San Fernando Valley East/West Rail Transit Project

Initial Alternatives Evaluation Report

Summary

prepared by
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in association with

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September 1987

Los Angeles County Transportation Commission
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1.0 SUMMARY

1.1 Background

In February of 1987 the Los Angeles County Transportation Commission (LACTC) authorized preparation of an Environmental Impact Report (EIR) for a rail transit project connecting the West San Fernando Valley to the Metro Rail subway in either North Hollywood or Universal City. At the same time, the Commission selected five (5) alternative routes to be studied in the EIR in addition to the "no project" alternative. These five routes are indicated in Figure 1 and are listed below:

1. Southern Pacific Coast Mainline Route
2. Southern Pacific Burbank Branch Route
3. Victory Boulevard Route
4. Ventura Freeway Route
5. Los Angeles River Route

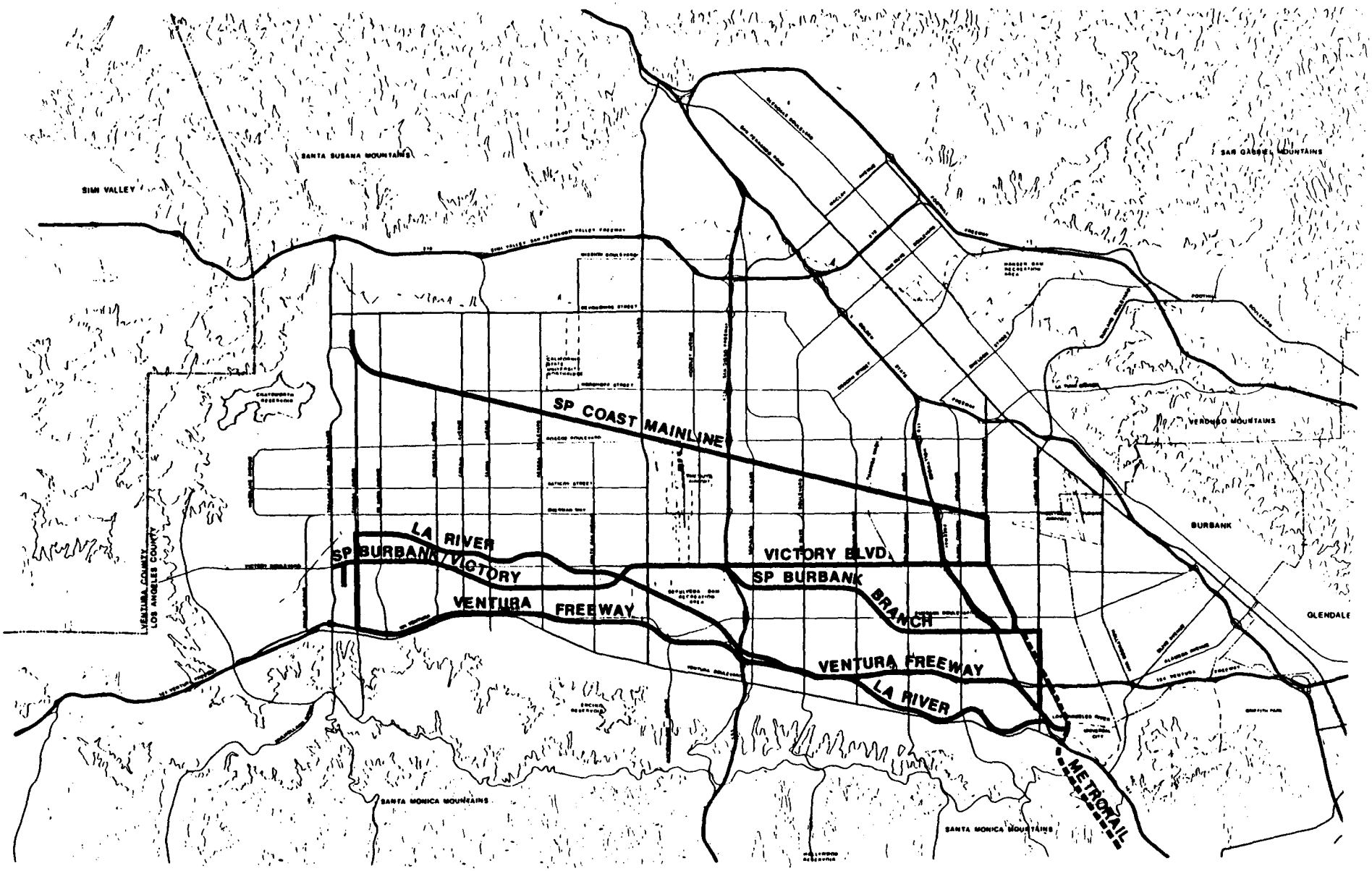
Two other routes: Sherman Way, and Ventura Boulevard, were rejected for further consideration in the EIR process by the Commission, as was an Oxnard Street variation to the SP Burbank Branch. This action by LACTC in February 1987 followed a three-year route refinement process ending in November 1986.

In addition to the five selected routes, the LACTC will conduct a feasibility assessment of a north/south connection between Chatsworth and Warner Center funded by the City of Los Angeles.

1.2 Purpose

In April 1987 a multi-disciplinary consulting team led by Gruen Associates was authorized to commence work on the Environmental Impact Report. The previous route refinement effort had resulted in the preparation of detailed conceptual plans for the SP Burbank Branch Route, thus the first task was to develop the four (4) additional route alternatives to the same level-of-detail. The primary purpose of this Initial Alternatives Evaluation Report is to present findings resulting from initial studies by the consultant team, including consideration of transit engineering, traffic engineering, station site planning, environmental and urban planning feasibility factors.

The results of this report, in conjunction with community input to be received in the second round of public meetings to be held in early October 1987, will be presented to the Commission. A Notice of Preparation (NOP) for an Environmental Impact Report will then be prepared and circulated, thus beginning the formal EIR process for the East/West San Fernando Valley Rail Transit Project.



San Fernando Valley East/West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

LACTC

Figure 1

ROUTE ALTERNATIVES

scale in miles

NORTH

1.3 Overview of Route Alternatives and Interim Findings

Southern Pacific Coast Mainline Alternative Route

This northernmost of the five route alternatives under consideration would entail construction of a dual track rail transit system within the Southern Pacific Coast Main Line existing right-of-way between Devonshire Street in Chatsworth to either the Hollywood Freeway or Lankershim Boulevard in North Hollywood. Alternative connectors to a North Hollywood Station at Chandler Boulevard and Lankershim would either be along the eastern edge of the Hollywood Freeway and then east on Chandler, or within the medians of Lankershim and Tujunga Avenues.

In addition, a Vineland Extension between the North Hollywood Station and the Universal City Metro Rail Station is under consideration as an option to a Metro Rail subway connection between Universal City and North Hollywood. This extension is via the SP right-of-way (within Chandler) to Vineland, south on Vineland to the Hollywood Freeway, and along the edge of the freeway to the Universal City Metro Rail Station.

This line would be predominantly at-grade along the SP Coast Main Line segment, with the exception of new flyovers (traffic grade-separations) which would probably be required at De Soto, Corbin/Nordhoff, Tampa, Balboa and Roscoe. Arterials already grade-separated from the railroad tracks will continue to be grade-separated with the new LACTC rail line. The Hollywood Freeway connector would be an aerial guideway to Chandler, as would the Lankershim/Tujunga connector. There would be a total of 13 or 14 stations on this route, depending on which connector option is selected, with total parking tentatively set at from 5,450-5,700 spaces. Two maintenance yard sites are currently under consideration for this route; the preferred site is located between Lassen and Devonshire and an alternative site is located east of Winnetka.

