

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

PUBLIC SERVICES
TECHNICAL REPORT

Prepared For:



Metro[™]

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ACRONYMS AND ABBREVIATIONS

BRT	Bus Rapid Transit
Cal OES	California Governor's Office of Emergency Services
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
EMMA	Emergency Management Mutual Aid
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
Metro	Los Angeles County Metropolitan Transportation Authority
PRC	Public Resources Code
ROW	Right-of-Way
SEMS	Standardized Emergency Management System

1. Introduction

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 Public Services 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

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

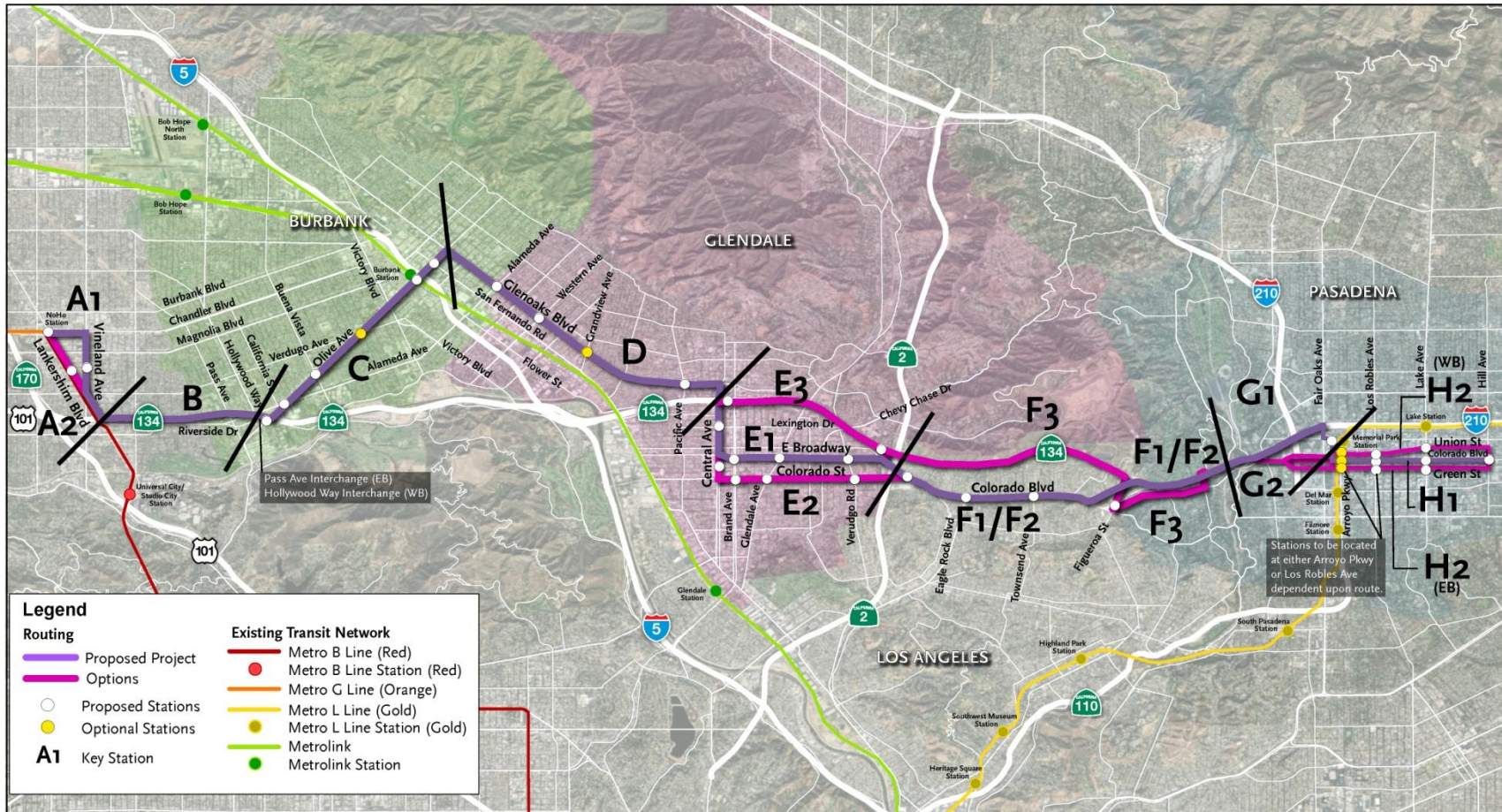
Metro is proposing the BRT service to connect several cities and communities between the San Fernando and San Gabriel Valleys. The Proposed Project extends approximately 18 miles from the North Hollywood Metro B/G Line (Red/Orange) Station on the west to Pasadena City College on the east. The BRT corridor 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
A1 (Proposed Project)	Lankershim Blvd.	N. Chandler Blvd.	Chandler Blvd.	Mixed-Flow
	Chandler Blvd.	Lankershim Blvd.	Vineland Ave.	Side-Running
	Vineland Ave.	Chandler Blvd.	Lankershim Blvd.	Center-Running
	Lankershim Blvd.	Vineland Ave.	SR-134 Interchange	Center-Running Mixed-Flow ¹
A2 (Route Option)	Lankershim Blvd.	N. Chandler Blvd.	SR-134 Interchange	Side-Running Curb-Running ²
B (Proposed Project)	SR-134 Freeway	Lankershim Blvd.	Pass Ave. (EB) Hollywood Wy. (WB)	Mixed-Flow
C (Proposed Project)	Pass Ave. – Riverside Dr. (EB) Hollywood Wy. – Alameda Ave. (WB)	SR-134 Freeway	Olive Ave.	Mixed-Flow ³
	Olive Ave.	Hollywood Wy. (EB) Riverside Dr. (WB)	Glenoaks Blvd.	Curb-Running
D (Proposed Project)	Glenoaks Blvd.	Olive Ave.	Central Ave.	Curb-Running Median-Running ⁴
E1 (Proposed Project)	Central Ave.	Glenoaks Blvd.	Broadway	Mixed Flow Side-Running ⁵
	Broadway	Central Ave.	Colorado Blvd.	Side-Running
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 ⁶	Brand Blvd.	Harvey Dr.	Mixed-Flow
F1 (Route Option)	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running Center Running ⁷
F2 (Proposed Project)	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	Side-Running

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

Notes:

¹South of Kling St.

²South of Huston St.

³Eastbound curb-running bus lane on Riverside Dr. east of Kenwood Ave.

⁴East of Providencia Ave.

⁵South of Sanchez Dr.

⁶Route continues via Broadway to Colorado/Broadway intersection (Proposed Project F2 or Route Option F1) or via SR-134 (Route Option F3)

⁷Transition between Ellenwood Dr. and El Rio Ave.

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
North Hollywood (City of Los Angeles)	North Hollywood Transit Center (Metro B/G Lines (Red/Orange) Station)	
	Vineland Ave./Hesby St.	Lankershim Blvd./Hesby St.
City of Burbank	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.	
City of Glendale	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.	
Eagle Rock (City of Los Angeles)	Colorado Blvd./Eagle Rock Plaza	
	Colorado Blvd./Eagle Rock Blvd.	
	Colorado Blvd./Townsend Ave.	Colorado Blvd./Figueroa St.
City of Pasadena	Raymond Ave./Holly St. ¹ (near Metro L Line (Gold) Station)	
	Colorado Blvd./Arroyo Pkwy. ²	Union St./Arroyo Pkwy. (WB) ² Green St./Arroyo Pkwy. (EB) ²
	Colorado Blvd./Los Robles Ave. ¹	Union St./Los Robles Ave. (WB) ¹ Green St./Los Robles Ave. (EB) ¹
	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.)

¹With Fair Oaks Ave. interchange routing

²With 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

3.1 FEDERAL REGULATIONS

There are no existing federal regulations pertaining to public services that are applicable to the Proposed Project.

3.2 STATE REGULATIONS

3.2.1 Fire Protection

3.2.1.1 California Constitution Article XIII Section 35

Section 35 of Article III of the California Constitution at subdivision (a)(2) provides: “The protection of the public safety is the first responsibility of local government and local officials have an obligation to give priority to the provision of adequate public safety services.” Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172. Proposition 172 directed the proceeds of a 0.50 percent sales tax to be used exclusively for local public safety services. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Public safety services include fire protection. Section 30056 provides that cities are not allowed to spend less of their own financial resources on their combined public safety services in any given year compared to the 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on fire protection, as well as other public safety services. In *City of Hayward v. Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that, Section 35 of Article XIII of the California Constitution requires local agencies to provide fire services and that it is reasonable to conclude that a lead agency would comply with that provision and ensure that public services are provided.

