave.	25-unit building	Active Building Permit



Map ID	Project Name	Location	Description	Status
<b>PASADENA</b>				
42	Mixed-Use Development	690 Orange Grove Blvd.	48-unit building with commercial space	Active Project Submission
43	Multi-Family Development	745 Orange Grove Blvd.	35-unit building	Active Project Submission
44	Mixed-Use Development	100 Walnut St.	Mixed-use planned development: office building, 93-unit apartment building, and a 139-unit building	Active Building Permit
45	Multi-Family Development	86 Fair Oaks Ave.	87-unit building with commercial space	Active Project Submission
46	Commercial Development	190 Marengo Ave.	7-story hotel with 200 guestrooms	Active Project Submission
47	Multi-Family Development	39 Los Robles Ave.	Residential units above commercial space (size unknown)	Active Building Permit
48	Mixed-Use Development	178 Euclid Ave.	42-unit building with 940 sq. ft. of office space	Active Building Permit
49	Multi-Family Development	380 Cordova St.	48-unit building	Active Building Permit
50	Mixed-Use Development	170 Euclid Ave.	42-unit building with 10,000 sq. ft. of commercial space	Active Project Submission
51	Multi-Family Development	399 Del Mar Blvd.	55-unit building	Active Building Permit
52	Multi-Family Development	253 Los Robles Ave.	92-unit building	Active Project Submission
53	Mixed-Use Development	171 Los Robles Ave.	8-unit building	Active Project Submission
54	Commercial Development	98 Los Robles Ave.	school of medicine building	Active Building Permit
55	Multi-Family Development	530 Union St.	55-unit building with retail space	Active Building Permit
56	Multi-Family Development	119 Madison Ave.	81-unit building	Active Building Permit
57	Multi-Family Development	289 El Molino Ave.	105-unit building	Active Building Permit
58	Multi-Family Development	99 El Molino Ave.	40-unit building	Active Building Permit
59	Commercial Development	711 Walnut St.	Mixed-use building with condominiums, commercial space, food facility, parking structure (size unknown)	Active Building Permit

Map ID	Project Name	Location	Description	Status
60	Commercial Development	737 Walnut St.	42-unit building with commercial space	Active Project Submission
61	Mixed-Use Development	740 Green St.	273-unit building	Active Project Submission
62	Mixed-Use Development	83 Lake Ave.	54-unit building with office space	Active Project Submission
63	Multi-Family Development	231 Hill Ave.	59-unit building	Active Project Submission

**SOURCE:** Terry A. Hayes Associates Inc., 2020.

**North San Fernando Valley (SFV) Bus Rapid Transit (BRT) Project.** The North SFV BRT Project is a proposed new 18-mile BRT line that is intended to serve the portions of the San Fernando Valley that are north of the Metro G Line (Orange) service area. The project would provide a new, high-quality bus service between the communities of Chatsworth to the west and North Hollywood to the east. The project would enhance existing bus service and increase transit system connectivity.

**Joint Development - North Hollywood Station Project.** The Joint Development - North Hollywood Station project would construct facilities at the North Hollywood B/G Line (Red/Orange) Station that would be shared by the Proposed Project. The project has been identified in the Measure M Expenditure Plan, with a projected opening date between Fiscal Year 2023-25 and \$180 million of funding.

**NextGen Bus Plan.** In January 2018, Metro began the NextGen Bus Plan aimed at reimagining the bus network to be more relevant, reflective of, and attractive to the diverse customer needs within Los Angeles County. The NextGen Bus Plan will realign Metro's bus network based upon data of existing ridership and adjust bus service routes and schedules to improve the overall network. The Proposed Project would be included in the Plan and replace some select bus services in the region. The NextGen Bus Plan is anticipated to begin implementation in the beginning of 2021.

**East SFV Light Rail Transit (LRT) Project.** The East SFV LRT Project will be a 9-mile LRT line that will extend north from the Van Nuys Metro G Line (Orange) station to the Sylmar/San Fernando Metrolink Station. Light rail trains will operate in the median of Van Nuys Boulevard for 6.7 miles to San Fernando Road. From San Fernando Road, the trains will transition onto the existing railroad right-of-way that's adjacent to San Fernando Road, which it will share with Metrolink for 2.5 miles to the Sylmar/San Fernando Metrolink Station. The project includes 14 at-grade stations. The Draft EIR/Environmental Impact Statement (EIR/EIS) was published in August 2017 and the Final EIR/EIS is currently being prepared by Metro.

There is no existing cumulative impact related to parks and other recreational activities. The Proposed Project would not result in impacts to parks and other recreational facilities. There is no potential for the Proposed Project to contribute to a cumulative impact.

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