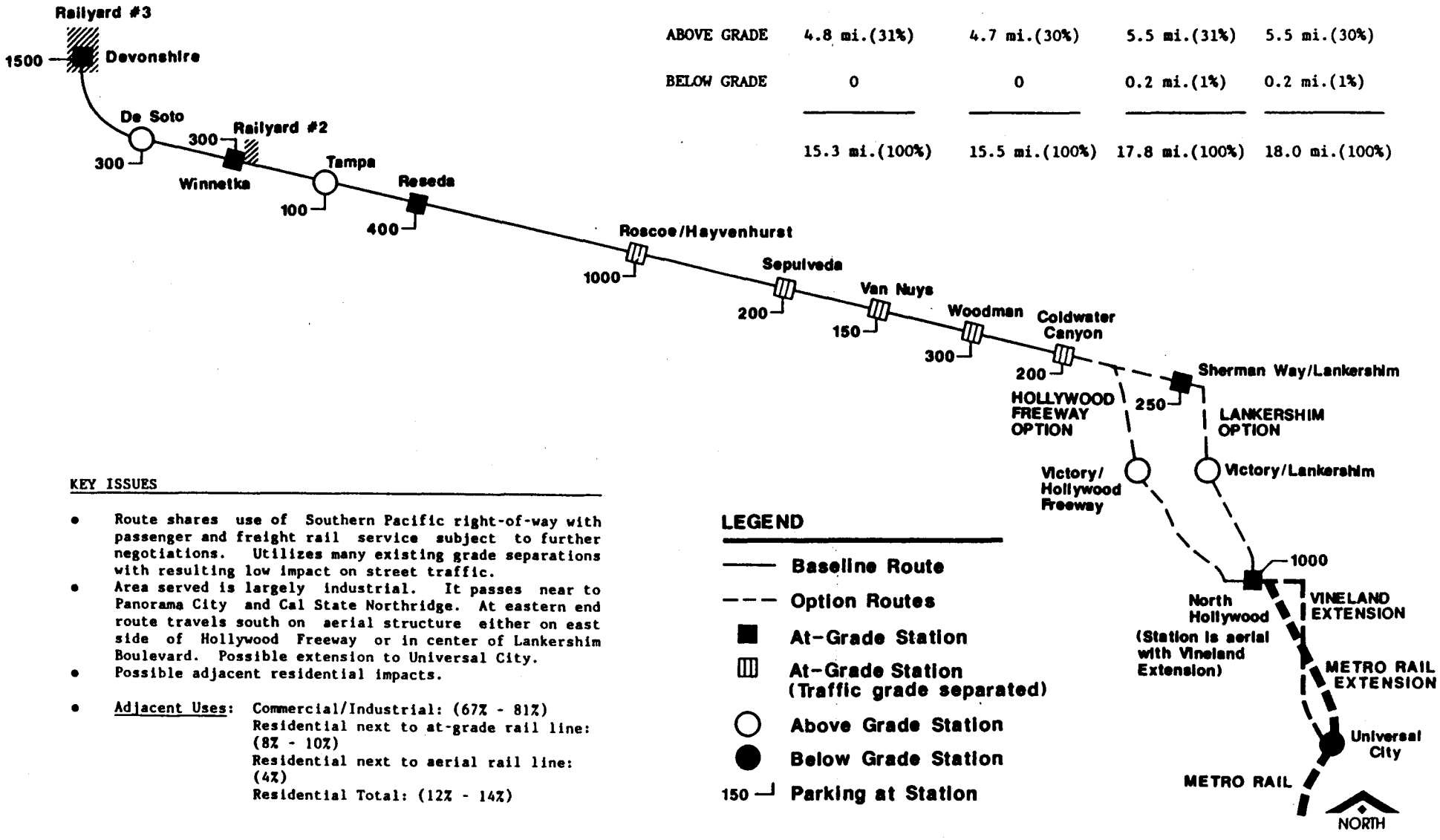
Figure 2 presents a schematic overview of the elements of this route alternative, as well as tabulations of route length by guideway vertical configuration (at-grade, aerial, below-grade). This route would be adjacent to residential areas for 12-14 percent of its length, and would be adjacent industrial/commercial areas for 67-81 percent of its length depending on the connector option.

Key issues raised during the preliminary engineering of this alignment that will be further addressed during the Environmental Review Process include the shared use of the Southern Pacific right-of-way by two different rail systems. The SP Coast Mainline is currently used for both high speed Amtrak passenger rail service and for freight rail service. Crossings of spur tracks and mainline tracks raise operational and safety issues. The ideal alignment would be on the south side of the mainline tracks; however, available maintenance yard and station sites require an alignment on the north. A possible alignment has been worked out that would locate the rail system on the north of the mainline tracks west of Balboa Boulevard with a grade-separated crossing over Balboa to the south side of the mainline track. This placement is subject to further negotiations with Southern Pacific.

Additionally, in the eastern portion of this route, optional alignments for this route will have traffic impacts on Lankershim Boulevard if that alignment is selected or parkland impacts should the Hollywood Freeway alternative be selected.

ROUTE DESCRIPTION Preliminary

	N.H. Via Hywd. Fwy.	N.H. Via Lankershim	U.C. Via Hywd. Fwy.	U.C. Via Lankershim
AT GRADE	10.5 mi(69%)	10.8 mi.(70%)	12.1 mi.(68%)	12.3 mi.(69%)
ABOVE GRADE	4.8 mi.(31%)	4.7 mi.(30%)	5.5 mi.(31%)	5.5 mi.(30%)
BELOW GRADE	0	0	0.2 mi.(1%)	0.2 mi.(1%)
	15.3 mi.(100%)	15.5 mi.(100%)	17.8 mi.(100%)	18.0 mi.(100%)



KEY ISSUES

- Route shares use of Southern Pacific right-of-way with passenger and freight rail service subject to further negotiations. Utilizes many existing grade separations with resulting low impact on street traffic.
- Area served is largely industrial. It passes near to Panorama City and Cal State Northridge. At eastern end route travels south on aerial structure either on east side of Hollywood Freeway or in center of Lankershim Boulevard. Possible extension to Universal City.
- Possible adjacent residential impacts.
- Adjacent Uses: Commercial/Industrial: (67% - 81%)
  Residential next to at-grade rail line: (8% - 10%)
  Residential next to aerial rail line: (4%)
  Residential Total: (12% - 14%)

San Fernando Valley East/West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

PRELIMINARY

Figure 2

SUMMARY OF ROUTE CHARACTERISTICS

SP Coast Mainline Alternative

Southern Pacific Burbank Branch Alternative Route

The SP Burbank Branch Route follows the existing railroad right-of-way almost exclusively between Warner Center and the North Hollywood Station, except for a short length along Victory Boulevard west of De Soto Avenue. As described previously, the Vineland Extension would also be considered as an optional North Hollywood to Universal City connection.

This line would be predominantly at-grade along the SP Burbank Branch. Traffic analysis has indicated, however, that grade-separations will probably be required at De Soto, Winnetka, Victory, Reseda, Balboa, Sepulveda, Van Nuys, and Woodman/Oxnard. All would be flyovers with the exception of Woodman/Oxnard, which could possibly be an underpass depending upon a more detailed investigation of underground utility constraints. Within Warner Center an aerial guideway would be employed, thus avoiding north-south traffic conflicts at Canoga and Owensmouth.

There would be a total of 15 stations for this alternative, of which eight would have park-and-ride facilities accommodating an initially assumed total of 4,845 vehicles. Within the Warner Center area two options exist for the end-of-line stations, one at either Oxnard/Owensmouth or at Topanga Canyon/Victory. The proposed maintenance yard to serve this route, and all others under consideration except the SP Coast Main Line, is located just east of Canoga Avenue between Vanowen and Sherman Way.

Figure 3 presents a schematic overview of this route alternative, as well as tabulations of route length by guideway configuration. This route would be adjacent to residential uses for between 42 and 45 percent of its total length, while adjacent to industrial and commercial uses for between 32 and 34 percent.