3.2.1.2 California Fire Code

Title 24, Part 9 of the California Code of Regulations (CCR), also referred to as the California Fire Code, is part of the California Building Code and provides building standard regulations regarding fire protection and notification systems for residential and commercial buildings. It includes fire safety requirements and regulations, including: the implementation of fire protection devices such as fire extinguishers and smoke alarms; installation of sprinklers in all high-rise buildings; establishment of fire resistance standards for fire doors, building materials, and types of construction; clearance of debris and vegetation within a prescribed distance from occupied structures in wildfire hazards areas; and fire suppression training. The California Fire Code is applicable to all occupancies in California except if adopted local regulations are more stringent. Regulations within the California Fire Code have been incorporated by reference with amendments in the Los Angeles Building Code, Fire Safety Regulations.

3.2.1.3 Title 8 California Code of Regulations (CCR) Sections 1270 and 6773

In accordance with CCR, Title 8 Section 1270 “Fire Prevention” and Section 6773 “Fire Protection and Fire Equipment,” the California Occupational Safety and Health Administration has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hosing sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment.

3.2.1.4 California Health and Safety Code Section 13100-13135

California Health Safety Code Section 13100-13135 codifies regulations known as the “Regulations of the State Fire Marshal” and constitutes the Basic Building Design and Construction Standards of the State Fire Marshal. The regulations establish minimum standards for the preservation and protection of life and property against fire, explosion, and panic through requirements for fire protection and notification systems, fire protection devices, and fire suppression training.

3.2.1.5 California Governor’s Office of Emergency Services (Cal OES)

The Cal OES prepared a Standardized Emergency Management System (SEMS) program (Title 19 CCR Section 2401 et seq.), which sets forth measures by which a jurisdiction should handle emergency disasters. SEMS provides the mechanism by which local government requests assistance. Non-compliance with SEMS could result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster. Cal OES coordinates the state’s preparation for, prevention of, and response to major disasters, such as fires, floods, earthquakes and terrorist attacks. During an emergency, Cal OES serves as the lead state agency for emergency management in the state. It also serves as the lead agency for mobilizing the state’s resources and obtaining federal resources. Cal OES coordinates the state response to major emergencies in support of local government. The primary responsibility for emergency management resides with local government. Local jurisdictions first use their own resources and, as they are exhausted, obtain more from neighboring cities and special districts, the county in which they are located, and other counties throughout the state through the statewide mutual aid system (see discussion of Mutual Aid Agreement, below). The California Emergency Management Agency maintains oversight of the state’s mutual aid system.

3.2.1.6 Mutual Aid Agreement

Cal OES developed the Emergency Management Mutual Aid (EMMA) System in response to the 1994 Northridge Earthquake. The EMMA System coordinates emergency response and recovery efforts along the coastal, inland, and southern regions of California. The purpose of EMMA is to provide emergency management personnel and technical specialists to afflicted jurisdictions in support of disaster operations during emergency events. Objectives of the EMMA Plan is to provide a system to coordinate and mobilize assigned personnel, formal requests, assignment, training and demobilization of assigned personnel; establish structure to maintain the Plan and its procedures; provide the coordination of training for EMMA resources, including SEMS training, coursework, exercises, and disaster response procedures; and to promote

professionalism in emergency management and response. The EMMA Plan was updated in November 2012 and supersedes the 1997 EMMA Plan and November 2001 EMMA Guidance.

3.2.2 Police Protection

3.2.2.1 California Constitution, Article XIII, Section 35

Section 35 of Article XIII of the California Constitution was adopted by the voters in 1993 under Proposition 172, which directed the proceeds of a 0.50 percent sales tax to be used exclusively for local public safety services, including police. California Government Code Sections 30051-30056 provide rules to implement Proposition 172. Section 30056 provides that a city is not allowed to spend less of its own financial resources on its combined public safety services in any given year compared to its 1992-93 fiscal year. Therefore, an agency is required to use Proposition 172 to supplement its local funds used on police protection, as well as other public safety services. In *City of Hayward v. Trustee of California State University* (2015) 242 Cal. App. 4th 833, the court found that, Section 35 of Article XIII of the California Constitution requires local agencies to provide fire services and that it is reasonable to conclude that a lead agency would comply with that provision and ensure that public services are provided. It is reasonable to analogize that a similar analysis would apply to police services, as Section 35 of Article XIII includes a responsibility for cities to give priority to public safety services, which includes police services. See the “Regulatory Framework” for Fire Protection, above, for further discussion.

3.2.2.2 California Penal Code

All law enforcement agencies within the State of California are organized and operated in accordance with the applicable provisions of the California Penal Code. This code sets forth the authority, rules of conduct, and training for peace officers. Under State law, all sworn municipal and county officers are state peace officers.

3.2.3 Schools

There are no existing State regulations pertaining to school facilities that are applicable to the Proposed Project.

3.2.4 Parks

3.2.4.1 Quimby Act

The Quimby Act was established by the California State Legislature in 1965 and codified as California Government Code Section 66477. The Quimby Act 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. Los Angeles Municipal Code (LAMC) Sections 12.33 and 17.12 are codified city ordinances that were enacted as a way to implement the Quimby Act. LAMC Sections 12.33 and 17.12 are colloquially referred to as the City’s “Quimby Code.”¹

¹City of Los Angeles Department of Recreation and Parks, *Quimby/Park Fees*, accessed June 20, 2019.

3.2.4.2 State Public Park Preservation Act of 1971

The primary instrument for protecting and preserving parkland is this Act (PRC Sections 5400–5409). Under this Act, 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 parkland acquired. This provides no net loss of parkland and facilities.

3.2.4.3 California Mitigation Fee Act

This 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 this 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; (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

3.3.1.1 Fire Protection

The City of Los Angeles General Plan Framework provides guidance for long-term growth in the City and guides the update of community plans and Citywide elements. The General Plan Framework also contains purposes, policies, and programs for City development. Chapter 9 (Infrastructure and Public Services) of the Framework Element addresses fire prevention, fire protection and emergency medical services provided to the City.

The Safety Element of the General Plan identifies existing police, fire, and emergency services and the service needs of the City of Los Angeles in the event of a natural disaster. The Safety Element provides goals, objectives, and policies related to the City’s response to hazards and natural disasters. The Safety Element goals, objectives, policies, and programs are broadly stated to reflect the comprehensive scope of the Emergency Operations Organization, which is the program that implements the Safety Element. **Table 3** shows goals, objectives, and policies that are applicable to fire protection and emergency services.

Table 3 – City of Los Angeles Relevant General Plan – Fire Services

Goals/Objectives/Policy	Description
FRAMEWORK ELEMENT – INFRASTRUCTURE AND PUBLIC SERVICES	
Goal 9J	Every neighborhood has the necessary level of fire protection service, emergency medical service and infrastructure.
Objective 9.16	Monitor and forecast demand for existing and projected fire facilities and service.

Goals/Objectives/Policy	Description
Policy 9.16.1	Collect appropriate fire and population development statistics for the purpose of evaluating fire service needs based on existing and future conditions.
Objective 9.17	Assure that all areas of the City have the highest level of fire protection and emergency medical service, at the lowest possible cost, to meet existing and future demand.
Policy 9.17.2	Identify areas of the City with deficient fire facilities and/or service and prioritize the order in which these areas should be upgraded based on established fire protection standards.
Policy 9.17.4	Consider the Fire Department's concerns and, where feasible adhere to them, regarding the quality of the area's fire protection and emergency medical services when developing General Plan amendments and zone changes or considering discretionary land use permits.
Objective 9.19	Maintain the Los Angeles Fire Department's ability to assure public safety in emergency situations.
Policy 9.19.1	Maintain mutual aid or mutual assistance agreements with local fire departments to ensure an adequate response in the event of a major earthquake, wildfire, urban fire, fire in areas with substandard fire protection, or other fire emergencies.
Policy 9.19.3	Maintain the continued involvement of the Fire Department in the preparation of contingency plans for emergencies and disasters.
SAFETY ELEMENT	
Goal 2	A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs.
Objective 2.1	Develop and implement comprehensive emergency response plans and programs that are integrated with each other and with the City's comprehensive hazard mitigation and recovery plans and programs.
Policy 2.1.5	Response. Develop, implement, and continue to improve the City's ability to respond to emergency events. [All Emergency Operations Organization emergency response programs and all hazard mitigation and disaster recovery programs related to protecting and reestablishing communications and other infrastructure, service and governmental operations systems implement this policy.]
Policy 2.1.6	Standards/fire. Continue to maintain, enforce and upgrade requirements, procedures and standards to facilitate more effective fire suppression. [All peak load water and other standards, code requirements (including minimum road widths, access, and clearances around structures) and other requirements or procedures related to fire suppression implement this policy.]

Goals/Objectives/Policy	Description
	<p>The Fire Department and/or appropriate City agencies shall revise regulations or procedures to include the establishment of minimum standards for location and expansion of fire facilities, based upon fire flow requirements, intensity and type of land use, life hazard, occupancy and degree of hazard so as to provide adequate fire and emergency medical event response. At a minimum, site selection criteria should include the following standards which were contained in the 1979 General Plan Fire Protection and Prevention Plan:</p> <ul style="list-style-type: none"> • Fire stations should be located along improved major or secondary highways. If, in a given service area, the only available site is on a local street, the site must be on a street which leads directly to an improved major or secondary highway. • Fire station properties should be situated so as to provide drive-thru capability for heavy fire apparatus. • If a fire station site is on the side of a street or highway where the flow of traffic is toward a signalized intersection, the site should be at least 200 feet from that intersection in order to avoid blockage during ingress and egress. • The total number of companies which would be available for dispatch to first alarms would vary with the required fire flow and distance as follows: (a) less than 2,000 gpm would require not less than 2 engine companies and 1 truck company; (b) 2,000 but less than 4,500 gpm, not less than 2 or 3 engine companies and 1 or 2 truck companies; and (c) 4,500 or more gpm, not less than 3 engine companies and 2 truck companies. <p>These provisions of the 1979 Plan were modified by the Fire Department for purposes of clarification.</p>
Goal 3	A city where private and public systems, services, activities, physical condition and environment are reestablished as quickly as feasible to a level equal to or better than that which existed prior to the disaster.
Objective 3.1	Develop and implement comprehensive disaster recovery plans which are integrated with each other and with the City's comprehensive hazard mitigation and emergency response plans and programs.

SOURCE: City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, re-adopted 2001; and City of Los Angeles, *Safety Element of the Los Angeles City General Plan*, adopted 1996.

The Los Angeles Fire Code is contained within Chapter V, Article 7, Fire Protection and Prevention of the LAMC. As required by the Fire Code, Los Angeles Fire Department Bureau of Fire Prevention and Public Safety is required to administer and enforce basic building regulations as set forth by the state fire marshal. The Los Angeles Fire Code is a combination of the California Fire Code and Los Angeles amendments. The Los Angeles Fire Code provides regulations for the safeguarding of life and property from fire, explosion, panic, or other hazardous conditions which may arise in the use or occupancy of buildings, structures, or premises.

3.3.1.2 Police Protection

The General Plan Framework Element for Fire Protection and Emergency Services addresses police services within the City. **Table 4** shows goals, objectives, and policies within the General Plan Framework Element applicable to police services.

Table 4 – City of Los Angeles Relevant General Plan – Police Services

Goal/Objective/Policy	Description
Goal 9J	Every neighborhood has the necessary level of fire protection service, emergency medical service (EMS) and infrastructure.
Objective 9.13	Monitor and forecast demand for existing and projected police service and facilities.
Policy 9.13.1	Monitor and report police statistics, as appropriate, and population projections for the purpose of evaluating police service based on existing and future needs.
Objective 9.14	Protect the public and provide adequate police services, facilities, equipment and personnel to meet existing and future needs.
Policy 9.14.1	Work with the Police Department to maintain standards for the appropriate number of sworn police officers to serve the needs of residents, businesses, and industries.
Policy 9.14.5	Identify neighborhoods in Los Angeles where facilities are needed to provide adequate police protection.
Policy 9.14.7	Participate fully in the planning of activities that assist in defensible space design and utilize the most current law enforcement technology affecting physical development.
Objective 9.15	Provide for adequate public safety in emergency situations.
Policy 9.15.1	Maintain mutual assistance agreements with local law enforcement agencies, State law enforcement agencies, and the National Guard to provide for public safety in the event of emergency situations.

SOURCE: City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, 2001.

The law enforcement regulations, as well as the powers and duties of the Los Angeles Police Department (LAPD), are outlined in the City of Los Angeles’ Charter, Administrative Code, and the LAMC. Article V, Section 570 of the City of Los Angeles Charter gives power and duty to the LAPD to enforce the penal provisions of the Charter, city ordinances, and State and federal law. The Charter gives responsibility to LAPD officers to act as peace officers and to protect lives and property in case of disaster or public calamity. Chapter 11, Section 22.240 of the Los Angeles Administrative Code requires the LAPD to adhere to the State of California standards described in Section 13522 of the California Penal Code.

Section 13522 charges LAPD with the responsibility of enforcing all LAMC Chapter 5 regulations related to fire arms, illegal hazardous waste disposal, and nuisances (e.g., excessive noise), and with providing support to the Department of Building and Safety Code Enforcement inspectors and LAFD in the enforcement of the City’s Fire, Building, and Health Codes. LAPD is also given the power and the duty to protect residents and property and

to review and enforce specific security-related mitigation measures in regard to new development.

3.3.1.3 Schools

The Infrastructure and Public Services of the Framework General Plan includes goals, objectives, and policies applicable to public schools, which are shown in **Table 5**. The Los Angeles Unified School District is the largest public-school system in California and the second largest public-school district in the United States. The Los Angeles Unified School District Strategic Plan outlines essential elements of effective learning environments, objectives and key initiatives. The Plan is intended to cultivate common understanding and coherence, and to empower all stakeholders to take action toward creating a district of graduates.²

Table 5 – City of Los Angeles Relevant General Plan – School Services

Goal/Objective/ Policy	Description
Goal 9N	Public schools that provide a quality education for all of the City’s children, including those with special needs, and adequate school facilities to serve every neighborhood in the City so that students have an opportunity to attend school in their neighborhoods.
Objective 9.31	Work constructively with the Los Angeles Unified School District to monitor and forecast school service demand based upon actual and predicted growth.
Objective 9.32	Work constructively with LAUSD to promote the siting and construction of adequate school facilities phased with growth.
Policy 9.32.1	Work with the Los Angeles Unified School District to ensure that school facilities and programs are expanded commensurate with the City’s population growth and development.

SOURCE: City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, 2001.

3.3.1.4 Parks

The Infrastructure and Public Services of the Framework Element includes policies applicable to parks and recreation, which are shown in **Table 6**. The Public Recreation Plan of the Service Systems Element of the General Plan identifies existing recreational facilities and parks in the City of Los Angeles. The Public Recreation Plan categorizes parks into three types: neighborhood, community, and regional. Ideally, neighborhood parks have a service radius of approximately 0.5 mile and are pedestrian-accessible without crossing a major arterial street or highway/freeway. Community parks have a service radius of two miles and are easily accessible to the area served. Regional parks in the City provide specialized recreational facilities and/or attractions and have a service radius encompassing the entire Los Angeles region.

²Los Angeles Unified School District, *2016-2019 LAUSD Strategic Plan*, 2016.

Table 6 – City of Los Angeles Relevant General Plan– Park Services

Goal/Objective/ Policy	Description
Goal 9L	Sufficient and accessible parkland and recreation opportunities in every neighborhood of the City, which gives all residents the opportunity to enjoy green spaces, athletic activities, social activities, and passive recreation.
Objective 9.22	Monitor and forecast demand for existing and projected recreation and park facilities and programs.
Policy 9.22.1	Monitor and report appropriate park and recreation statistics and compare with population projections and demand to identify the existing and future recreation and parks needs of the City.
Objective 9.24	Phase recreational programming and park development with growth.
Policy 9.24.1	Phase the development of new recreational and park programs and facilities to accommodate projected growth.
Objective 9.25	Utilize park space in emergency situations.
Policy 9.25.2	Continue to utilize parks and recreation facilities as shelters in times of emergency.

SOURCE: City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, 2001.

The Public Recreation Plan also provides the City’s standard long-range ratios for parks to population. The City’s standard ratio of parks to population is two acres per 1,000 residents for neighborhood parks and two acres per 1,000 residents for community parks, or four acres per 1,000 residents of combined neighborhood and community parks.³ The City also recommends a minimum of six acres of regional recreational facilities for every 1,000 persons for long-range needs; a minimum of one acre of neighborhood and community parks for every 1,000 persons to meet short- and intermediate-range standards; and the overall provision of one acre of land per 1,000 persons for total recreational facilities.⁴ In addition to the park acreage standards, the Public Recreation Plan also states that the types of amenities (e.g., recreation center, gym, basketball courts, etc.) that are offered on public parks and recreation land should also be considered when determining the adequacy of park space.

3.3.1.5 Other Public Facilities

The City of Los Angeles General Plan Framework addresses library services within the City. Goals and objectives within the General Plan Framework Element applicable to library services are provided in **Table 7**. To guide the construction, maintenance, and operation of libraries within the City, the Los Angeles Public Libraries Board of Commissioners adopted the Branch Facilities Plan in 1988. The Branch Facilities Plan is comprised of two components. One component sets the size and features of a local branch based upon the population and location it would serve, and the other component is a status list of existing branches and identification of communities that do not have library services.

³City of Los Angeles, *General Plan Public Recreation Plan*, 1980.

⁴City of Los Angeles, *City of Los Angeles Resolution*, accessed June 20, 2019.

Table 7 – City of Los Angeles Relevant General Plan – Library Services

Goal/Objective/ Policy	Description
Objective 9.21	Ensure library services for current and future residents and businesses.
Policy 9.21.1	Seek additional resources to maintain and expand library services.