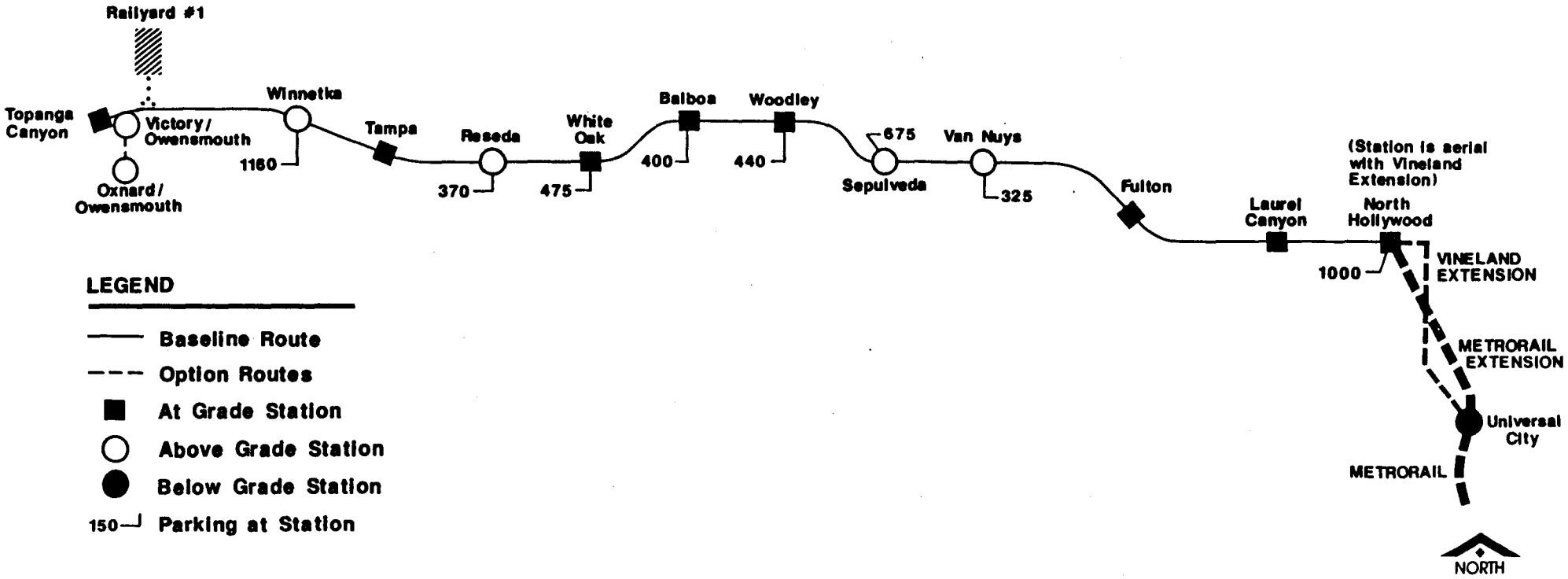
Key issues to be addressed along this route during the Environmental Review Process will include engineering and design improvements that can be made to the alignment to avoid or minimize environmental impacts. As already mentioned, the possibility of an underpass at Woodman/Oxnard is being investigated. Additionally, the route could be depressed with landscaped berms provided along the edges of the right-of-way along Chandler Boulevard, the "diagonal section", between Coldwater and Woodman, and Topham Street/Victory. This will reduce noise levels and obstruct the line-of-sight of passengers looking out of the train toward adjacent residences.

ROUTE DESCRIPTION Preliminary

	North Hollywood	Universal City
AT GRADE	10.7 mi. (77%)	12.3 mi. (76%)
ABOVE GRADE	3.2 mi. (23%)	3.9 mi. (24%)
BELOW GRADE	0	0.2 mi. (1%)
	13.9 mi. (100%)	16.4 mi. (100%)

KEY ISSUES

- Assumes acquisition of Southern Pacific right-of-way with abandonment of freight rail service on that line.
- Previous studies of this route have been modified to provide traffic grade separations at several locations to ease traffic impacts.
- Adjacent residential impacts.
- Buffering of adjacent residential impacts may be possible via partially depressed sections, underpasses and landscaped berms at edge of right-of-way.
- Serves Warner Center, LA Pierce College, Sepulveda Basin Recreation Center, Van Nuys, LA Valley College and North Hollywood. Possible extension to Universal City.
- Adjacent Uses: Residential next to at-grade rail line: (33% - 38%)
  Residential next to aerial rail line: (7% - 9%)
  Residential Total: (42% - 45%)
  Commercial/Industrial: (32% - 34%)



San Fernando Valley East/West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

PRELIMINARY

Figure 3

SUMMARY OF ROUTE CHARACTERISTICS

SP Burbank Branch Alternative

Victory Boulevard Alternative Route

The Victory Boulevard Route would be identical to the SP Burbank Branch Route west of the San Diego Freeway. East of the freeway, the alignment would follow Victory Boulevard to either the Hollywood Freeway or Lankershim Boulevard where it would proceed south to the North Hollywood Station.

The portion of this route along Victory Boulevard would be on aerial guideway in the median of the street, as would the Lankershim Boulevard connection to North Hollywood. The optional Hollywood Freeway connector would be an aerial guideway along the eastern edge of the freeway.

Figure 4 presents a schematic overview of this route alternative, including the western segment which is identical to the SP Burbank Branch Route previously described. Overall, the route would have 15 stations with an assumed total of 3,845 park-and-ride spaces. Predominant adjacent land uses along its length include 42-48 percent residential, 28-34 percent commercial/industrial.

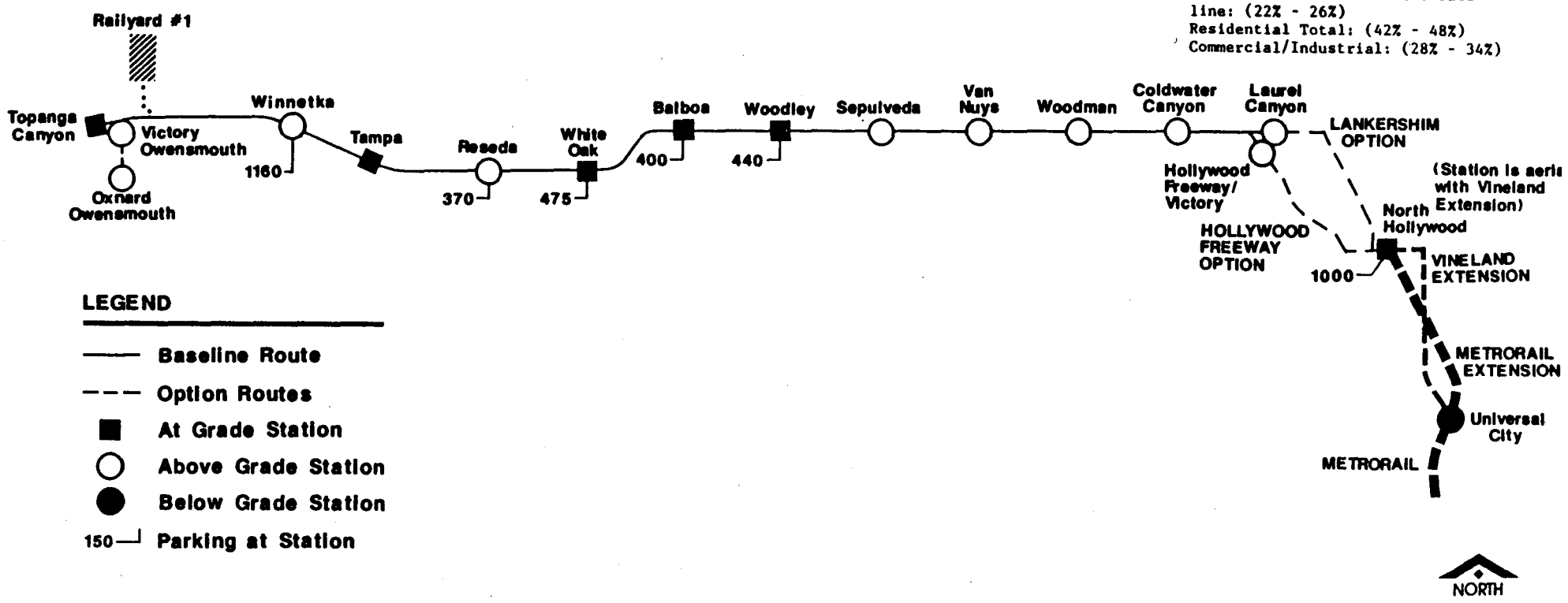
Key issues that have been identified along Victory Boulevard that will be further addressed in the Environmental Review Process include issues raised by the placement of the aerial guideway in the median of Victory Boulevard. The center of the street location was preferable to a side of street location because it placed the guideway further away from adjacent properties. The location in the middle of the street will however result in traffic impacts to Victory Boulevard including the loss of one travel lane from that street and the prohibition of mid-block left turns. Loss of traffic capacity on Victory Boulevard would result in greater traffic on adjacent streets. Additionally, in station areas where the guideway must widen to accommodate waiting platforms, pedestrian overcrossings and vertical circulation elements, some building displacement will occur as insufficient area is available along the existing sidewalks.