SOURCE: City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, re-adopted 2001.

3.3.2 City of Burbank

3.3.2.1 Fire Protection

The Safety Element of the General Plan identifies existing police, fire, and emergency services and the service needs of the City of Burbank in the event of a natural disaster. The goals and policies contained in this Safety Element provide Burbank with a framework for keeping residents, businesses, and visitors safe from natural and human hazards. They also provide increased safety for the City’s emergency response personnel. **Table 8** shows goals and policies that are applicable to fire protection and emergency services.

Table 8 – City of Burbank Relevant General Plan – Fire Services

Goal/Policy	Description
Goal 1	Emergency Response and Preparation
Policy 1.1	Regularly update all disaster preparedness and emergency response plans.
Policy 1.5	Establish designated emergency response and evacuation routes throughout the city.
Goal 4	Fire Protection
Policy 4.1	Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained.
Policy 4.2	Provide adequate staffing, equipment, technology, and funding for the Burbank Fire Department to meet existing and projected service demands and response times.
Policy 4.3	Implement fire prevention and suppression programs in areas of high fire hazard risk, including both urban and wildland areas.
Policy 4.5	Coordinate firefighting efforts with local, state, and federal agencies.

SOURCE: City of Burbank, *General Plan Safety Element*, February 9, 2013.

The City of Burbank Fire Code is contained within Title 9, Chapter 2, Fire Prevention of the Burbank Municipal Code. The Fire Department is required to administer and enforce basic building regulations as set forth by the state fire marshal. The Burbank Fire Code provides regulations for the safeguarding of life and property from fire, explosion, panic, or other hazardous conditions which may arise in the use or occupancy of buildings, structures, or premises.

3.3.2.2 Police Protection

The General Plan Safety Element addresses police services within the City. **Table 9** shows goals and policies within the General Plan Safety Element applicable to police services. The law enforcement regulations, as well as the powers and duties of the Burbank Police Department, are outlined in the City of Burbank Charter, Title 2 Chapter 1 - Administration, Title 5, Chapter 2 – Disasters and Chapter 3 – Morals and Conduct.

Table 9 – City of Burbank Relevant General Plan – Police Services

Goal/Policy	Description
Goal 1	Emergency Response and Preparation
Policy 1.1	Regularly update all disaster preparedness and emergency response plans.
Policy 1.5	Establish designated emergency response and evacuation routes throughout the city.
Goal 2	Police Protection
Policy 2.1	Maintain an average police response time of less than 4 minutes to emergency calls for service.
Policy 2.1	Provide and use up-to-date technology to improve crime prevention.
Goal 3	Crime Prevention
Policy 3.1	Adapt to the changing safety needs of the community.
Policy 3.2	Reduce opportunities for criminal activity through physical design standards such as CPTED and youth programs, recreation opportunities, educational programs, and counseling services.

SOURCE: City of Burbank, *General Plan Safety Element*, February 9, 2013.

3.3.2.3 Schools

There are no local ordinances or community plans in the City of Burbank pertaining to schools that are applicable to the Proposed Project.

3.3.2.4 Parks

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 10** shows goals and policies applicable to parks and recreation.

Table 10 – City of Burbank Relevant General Plan Policies – Parks and Recreation

Objectives/Policy	Description
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.
Policy 2.1	Identify areas of the city that are currently underserved and focus park expansion and open space acquisition in these areas.
Goal 3	Parks and recreation facilities are improved and maintained to ensure they meet the needs of the community.
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, *General Plan Open Space and Conservation Element*, February 9, 2013.

3.3.2.5 Other Public Facilities

The Burbank Public Library 2017-20 Strategic Plan aims to focus the Library’s work and develop its culture and people to be adaptable and responsive to community needs. The Burbank Public Library has identified six strategic objectives to guide its work:⁵

- Build community by strengthening connections with residents and local institutions and groups.
- Provide collections, programs and services that meet community needs.
- Support digital literacy and technology learning for all ages.
- Develop staff’s ability to be adaptable and responsive.
- Demonstrate good stewardship of financial resources.
- Modernize facilities and optimize use of space.

3.3.3 City of Glendale

3.3.3.1 Fire Protection

The Safety Element of the General Plan identifies existing police, fire, and emergency services and the service needs of the City of Glendale in the event of a natural disaster. The goals and policies contained in this Safety Element provide the City a framework for keeping Glendale’s residents, businesses, and visitors safe by reducing risks associated with a variety of natural and human hazards. They also provide increased safety for the City’s emergency response personnel. **Table 11** shows policies applicable to fire protection and emergency services.

Table 11 – City of Glendale General Plan – Fire Hazards

Policy	Description
Policy 1-3	The City shall ensure to the fullest extent possible that, in the event of a major earthquake, essential structures and facilities will remain safe and operational. Essential facilities include hospitals, police stations, fire stations, emergency operation centers.
Policy 4-1	The City shall ensure to the extent possible that fire services, such as fire equipment, infrastructure, and response times, are adequate for all sections of the City.

SOURCE: City of Glendale, *Safety Element of the General Plan*, August 2003.

3.3.3.2 Police Protection

The Safety Element of the General Plan addresses police services within the City of Glendale. **Table 12** show the policies applicable to police services.

⁵Burbank Public Library, *Strategic Plan 2017-2020*, accessed on June 24, 2019.

Table 12 – City of Glendale Relevant General Plan – Police Services

Policy	Objectives/Policy Description
Policy 1-3	The City shall ensure to the fullest extent possible that, in the event of a major earthquake, essential structures and facilities will remain safe and operational. Essential facilities include hospitals, police stations, fire stations, emergency operation centers.

SOURCE: City of Glendale, *Safety Element of the General Plan*, August 2003.

3.3.3.3 Schools

The Glendale Unified School District 2017-2020 Local Control Accountability Plan is a strategic plan that outlines goals to ensure student success, including preparing students to be college ready; to create an emotional, social and physical support network; and provide teachers with tools and training to implement State academic standard.

3.3.3.4 Parks

The City of Glendale General Plan Open Space and Conservation Element describes the conservation, development, and use of natural resources and addresses Glendale’s parks and recreation opportunities. It includes policies applicable to parks and recreation. The Recreation Element addresses planning for parks, recreational land, and associated improvements. **Table 13** shows objectives and policies. It includes policies applicable to parks and recreation.

Table 13 – City of Glendale Relevant General Plan – Parks

Objectives/Policy	Description
OPEN SPACE AND CONSERVATION ELEMENT	
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.
RECREATION ELEMENT	
Objective 1; Policy 3	The City shall enhance and expand existing recreational facilities in response to community needs.
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, *Open Space and Conservation Element*, January 1993; City of Glendale, *General Plan Recreation Element*, April 1996.

3.3.3.5 Other Public Facilities

The City of Glendale General Plan Open Space and Conservation Element describes a framework to provide for harmonizing community facilities with other land uses, maximize their utilization, and enhance their level, accessibility, and quality of service. No goals, objectives, or policies were identified that are relevant to the Proposed Project.

3.3.4 City of Pasadena

3.3.4.1 Fire Protection

The Safety Element of the General Plan identifies existing police, fire, and emergency services and the service needs of the City of Pasadena in the event of a natural disaster. The goals and policies contained in this Safety Element provide Pasadena with a framework for keeping residents, businesses, and visitors safe from natural and human hazards. They also provide increased safety for emergency response personnel. **Table 14** shows goals, policies, and programs applicable to fire protection and emergency services.

Table 14 – City of Pasadena Relevant General Plan – Fire Services

Goal/Policy/Program	Description
Goal R-1	Fire Hazards: It is the City's desire to reduce threats to public and private property from wildland and urban fire hazards.
Policy R-1	The City will ensure to the extent possible that fire services, such as fire equipment, infrastructure, and response times are adequate for all sections of the City.
Policy R-2	The City will require all new development in areas with a high fire hazard to provide fire retardant landscaping and project design to reduce their fire hazard.
Goal D-1	Plan for emergency response and recovery from natural and urban disasters, especially from earthquake and terrorist threats.
Program D-1.5	Establish traffic control contingency plans for disaster routes with the use of the City's traffic control center.
Program D-1.6	The City will coordinate the identification of casualty collection points and police/fire staging areas with local public safety agencies.
Program D-1.9	The City will involve the public in the awareness of City emergency response plans, resources, risk reduction and mitigation measures.

SOURCE: City of Pasadena, *General Plan Safety Element*, August 2002.

3.3.4.2 Police Protection

The Pasadena General Plan Safety Element includes objectives, policies and goals pertaining to police services. **Table 15** shows goals and programs applicable to police services. The law enforcement regulations, as well as the powers and duties of the Pasadena Police Department, are outlined in the City of Pasadena Municipal Code. Section 2.295.020 defines what the department functions are. The department shall: preserve the peace and security of the City; enforce all laws of the United States, State of California and all ordinances of the City except when the provisions thereof make the enforcement the responsibility of another officer, department or of another state or federal agency or officer; perform disaster and mutual aid services in accordance with approved plans and agreements.