ROUTE DESCRIPTION Preliminary

	N.H. Via Hywd. Fwy.	N.H. Via Lankershim	U.C. Via Hywd. Fwy.	U.C. Via Lankershim
AT GRADE	6.2 mi.(44%)	5.6 mi.(39%)	7.8 mi.(47%)	7.2 mi.(43%)
ABOVE GRADE	7.9 mi.(56%)	8.7 mi.(61%)	8.6 mi.(52%)	9.4 mi.(56%)
BELOW GRADE	0	0	0.2 mi.(1%)	0.2 mi.(1%)
	14.1 mi.(100%)	14.3 mi.(100%)	16.6 mi.(100%)	16.8 mi.(100%)

KEY ISSUES

- Identical to SP Burbank Branch Route west of San Diego Freeway.
- Travels aerial in median of Victory Boulevard to either Hollywood Freeway or Lankershim Boulevard where aerial guideway travels south on east edge of freeway or in median of Lankershim to North Hollywood Station. Possible extension to Universal City.
- Impacts to Victory Boulevard include the loss of one traffic lane and the required prohibition of mid-block left turns. Some building displacement will be required at major intersections to accommodate aerial stations.
- Adjacent residential impacts.
- Serves Warner Center, LA Pierce College, Sepulveda Basin Recreation Center, Van Nuys, and North Hollywood.
- Adjacent Uses: Residential next to at-grade rail line: (20% - 22%)
  Residential next to aerial rail line: (22% - 26%)
  Residential Total: (42% - 48%)
  Commercial/Industrial: (28% - 34%)



San Fernando Valley East/West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

PRELIMINARY

Figure 4

SUMMARY OF ROUTE CHARACTERISTICS

Victory Boulevard Alternative

Ventura Freeway Alternative Route

The Ventura Freeway Route Alternative follows the freeway except for the eastern and western sections of the route. The western section follows the median and side of Canoga Avenue from the freeway to Warner Center and the maintenance yard site at the end of the line. The eastern section follows the east edge of the Hollywood Freeway to the Universal City Station.

This route would be served by an all-aerial guideway configuration, with the exception of a short at-grade connection (between Victory and Vanowen) to the maintenance yard. Fourteen stations, accommodating an assumed total of 2,050 park-and-ride spaces, are anticipated for this route, exclusive of the Universal City Metro Rail Station.

Figure 5 summarizes the overall elements of this route alternative. Predominant adjacent land uses along this route include: residential (24 percent) commercial/industrial (22 percent); and freeway (45 percent), since the alignment will be along the edge of the freeways (Ventura and Hollywood).

The key issue raised in the preliminary engineering of a rail transit line along the Ventura Freeway is the extent to which the facility can be jointly used by transit while not reducing existing and committed future freeway capacity. Based on engineering work done to date, an edge-of-freeway location for the aerial guideway has been determined to be more feasible than a middle-of-freeway alternative. This would, however, require that the guideway flare outside of freeway ramps at interchange locations resulting in additional right-of-way acquisition being required in these areas. Furthermore, the placement of the guideway at the edge of the freeway will place the rail line in close proximity to residential land uses along segments of the route. Another important consideration is the effect on freeway operation during the construction phase. It is possible that one traffic lane would be lost for long segments during construction, with up to two lanes lost at major bridge construction sites.

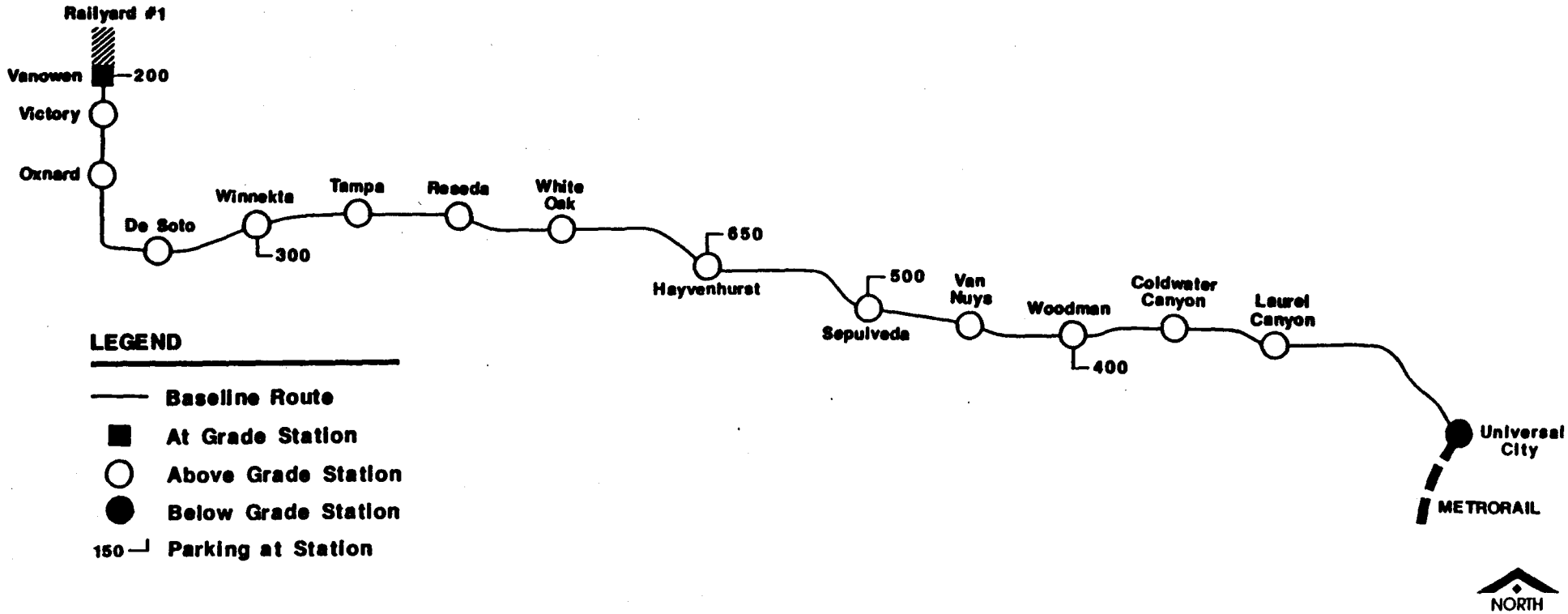
In the Environmental Review Process, both the edge of freeway and the center of freeway alternatives will be further investigated as well as more long-term possibilities that may exist for a joint LACTC/Caltrans transitway-freeway project if this route is ultimately selected for implementation.

ROUTE DESCRIPTION Preliminary

AT GRADE	0.4 mi. (2%)
ABOVE GRADE	15.7 mi. (97%)
BELOW GRADE	0.2 mi. (1%)
	16.3 mi. (100%)

KEY ISSUES

- Assumes shared use of Caltrans' Ventura Freeway right-of-way subject to further negotiations.
- Aerial segment at west end along center and edge of Canoga Avenue. Aerial and subway segment at east end along Hollywood Freeway to Universal City.
- Aerial guideway is located at edge of freeway with all street crossings grade separated. Impacts at major interchanges due to station area requirements and displacements due to need for aerial guideway to flare outside of freeway ramps.
- Adjacent residential impacts.
- Serves Warner Center, western Ventura Boulevard, Encino, Sherman Oaks, and Universal City centers.
- Adjacent Uses: Residential next to at-grade rail line: (0%)
  Residential next to aerial rail line: (20.5%)
  Residential Total: (20.5%)
  Commercial/Industrial: (22%)
  Freeway: (50.6%)



San Fernando Valley East/West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

PRELIMINARY

Figure 5

SUMMARY OF ROUTE CHARACTERISTICS

Ventura Freeway Alternative

Los Angeles River Alternative Route

The Los Angeles River Route Alternative follows the alignment of the L.A. River Flood Control Channel for most of the distance between the maintenance yard site in Canoga Park to the Universal City Metro Rail Station, except for a short length along the Hollywood Freeway between the channel and Universal City. It would traverse the Sepulveda Basin and go over the dam structure at the Southeastern corner of the basin.

This route is anticipated to be in an all aerial guideway configuration based on the results of this initial evaluation effort. A total of 13 stations are contemplated, seven of which would have park-and-ride facilities with an initially assumed total of 3,100 spaces.

Figure 6 presents a schematic overview of this route alternative. Predominant adjacent land uses include: residential (52 percent); commercial/industrial (17 percent); and parks (24 percent - primarily Sepulveda Basin Recreation Area).

Key issues raised along the LA River Channel that will be further investigated in the Environmental Review Process include the extent to which the LA River channel can be used for transit while maintaining the flood control requirements of that structure. Rail guideway columns will not be allowed to be placed in the channel itself as they would hinder flood water flow and reduce capacity of the channel. The rail transit line must therefore be located outside of the channel, along the edge. In this area, the transit line cannot be allowed to interfere with maintenance service access that is provided on both sides of the channel by existing service roads. This requires that an aerial guideway some 25 feet above grade be constructed in order to allow proper clearances beneath the structure for flood control equipment needed for emergencies and for regular maintenance. Because of this, homes and apartments along the river which make up 53% of the adjacent land uses will be affected. In station areas some displacement of homes would be required. Additionally, many curves in the river alignment will result in speed and other operational constraints on the rail line along this route.

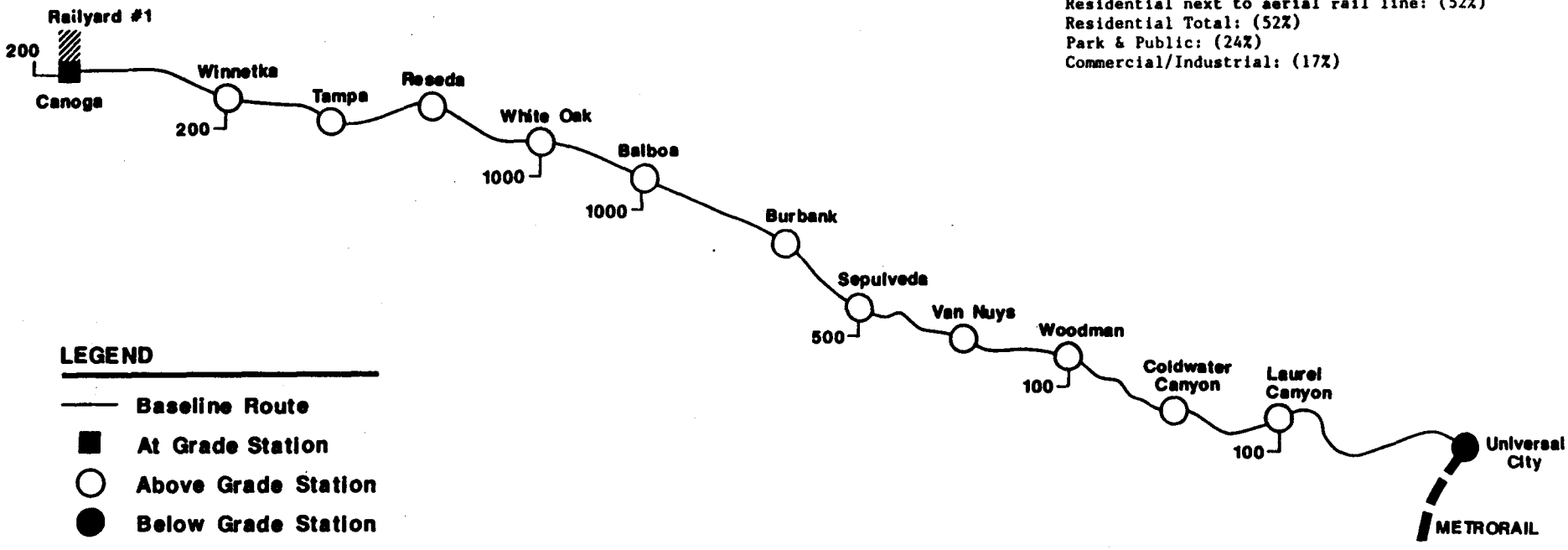
Initial traffic analysis indicates that it may be possible to cross several streets at-grade. Of 27 street crossings, potentially 13 could occur at-grade. In these 13 areas it is possible that the guideway could be lowered in height thus reducing the proximity effects on adjacent residences.

ROUTE DESCRIPTION Preliminary

AT GRADE	0.2 mi. (1%)
ABOVE GRADE	14.7 mi. (98%)
BELOW GRADE	0.2 mi. (1%)
	15.1 mi. (100%)

KEY ISSUES

- Assumes shared use of LA County Flood Channel subject to further negotiations.
- Aerial guideway for almost entire length with aerial and subway segment at east end along Hollywood Freeway to Universal City.
- Flood control constraints prohibit placement of structure within river channel. Alignment must be along edge with resulting speed and operational limits on the rail system due to narrow geometrics and many curves in the river alignment.
- Adjacent residential impacts.
- Serves centers at Sherman Oaks, eastern Ventura Boulevard and Universal City.
- Adjacent Uses: Residential next to at-grade rail line: (0%)
  Residential next to aerial rail line: (52%)
  Residential Total: (52%)
  Park & Public: (24%)
  Commercial/Industrial: (17%)



San Fernando Valley East/West Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

PRELIMINARY

Figure 6
SUMMARY OF ROUTE CHARACERISTICS
LA River Alternative

1.4 Community Concerns

This past spring a series of meetings were held in the San Fernando Valley to introduce the study and to solicit concerns of the community. Numerous concerns were noted, but a number were frequently cited. They are the following:

- Noise/Vibration
- Depreciation of Property Values
- Safety/Security/Vandalism
- Traffic/Gridlock Increase
- Parking Loss in Neighborhoods
- Construction Impacts
- Proximity Impacts (Visual, Privacy)

The study team concurs that these issues constitute the basic environmental concerns and will focus on these factors during the subsequent environmental impact assessment phase.

The following impacts, as well as others to be identified during the formal environmental process, will also be assessed:

- Air Quality
- Flood Plain
- Recreation/Parks
- Cultural Resources
- Energy

1.5 Next Steps

This Initial Alternatives Evaluation Report which provides engineering descriptions (horizontal and vertical alignment, station locations, parking provisions) in addition to some key preliminary traffic and environmental findings will be the focus of the second series of public meetings to be held in early October.