Table 15 – City of Pasadena Relevant General Plan – Police Services

Goal/Program	Description
Goal D-1	Plan for emergency response and recovery from natural and urban disasters, especially from earthquake and terrorist threats.
Program D-1.6	The City will coordinate the identification of casualty collection points and police/fire staging areas with local public safety agencies.

SOURCE: City of Pasadena, *General Plan Safety Element*, August 2002.

3.3.4.3 Schools

Pasadena Unified School District 2016-2020 Strategic Plan provides a road map for both district and school level improvement. It aligns Core Beliefs, Mission, Values, Strategic Directions, and Theory of Action around the District’s Graduate Profile. This aligned framework is designed to inform policies, decisions, budget development, and the overall operation of the district to drive towards results.⁶

3.3.4.4 Parks

The Pasadena General Plan Green Space, Recreation and Parks Element includes objectives, policies and goals pertaining to police services. **Table 16** shows objectives and policies applicable to parks services.

⁶Pasadena Unified School District, *2016-20 Strategic Plan*, March 2016.

Table 16 – City of Pasadena Relevant General Plan – Parks

Objectives/Policy	Description
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.
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*, November 5, 2007.

3.3.4.5 Other Public Facilities

There are no local ordinances or community plans in the City of Pasadena pertaining to other public facilities that are applicable to the Proposed Project.

4. Existing Setting

4.1 REGIONAL AND LOCAL SETTING

The assessment of existing conditions establishes a baseline for impacts by describing the current conditions as they relate to existing public services (fire protection, police protection, schools, parks and other public facilities) 0.25 mile from the Proposed Project. For schools, parks, and other public facilities, only facilities within 0.25 mile were identified because facilities located beyond this distance would have no potential to be physically affected by construction and operations would be unlikely to influence the need for new or physically altered facilities beyond this distance. For fire and police protection service providers, those facilities were identified because response time and emergency access could be influenced by the Proposed Project.

4.1.1 Fire Protection

Fire prevention, protection, and emergency medical services are provided by the Los Angeles Fire Department, Burbank Fire Department, Glendale Fire Department, and Pasadena Fire Department. **Table 17** shows fire services near the Proposed Project and **Figures 2a** and **2b** show associated locations.

4.1.2 Police Protection

Law enforcement, police protection, and civil processes are serviced by the Los Angeles Police Department, Burbank Police Department, Glendale Police Department, and Pasadena Police Department. In addition to local police departments, the Los Angeles County Sheriff Department Transit Services Bureau provides contract police services to Metro that allow for higher visibility, enhanced response time, improved customer experience and deployment of specifically trained officers to assist the public. **Table 17** shows police and sheriff services near the Proposed Project and **Figures 2a** and **2b** show associated locations.

Table 17 – Fire and Police Services

Map ID	Jurisdiction	Address
FIRE SERVICES		
1	Los Angeles	5320 Tujunga Ave.
2	Los Angeles	4305 Vineland Ave.
3	Burbank	311 E. Orange Grove Ave.
4	Burbank	1420 West Verdugo Ave.
5	Glendale	421 Oak St.
6	Glendale	353 N. Chevy Chase Dr.
7	Glendale	1145 N. Brand Blvd.
8	Glendale	1127 Western Ave.
9	Los Angeles	2021 Colorado Blvd.
10	Pasadena	135 S. Fair Oaks Ave.
11	Pasadena	50 Avenue 64
12	Pasadena	1360 E. Del Mar Blvd.
POLICE/SHERIFF SERVICES		
1	Los Angeles	11640 Burbank Blvd.
2	Burbank	200 N. Third St.
3	Glendale	131 N. Isabel St.
4	Los Angeles	3353 N. San Fernando Rd.
5	Glendale	2227 Galleria Way
6	Pasadena	207 Garfield Ave.
7	Los Angeles County	780 E. Altadena Dr.

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

Figure 2a – Fire and Police Services



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

Figure 2b – Fire and Police Services



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

4.1.3 Schools

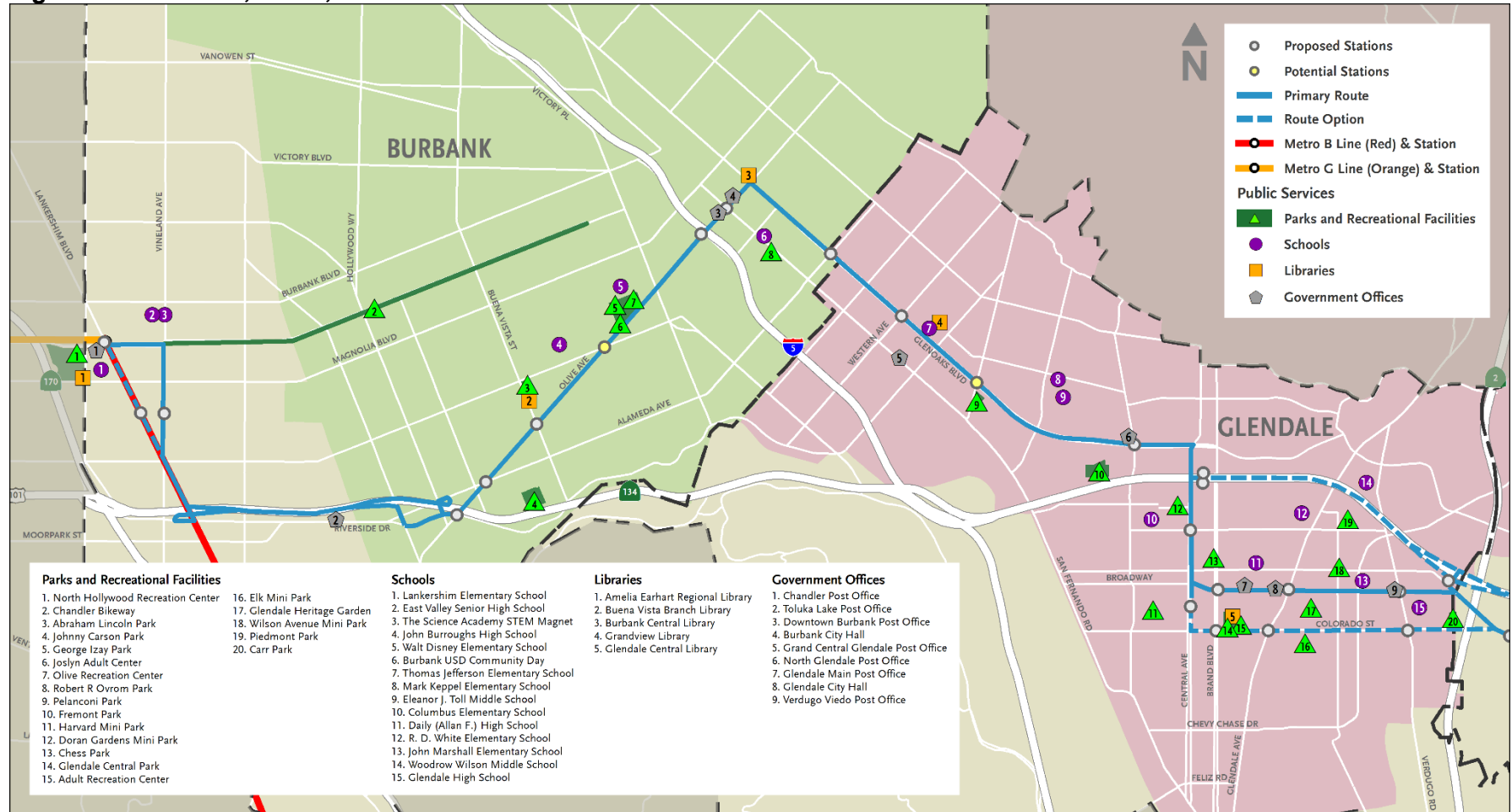
Educational services within the Project Area are provided by Los Angeles Unified School District, Burbank Unified School District, Glendale Unified School District, and Pasadena Unified School District. Analysis for this Public Services Technical report does not consider impacts on private schools. **Table 18** shows public schools near the Proposed Project and **Figures 3a** and **3b** show associated locations.