After receiving public input from these meetings, the Commission will be briefed on the latest status of the project. At that time authorization to prepare and distribute the Notice of Preparation for an Environmental Impact Report will be sought and, if granted, the CEQA (California Environmental Quality Act) process for the project would be initiated.

In the formal Environmental Impact Report the routes described in this summary will be further developed and environmental impacts determined. The report will also identify possible mitigation measures for the routes after the environmental impacts have been assessed.

GRUEN ASSOCIATES
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KI SUH PARK, FAIA, AICP
ALLEN M. RUBENSTEIN, FASCE, FITE
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MARIS PEIKA, AIA

April 15, 1988

Ms. Rebecca Barrantes
Legislative Analyst
Office of Chief Legislative Analyst
City of Los Angeles
City Hall
200 N. Spring Street, Room 255
Los Angeles, CA 90012

Dear Ms. Barrantes:

Re: San Fernando Valley East/West Rail Transit Project

As a follow-up to our recent telephone conversation, I am enclosing an inventory of available resource materials for the San Fernando Valley East/West Rail Transit Project. Review this information with the City's consultants to the Valley Citizens Advisory Committee and let me know which of the items would be helpful for your current effort.

Best regards,

GRUEN ASSOCIATES

John M. Stutsman, AICP
Vice President

cc: Ben Darche, LACTC
JMS/SFV/b/nm

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GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

April 15, 1988

INVENTORY OF AVAILABLE RESOURCE MATERIALS
SAN FERNANDO VALLEY EAST/WEST RAIL TRANSIT PROJECT

The following summarizes the available resource material which has been prepared to date in support of the San Fernando Valley East/West Rail Transit Project EIR. Except where noted, each item covers the following five routes which were studied:

1. Southern Pacific Coast Mainline Route
2. Southern Pacific Burbank Branch Route
3. Victory Boulevard Route
4. Ventura Freeway Route
5. Los Angeles River Route

A. DRAWINGS

1. 1" = 100' plans and profiles on topographic base maps (including delineation of rights-of-way).

2. 1" = 100' station site plans.

B. AERIAL PHOTOGRAPHY

1. 1" = 600' (coverage of entire study area).

2. 1" = 200' (strip coverage of each of the five routes, plus photo key map).

C. DOCUMENTS

1. San Fernando Valley East/West Rail Transit Project, **Initial Alternatives Evaluation Report**, Gruen Associates, et al, September 1987.

2. San Fernando Valley East/West Rail Transit Project, **Preliminary Traffic Evaluation Technical Memorandum, "Working Draft"**, DKS Associates, July 1987.

3. **Future Traffic Volumes and V/C Ratios Memorandum**, DKS Associates, December 18, 1987.

4. San Fernando Valley East/West Rail Transit Project, **Environmental and Planning Technical Memorandum**, Gruen Associates and Terry A. Hayes Associates, July 1987.

5. **Noise Measurements and Projections for the San Fernando Valley East/West Rail Transit Project**, Harris Miller Miller & Hanson, Inc., December 1987.

6. **Summary of Vibration Measurements Performed for the San Fernando Valley East/West Rail Transit Project**, Harris Miller Miller & Hanson, Inc., January 7, 1988

7. **Operating Plans and Schematic Track Plans**, Manual Padron & Associates, November 1987.

8. **Patronage Estimation Report**, Southern California Association of Governments, March 1988.

9. San Fernando Valley East/West Rail Transit Project, **Property Value and Economic Development Impact "Draft" Technical Memorandum**, Spillman Boatman & Associates, August 1987.

D. OTHER INFORMATION

1. Station Area Books for Five Routes and Explanatory Memo, Gruen Associates, December 1987.

2. Existing Land Use Inventory for Five Routes at 1" = 100', Gruen Associates, undated.

3. 1" = 600' Public Meeting Display Maps (on aerial photo base) Showing Five Routes.

4. 1" = 600' Planned Land Uses Display Map Showing Five Routes.

5. 1" = 100' Proximity Impact Indicator Work Sheets (see Item C.1 for explanation of methodology).

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

SAN FERNANDO VALLEY ROUTE REFINEMENT STUDY

STATION SITE PLANS

July 1986

Prepared for

Bechtel National Inc.

Manuel Padron Associates

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SAN FERNANDO VALLEY LRT LINE STATION SITE PLANS

This report is a compilation of station site plans for the San Fernando Valley LRT Line. The site plans were prepared by Manuel Padron & Associates, under contract with Bechtel National Inc., as part of the Route Refinement Study for the San Fernando Valley LRT Line, conducted for the Los Angeles County Transportation Commission.

The station site plans are ordered from west to east, as listed in the Table of Contents. A section on access facility requirements, which apply to all stations, precedes the presentation of the site plans.

GENERAL ACCESS FACILITY REQUIREMENTS

A. Park & Ride Facilities

The number of park and ride spaces required were estimated by the following formula.

P&R Spaces = AM Peak Period Trips / (2.0 * PPF * VOF * STF)

Where:

PPF = Peak period factor (est. 0.31 for the SFV Line),

VOF = Vehicle occupancy factor (est. 1.2), and

STF = Space turnover factor (est. 1.3).

Small cars would require aisles 50 feet wide (with perpendicular parking spaces on both sides of the aisle) and spaces 8.0 feet wide by 15.0 feet long. The average area per small car -- excluding entranceways, landscaping and buffers -- would be about 200 square feet. Large cars would require 63 feet wide aisles and spaces 8.5 feet wide by 18.0 feet long. The average area per large car would be about 268 square feet. An additional 10 to 20 percent would then be required for ancillary areas. It is assumed that 80 percent of the parking spaces would be designed for small cars and 20 percent for large cars.

B. Bus Facilities

Bus access ridership was estimated by LACTC for the AM peak period. However, the bus arrival and departure volumes are significant for only the Reseda, Van Nuys and Chandler/Lankershim stations. Bus loading areas would be provided within the station confines, subject to site constraints, at these and certain western end-of-line stations. Most other stations would have bus loading on streets adjacent to the station platforms.

C. Kiss-Ride Spaces

Kiss-ride access ridership was not estimated by LACTC. However, at MARTA, kiss-ride ridership varies from 2 to 9 percent of average station ridership. Kiss-ride spaces would be provided at most stations, subject to site constraints, assuming 5 percent of the projected peak period arrivals and an average turnover of 7.5 kiss-ride vehicles per hour. It would be desirable that these spaces be located within the station area adjacent to the station platform(s), if possible.

OXNARD STATION -- ALT. W2A

The Oxnard Station, in this alternative, would be a center platform, aerial station located at the northwest corner of Oxnard Blvd. and Owensmouth Avenue. The station entrance would be at the south end of the station platform, adjacent to the intersection of Oxnard Blvd. and Owensmouth Ave. The mode of access facilities would be comparable to that of the at-grade (Alt. W4A) Oxnard Station.

I. Bus Facilities

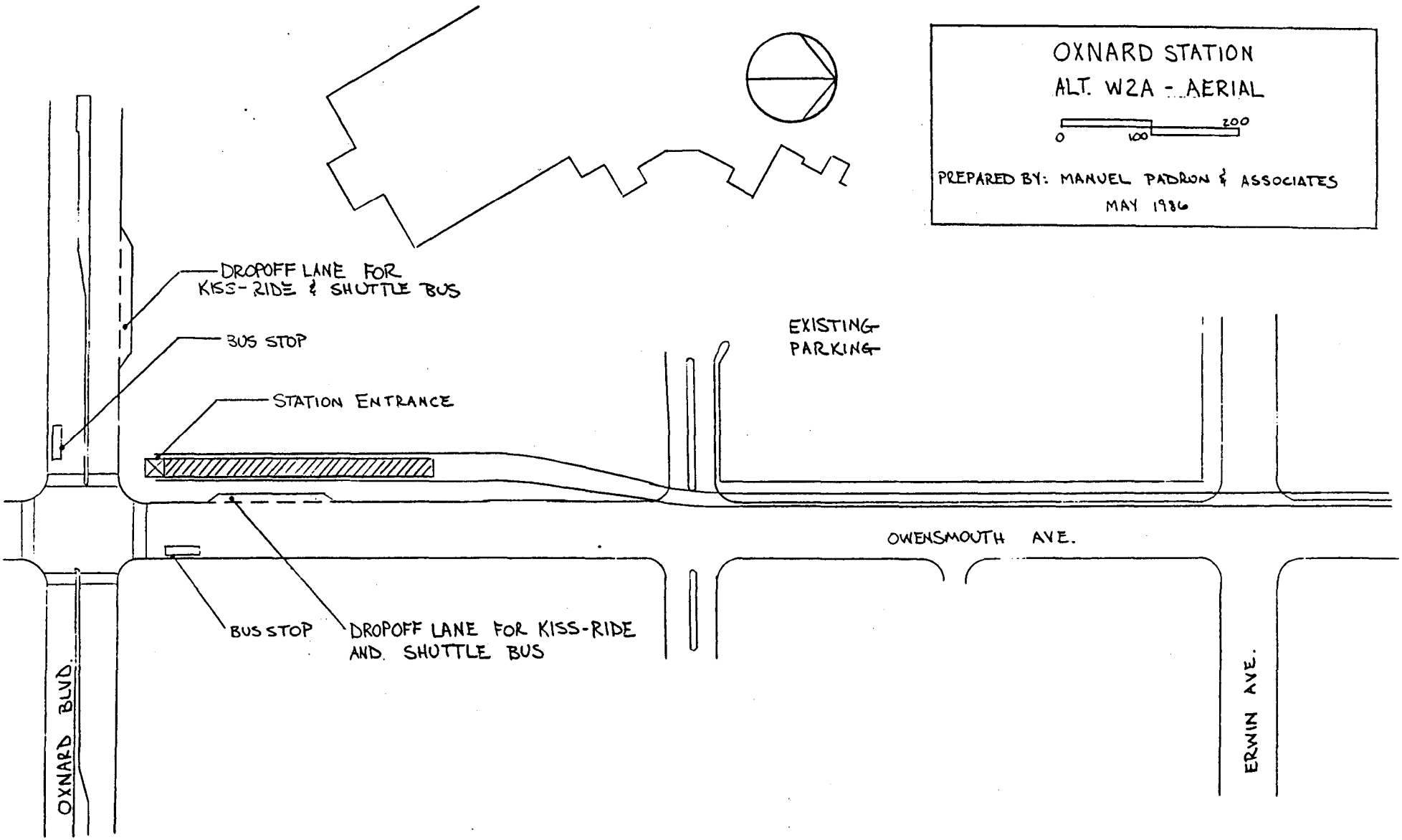
- Bus and kiss-ride loading lanes would be provided along the southbound lanes of Owensmouth Avenue, about 150 feet north of Victory Blvd., and along westbound Oxnard Blvd., about 200 feet west of Owensmouth. Each loading lane would be about 120 feet long, with a capacity for two buses or five kiss-ride vehicles. Bus stops would also be provided at the following locations: (1) northbound Owensmouth Avenue; and (2) eastbound Oxnard Blvd.

II. Kiss-Ride Facilities

- It was assumed that kiss-ride vehicles could jointly use one or both of the shuttle bus loading lanes.

III. Park & Ride Facilities

- No park & ride facilities would be provided.


OXNARD STATION
ALT. W2A - AERIAL
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
MAY 1986
DROPOFF LANE FOR KISS-RIDE & SHUTTLE BUS
BUS STOP
STATION ENTRANCE
EXISTING PARKING
OWENSMOUTH AVE.
BUS STOP
DROPOFF LANE FOR KISS-RIDE AND SHUTTLE BUS
OXNARD BLVD.
ERWIN AVE.

OXNARD STATION -- ALT. W4A

The Oxnard Station, in this alternative, would be a center platform, at-grade station located at the northwest corner of Oxnard Blvd. and Owensmouth Avenue. LACTC estimated mode of access ridership for the Owensmouth Station (node 3505) that should be comparable to that of the Oxnard Station.

I. Bus Facilities

- LACTC estimated that no bus passengers would use the Owensmouth Station. However, it should be assumed that the Warner Center shuttle bus would serve the Oxnard Station in this alternative alignment.

- Bus and kiss-ride loading lanes would be provided along the southbound lanes of Owensmouth Avenue, about 250 feet north of Victory Blvd., and along westbound Oxnard Blvd., about 100 feet west of Owensmouth. Each loading lane would be about 120 feet long, and would accommodate two buses or five kiss-ride vehicles. Bus stops would also be provided at the following locations: (1) northbound Owensmouth Avenue; and (2) eastbound Oxnard Blvd.

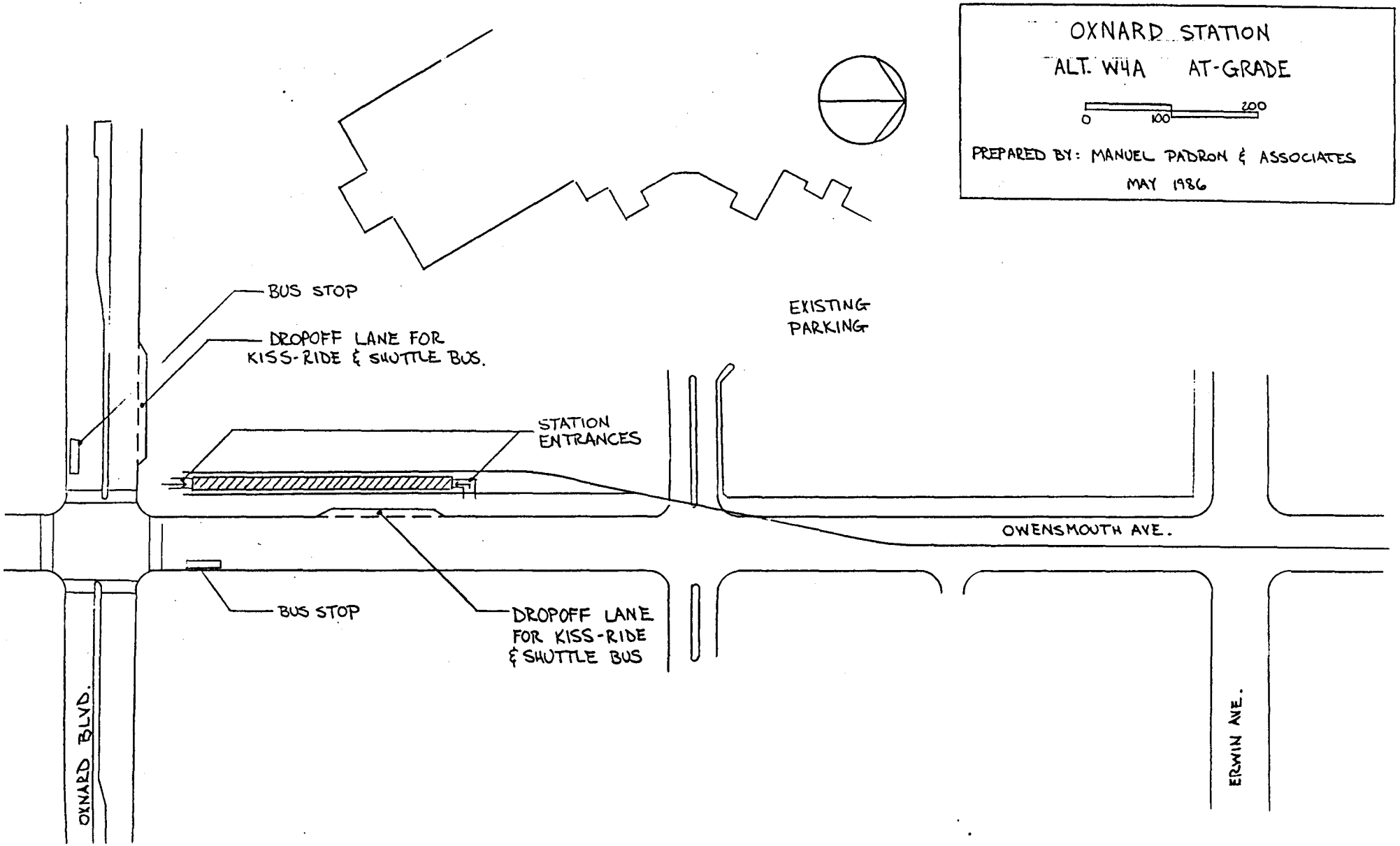
II. Kiss-Ride Facilities

- Kiss-ride demand has not been estimated but some facilities should be

provided since this is an end-of-line station. However, it is not possible to provide kiss-ride spaces within the Promenade Mall parking lot. Therefore, it was assumed that kiss-ride vehicles could jointly use one or both of the shuttle bus loading lanes.