Table 18 – Public Schools

Map ID	Jurisdiction	Name	Address
1	Los Angeles	Lankershim Elementary School	5250 Bakman Ave.
2	Los Angeles	E. Valley High School	5525 Vineland Ave.
3	Los Angeles	The Science Academy STEM Magnet	5525 Vineland Ave.
4	Burbank	John Burroughs High School	1920 Clark Ave.
5	Burbank	Walt Disney Elementary School	1220 W. Orange Grove Ave.
6	Burbank	Community Day School	223 E. Santa Anita Ave.
7	Glendale	Thomas Jefferson Elementary School	1540 5 th Street
8	Glendale	Mark Keppel Elementary School	730 Glenwood Rd.
9	Glendale	Eleanor J. Toll Middle School	700 Glenwood Rd.
10	Glendale	Columbus Elementary School	425 W. Milford St.
11	Glendale	Allan F. Daily Continuation High School	220 N. Kenwood St.
12	Glendale	Richard D. White Elementary School	744 E. Doran St.
13	Glendale	John Marshall Elementary School	1201 E. Broadway
14	Glendale	Woodrow Wilson Middle School	1221 Monterey Rd.
15	Glendale	Glendale High School	1440 E. Broadway
16	Los Angeles	Eagle Rock Elementary School	2057 Fair Park Ave.
17	Los Angeles	Dahlia Heights Elementary School	5063 Floristan Ave.
18	Pasadena	Roosevelt Elementary School	315 N. Pasadena Ave.
19	Pasadena	Pasadena City College	1570 E. Colorado Blvd.

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

Figure 3a – Schools, Parks, and Other Public Facilities



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

Figure 3b – Schools, Parks, and Other Public Facilities



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

4.1.2 Parks

Park services within the Project Area are provided by the Los Angeles Department of Recreation and Parks, Burbank Parks and Recreation Department, Glendale Community Services and Parks Department, and the Human Services and Recreation Department. **Table 19** shows parks near the Proposed Project and **Figures 2a** and **2b** show associated locations.

Table 19 – Parks

Map ID	Jurisdiction	Name	Uses
1	Los Angeles	N. Hollywood Park and Recreation Center	Open space, playground, sports programs, after school care, recreation classes
2	Los Angeles / Burbank	Chandler Bikeway	Recreational bike path
3	Burbank	Abraham Lincoln Park	Playground, picnic tables
4	Burbank	Johnny Carson Park	Playground, picnic tables, fitness equipment
5	Burbank	George Izay Park	Playground, tennis courts, picnic tables
6	Burbank	Joslyn Adult Center	Recreation, education, fitness, and cultural arts
7	Burbank	Olive Recreation Center	Community rooms, gymnasium, lobby games, recreation classes
8	Burbank	Robert R Ovrom Park	Playground, tables, basketball court
9	Glendale	Pelanconi Park	Playground, ballfield, basketball court, picnic tables
10	Glendale	Fremont Park	Open space, basketball and tennis courts, picnic tables
11	Glendale	Harvard Mini Park	Playground
12	Glendale	Doran Gardens Mini Park	Open space, playground, picnic tables
13	Glendale	Chess Park	Pedestrian paseo
14	Glendale	Glendale Central Park	Front yard to the Central Library, the Adult Recreation Center
15	Glendale	Adult Recreation Center	Recreational activities, park space
16	Glendale	Elk Mini Park	Open space, playground
17	Glendale	Glendale Heritage Garden	Open space, playground, gardens
18	Glendale	Wilson Avenue Mini Park	Playground, picnic tables
19	Glendale	Piedmont Park	Open space
20	Glendale	Carr Park	Open space, playground, basketball courts, picnic tables
21	Los Angeles	Eagle Rock Recreation Center	Playground, sports facilities, BBQ grills
22	Los Angeles	Eagle Rock Dog Park	Dog park
23	Los Angeles	Richard Alatorre Park	Open space, picnic tables
24	Pasadena	San Rafael Park	Open space, playground, picnic tables
25	Pasadena	Lower Arroyo Park	Recreational activities including trails, picnic benches, archery, horseback riding
26	Pasadena	Defenders Park	Open space

Map ID	Jurisdiction	Name	Uses
27	Pasadena	Brookside Park	Open space, playground, athletic fields, picnic tables, BBQ grills
28	Pasadena	Central Park	Playground, picnic tables, rose garden, lawn bowling
29	Pasadena	Memorial Park	Open space, playground
30	Pasadena	Grant Park	Playground, tennis and basketball courts, softball field, picnic tables, BBQ grills, horseshoe pits

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

4.1.3 Other Public Facilities

Other public facilities include libraries and government offices. **Table 20** shows other public facilities near the Proposed Project and **Figures 2a** and **2b** show associated locations.

Table 20 – Libraries and Government Offices

Map ID	Jurisdiction	Facility
LIBRARIES		
1	Los Angeles	Amelia Earhart Regional Library
2	Burbank	Buena Vista Branch Library
3	Burbank	Burbank Central Library
4	Glendale	Grandview Library
5	Glendale	Glendale Central Library
6	Los Angeles	Eagle Rock Brank Library
7	Pasadena	Pasadena Central Library
8	Pasadena	Hill Branch Library
GOVERNMENT OFFICES		
1	Los Angeles	Chandler Post Office
2	Los Angeles	Toluca Lake Post Office
3	Burbank	Downtown Burbank Post Office
4	Burbank	Burbank City Hall
5	Glendale	Grand Central Glendale Post Office
6	Glendale	N. Glendale Post Office
7	Glendale	Glendale Main Post Office
8	Glendale	Glendale City Hall
9	Glendale	Verdudgo Viejo Post Office
10	Los Angeles	Eagle Rock Post Office
11	Pasadena	Pasadena Window Unit Post Office
12	Pasadena	Plaza Pasadena Post Office
13	Pasadena	Pasadena City Hall
14	Pasadena	Catalina Post Office

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

5. Significance Thresholds and Methodology

5.1 SIGNIFICANCE THRESHOLDS

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

- a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
 - o Fire protection
 - o Police protection
 - o Schools
 - o Parks
 - o Other public facilities

5.2 METHODOLOGY

Existing public facilities including fire stations, police stations, public schools and colleges, parks, and libraries were identified. Schools, parks, and other public facilities within 0.25-mile of the Proposed Project were identified. The Proposed Project is unlikely to influence the need for new or physically altered facilities beyond this distance. For fire and police stations, facilities were identified because response times and emergency access could be influenced by the Project. Once identified, maps were created to illustrate existing public facilities and brief descriptions are provided of the location and service provider entity (e.g., school district). An assessment of the impacts on each type of public facility and service was conducted based on the potential to result in physical impacts to identified facilities and the potential for changes in population characteristics that may result in increased demand or other needs for new or physically altered facilities.

6. Impact Analysis

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 public services 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) For fire protection, would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Construction

No Impact. Construction would not result in increased demand for fire protection services due to changes to the existing population in the region. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth. A substantial employment base and residential population currently exist in the Cities of Los Angeles, Burbank, Glendale and Pasadena and within commuting distance of the corridor. Accordingly, employment opportunities to support construction of the Proposed Project would not be expected to result in a substantial migration of additional residents or otherwise induce substantial population growth in communities and neighborhoods such that new fire protection facilities would be required to serve the area.

The Proposed Project would require temporary sidewalk, lane, and road closures, to construct stations, restripe roadways, and reconfigure existing curbs. Emergency vehicle access may be impeded during construction. Lane and/or road closures would be scheduled to minimize disruptions, and Metro standard practices require a Traffic Management Plan to be approved in coordination with local fire departments prior to construction. The nearest local fire responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

No Impact. The Proposed Project would not include the development of new housing or businesses that would directly induce population growth. While the Proposed Project would generate additional employment opportunities for bus drivers and maintenance personnel, the number of jobs would be relatively few, and a substantial employment base and residential population currently exist within the region to meet the future employment needs.

The Proposed Project would be constructed and would operate within the existing transportation right-of-way (ROW) and would not impact fire protection services nor have long-term effects. The Proposed Project would not require the physical acquisition, displacement, or relocation of fire protection facilities; therefore, there would be no need to replace or physically alter existing fire protection facilities. Conversion of existing mixed-flow lanes to dedicated BRT lanes could result in additional roadway congestion due to the decreased roadway capacity for mixed-flow traffic. This increased roadway congestion could reduce access for emergency vehicle response. However, with enhanced transit services, the Curb-Running BRT Alternative may result in higher transit ridership, which would reduce traffic congestion over the long-term operation of the project and facilitate faster response times for police and fire protection services. In addition, emergency vehicles would be allowed to utilize the dedicated bus lanes to respond to emergencies. Additionally, Project facilities would be designed in accordance with Metro Design Criteria including Fire/Life Safety Design Criteria. Accordingly, the Proposed Project is likely to improve emergency vehicle access. 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) For police protection, would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Construction

No Impact. Construction would not result in increased demand for police services due to changes to the existing population in the region. Construction jobs are temporary in nature and the employment opportunities resulting from construction are not anticipated to result in population growth. A substantial employment base and residential population currently exist in the Cities of Los Angeles, Burbank, Glendale and Pasadena within commuting distance of the corridor. Accordingly, employment opportunities to support construction would not be expected to result in a substantial migration of additional residents to the region or otherwise induce substantial population growth in communities and neighborhoods such that new police protection facilities would be required to maintain acceptable service ratios and response times.

The Proposed Project would require temporary sidewalk, lane, and road closures, to construct stations, restripe roadways, and reconfigure existing curbs. Emergency vehicle access may be impeded during construction. Lane and/or road closures would be scheduled to minimize disruptions, and Metro standard practices require a Traffic Management Plan to be approved in coordination with local police departments prior to construction. The nearest local police responders would be notified, as appropriate, of traffic control plans during construction to coordinate emergency response routing. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

No Impact. The Proposed Project would not include the development of new housing or businesses that would directly induce population growth. While the Proposed Project would generate additional employment opportunities for bus drivers and bus maintenance personnel, the number of jobs would be relatively few and a substantial employment base and residential population currently exist within the region to meet the future employment needs.

The Proposed Project would be constructed and would operate within the existing transportation ROW and would not impact police protection services nor have long-term effects. The Proposed Project would not require the physical acquisition, displacement, or relocation of police protection facilities; therefore, there would be no need to replace or physically alter existing police protection facilities. Conversion of existing mixed-flow lanes to dedicated BRT lanes could result in additional roadway congestion due to the decreased roadway capacity for mixed-flow traffic. This increased roadway congestion could reduce access for emergency vehicle response. However, with enhanced transit services, the Proposed Project may result in higher transit ridership, which would reduce traffic congestion over the long-term operation of the project and facilitate faster response times for police and fire protection services. In addition, fire and police vehicles would be allowed to utilize the dedicated bus lanes to respond to emergencies. Metro's transit policing strategy includes Transit Services Bureau officers and contracted police services dedicated to serving the Metro system, which includes the provision of the system expansion. In addition, all Metro facilities (e.g., bus stops and stations) would be designed in accordance with Metro Design Criteria including Fire/Life Safety Design Criteria. Accordingly, the Proposed Project is likely to improve emergency vehicle access. 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 c) For schools, would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Construction

No Impact. Construction would not result in substantial changes to the existing population in the region as construction jobs are temporary and there is a substantial employment base and residential population in the region to fill any construction-related jobs resulting from the Proposed Project. Portions of the Pasadena City College parking lot may be inaccessible while the terminal station is under construction. If needed, temporary parking spaces would be made available to ensure adequate parking for City College staff and students; no physical alterations or construction of replacement parking facilities would be needed to address the temporary loss of parking based on existing supply. In addition, it is common for Metro to schedule construction activities to minimize school disruption such as conducting the heaviest period of construction during summer months when the fewer students are present. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

No Impact. The Proposed Project would be constructed and would operate within the existing transportation ROW and would not impact school services nor have long-term effects. The Proposed Project would not require the physical acquisition, displacement, or relocation of school facilities; therefore, there would be no need to replace or physically alter existing school facilities. The Project does not include residential or commercial uses that would result in an increase in demand for need for new school facilities. Metro and Pasadena City College are discussing a bus terminal on campus along electric charging infrastructure. The improvements would be coordinated with Pasadena City College to avoid unplanned educational displacement. If the bus terminal on Pasadena City College's campus is constructed as part of the Proposed Project, it is not anticipated that Project facilities would displace or relocate classroom facilities. While the Project would not lead to increased demand for primary school facilities, the new transit service would improve access to Pasadena City College. The anticipated increase in demand for City College facilities is not anticipated to be substantial as the Proposed Project is unlikely to result in a substantial number of new students to the college, but rather an alternative transportation mode for commuting students. 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 d) For parks, would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Construction

No Impact. The Proposed Project would not require the physical acquisition, displacement, or relocation of parks or other recreational facilities. Construction activities would likely require temporary sidewalk and lane closures, which could inhibit access to park facilities. Metro standard practices include timing closures to minimize disruptions and developing a Traffic Management Plan for construction activities. Access to park facilities would be maintained during construction and there would be no need for new, expanded, or temporary park facilities to meet existing demand for parkland. Additionally, construction would not increase use of the parks and recreational facilities or otherwise generate increased demand for such 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 existing demand for park facilities. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

No Impact. The Proposed Project would be constructed and would operate within the existing transportation ROW and would not impact parks nor have long-term effects. The Proposed Project would not require the physical acquisition, displacement, or relocation of park facilities; therefore, there would be no need to replace or physically alter existing park facilities. The Project does not include residential or commercial uses that would result in a need for new parks and recreational facilities. Indirectly, the 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 the Project would not induce a substantial number of new visitors such that new or physically altered park facilities would be required to meet demand. 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 e) For other public facilities, would the Proposed Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Construction

No Impact. Construction would not result in substantial changes to the existing population in the region as construction jobs are temporary and there is a substantial employment base and residential population in the region to fill any construction-related jobs resulting from the Proposed Project. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

No Impact. The Proposed Project would be constructed and would operate within the existing transportation ROW and would not impact libraries or other public facilities nor have long-term effects. The Proposed Project would not require the physical acquisition, displacement, or relocation of libraries or other public facilities; therefore, there would be no need to replace or physically alter existing libraries or other public facilities. The Project does not include residential or commercial uses that would result in a need for new libraries or other public facilities. Indirectly, the Project would increase access to 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 these facilities within the corridor and the Project would not induce a substantial number of new visitors such that new or physically altered libraries or other public facilities would be required to meet demand. 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

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 public facilities or services 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 **Figure 4a** through **4c** and listed in **Table 21**. 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 4a – Cumulative Impact Study Area

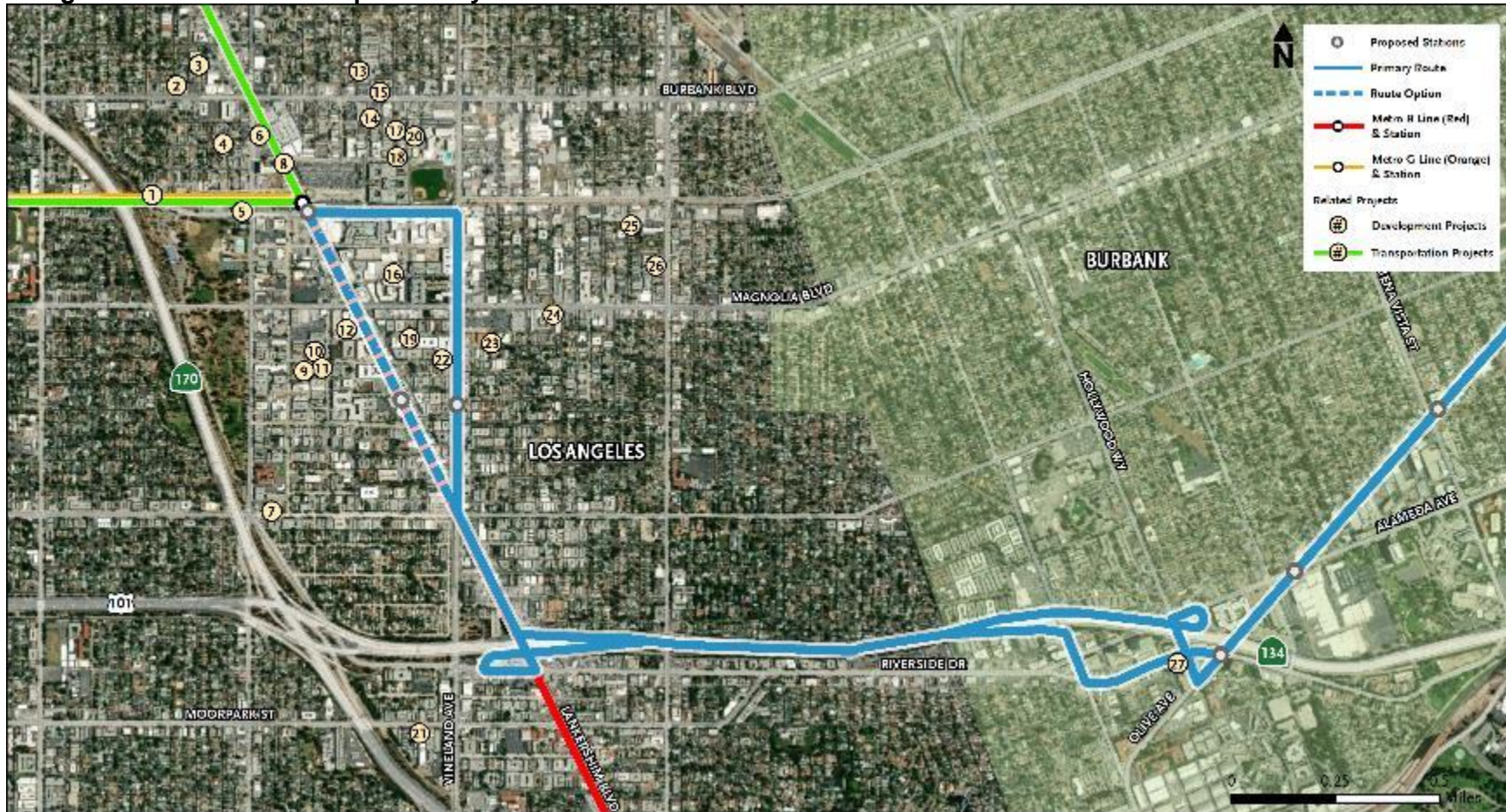


Figure 4b – Cumulative Impact Study Area

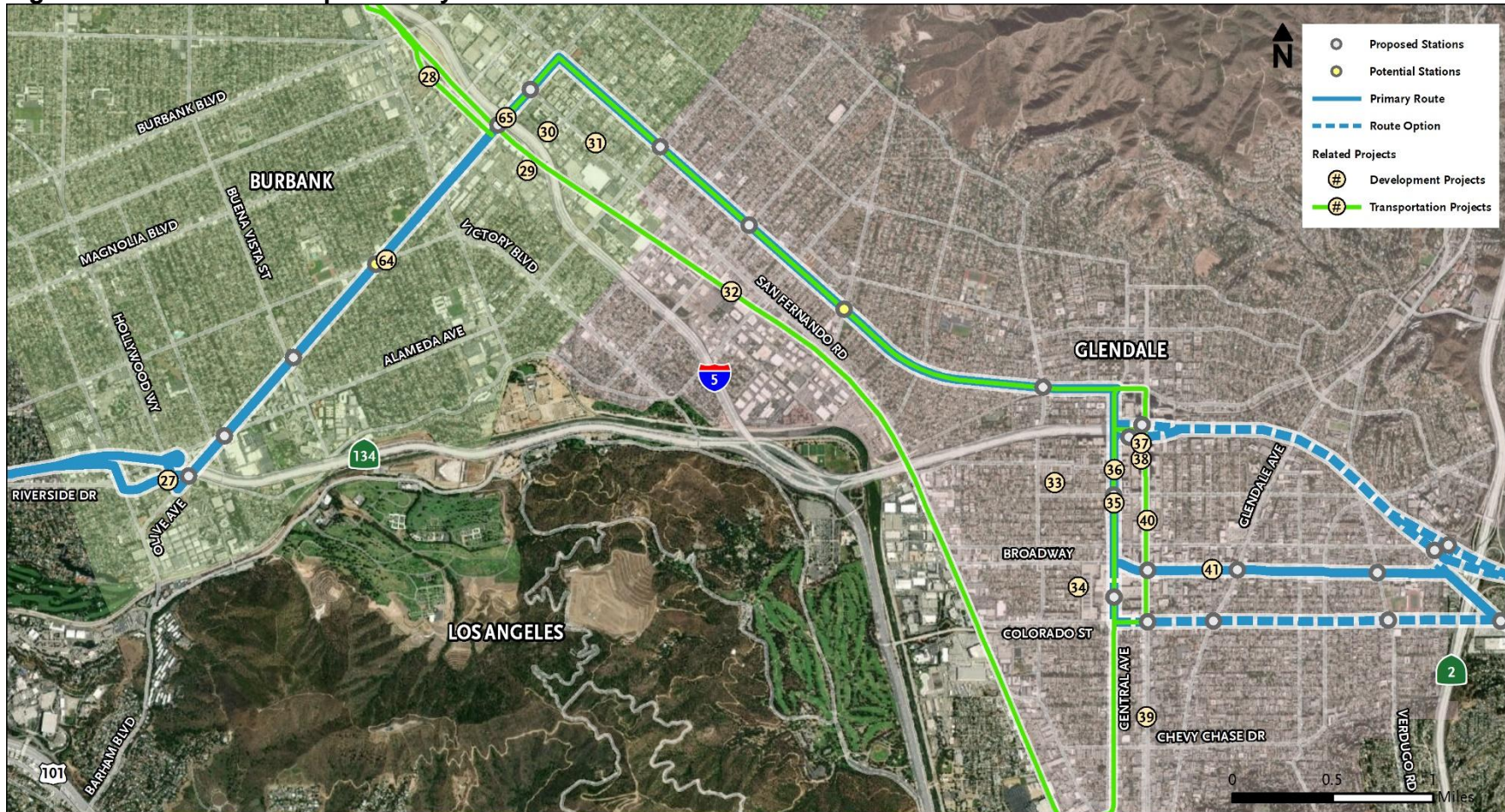


Figure 4c – Cumulative Impact Study Area

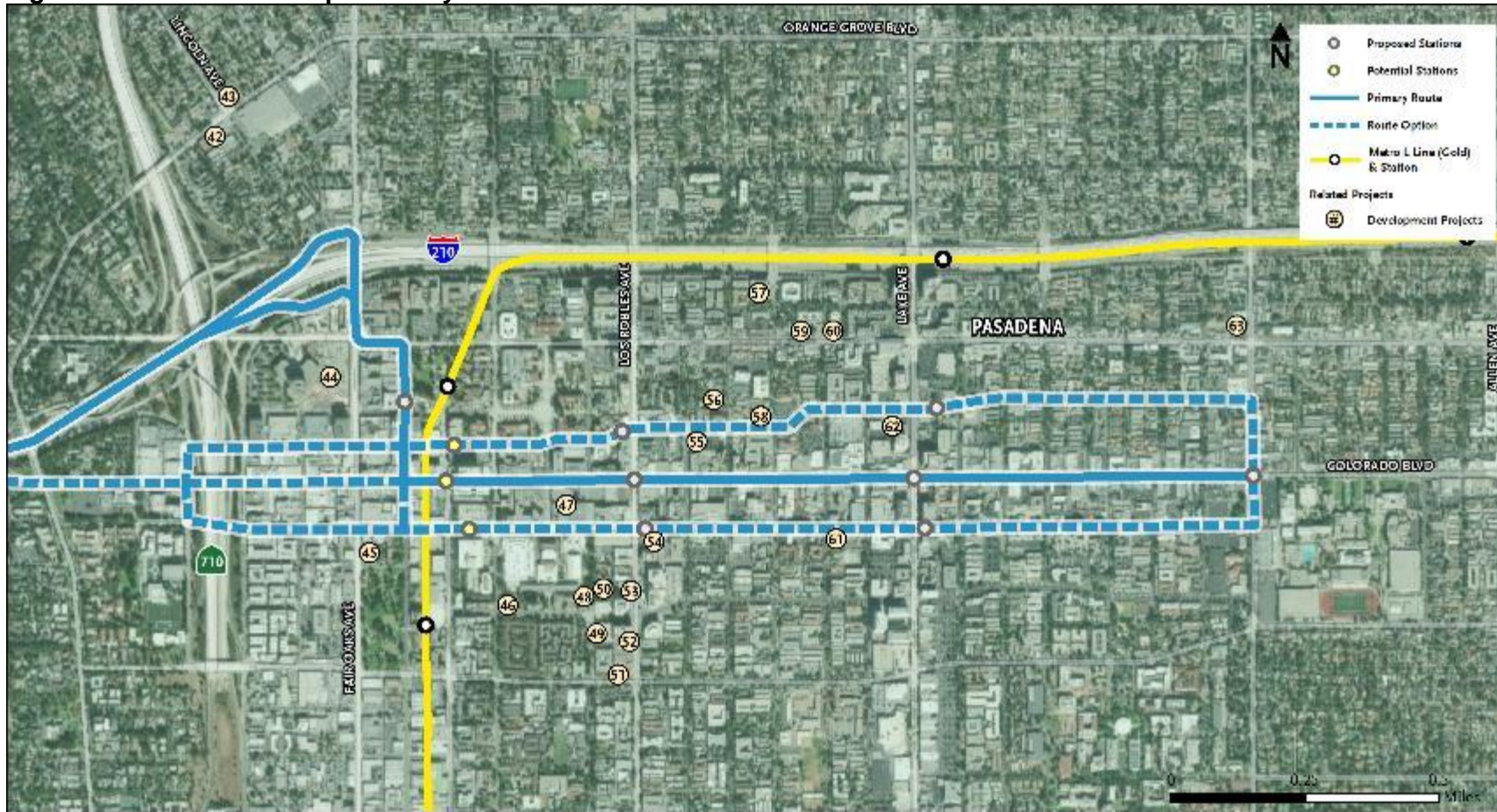


Table 21 – Related Projects

Map ID	Project Name	Location	Description	Status
REGIONAL				
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
BURBANK				
27	Mixed-Use Development	3700 Riverside Dr.	49-unit residential condominium and 2,000 sq. ft. of retail	Active Project Submission
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

Map ID	Project Name	Location	Description	Status
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
GLENDALE				
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 Transportation Center with Downtown Glendale	Planning and feasibility
41	Commercial Development	517 Broadway	Medical/office/retail building (size unknown)	Active Project Submission
LOS ANGELES				
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

Map ID	Project Name	Location	Description	Status
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 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	Active Project Submission
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

Map ID	Project Name	Location	Description	Status
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
PASADENA				
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

Map ID	Project Name	Location	Description	Status
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
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 public facilities and services. The Proposed Project would not result in impacts to public facilities or services. There is no potential for the Proposed Project to contribute to a cumulative impact.

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9. List of Preparers

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