III. Park & Ride Facilities

- Like other end-of-line stations, park & ride demand would be expected to be significant for this station. However, because of development adjacent to the station site, it will not be possible to provide any station parking. It is possible that a joint agreement for parking could be reached with the Promenade Mall and should be pursued.


OXNARD STATION
ALT. W4A AT-GRADE
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
MAY 1986
BUS STOP
DROPOFF LANE FOR KISS-RIDE & SHUTTLE BUS.
EXISTING PARKING
STATION ENTRANCES
OWENSMOUTH AVE.
BUS STOP
DROPOFF LANE FOR KISS-RIDE & SHUTTLE BUS
OXNARD BLVD.
ERWIN AVE.

OWENSMOUTH/VICTORY STATION -- ALT. W2A

The Owensmouth/Victory Station for alternative W2A would be in an aerial structure at the southeast corner of Victory Blvd. and Owensmouth Avenue. The site would leave a corner of land, between the station structure and the intersection, for an open space/plaza type of development. The entrance to the station would be at the northeast end of the (center) station platform, adjacent to Victory Blvd.

I. Bus Facilities

- Bus demand is very low (37 arrivals, 55 departures in the AM peak period) so bus loading bays within the station confines are not warranted.

- Bus loading lanes would be provided along the northbound lanes of Owensmouth Avenue, about 100 feet south of Victory Blvd., and along the eastbound lanes of Victory Blvd., about 100 feet east of Owensmouth Avenue. Bus stops would be provided at southbound Owensmouth Avenue and westbound Victory Blvd.

II. Kiss-Ride Facilities

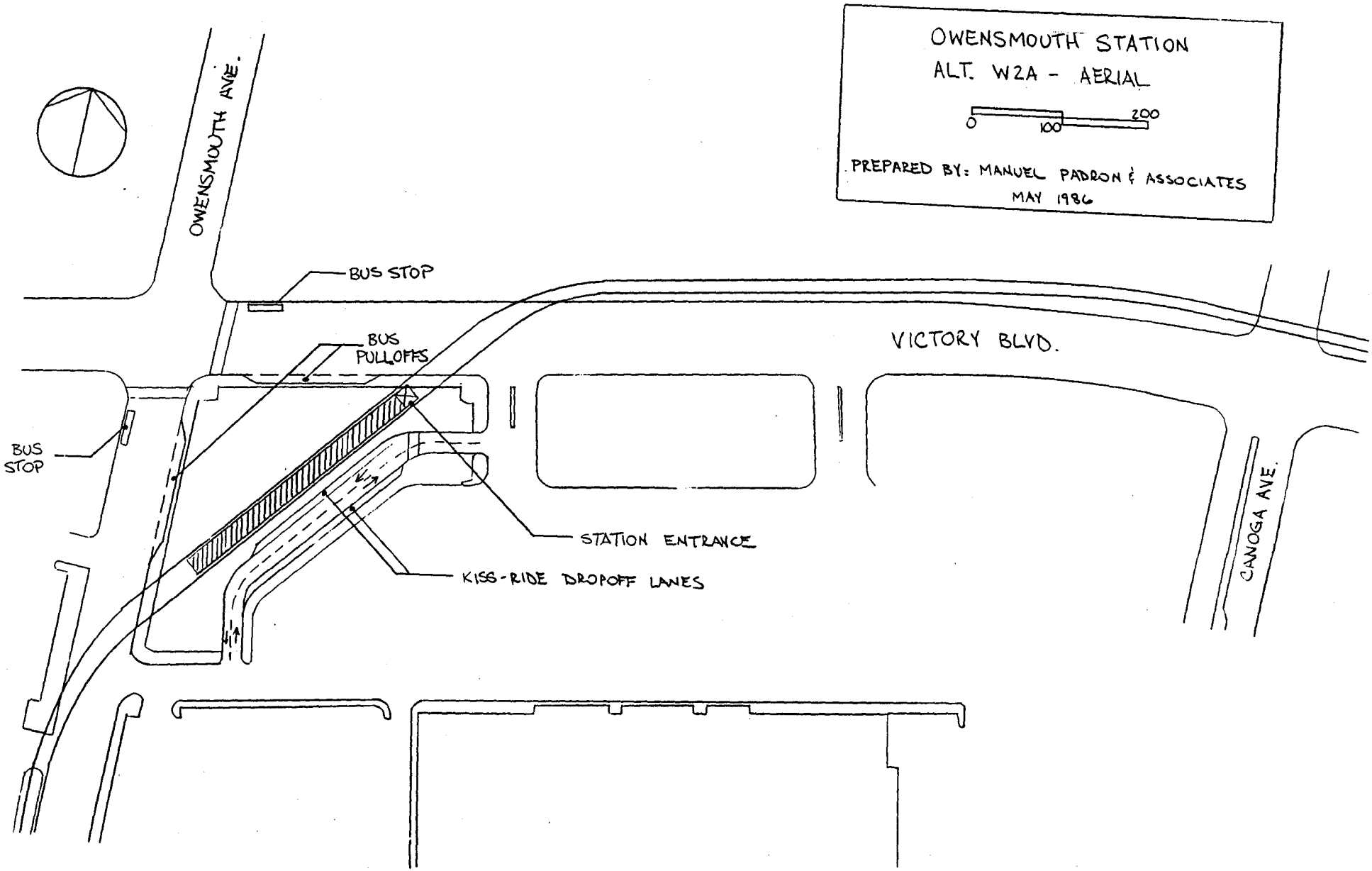
- Kiss-ride demand has not been estimated but is expected to be significant since this station will act very much like an end-of-line station for alternative W4A. Drive-through kiss-ride lanes would be provided

adjacent to the station structure. The kiss-ride lanes would be accessed from the shopping center entrances on Victory Blvd. and Owensmouth Avenue.

- Kiss-ride dropoff lanes, about 400 feet in length, would be provided for about 16 cars.

III. Park & Ride Facilities

- Like the Owensmouth/Victory Station for Alt. W4A, park & ride demand would be expected to be high for this station. However, because of development adjacent to the station site, it will not be possible to provide any station parking.


OWENSMOUTH STATION
ALT. W2A - AERIAL
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
MAY 1986
OWENSMOUTH AVE.
BUS STOP
BUS PULLOFFS
VICTORY BLVD.
BUS STOP
STATION ENTRANCE
KISS-RIDE DROPOFF LANES
CANOGA AVE.

OWENSMOUTH/VICTORY STATION -- ALTS. W3A & W4A

I. Bus Facilities

- Bus demand is very low (37 arrivals, 55 departures in the AM peak period) so bus loading bays within the station confines are not warranted.

- A bus loading lane would be provided along the northbound lanes of Owensmouth Avenue, about 100 feet north of Victory Blvd. Bus stops would be provided at the following locations: (1) southbound Owensmouth Avenue; (2) east and westbound Victory Blvd. and (3) north and southbound Canoga Avenue.

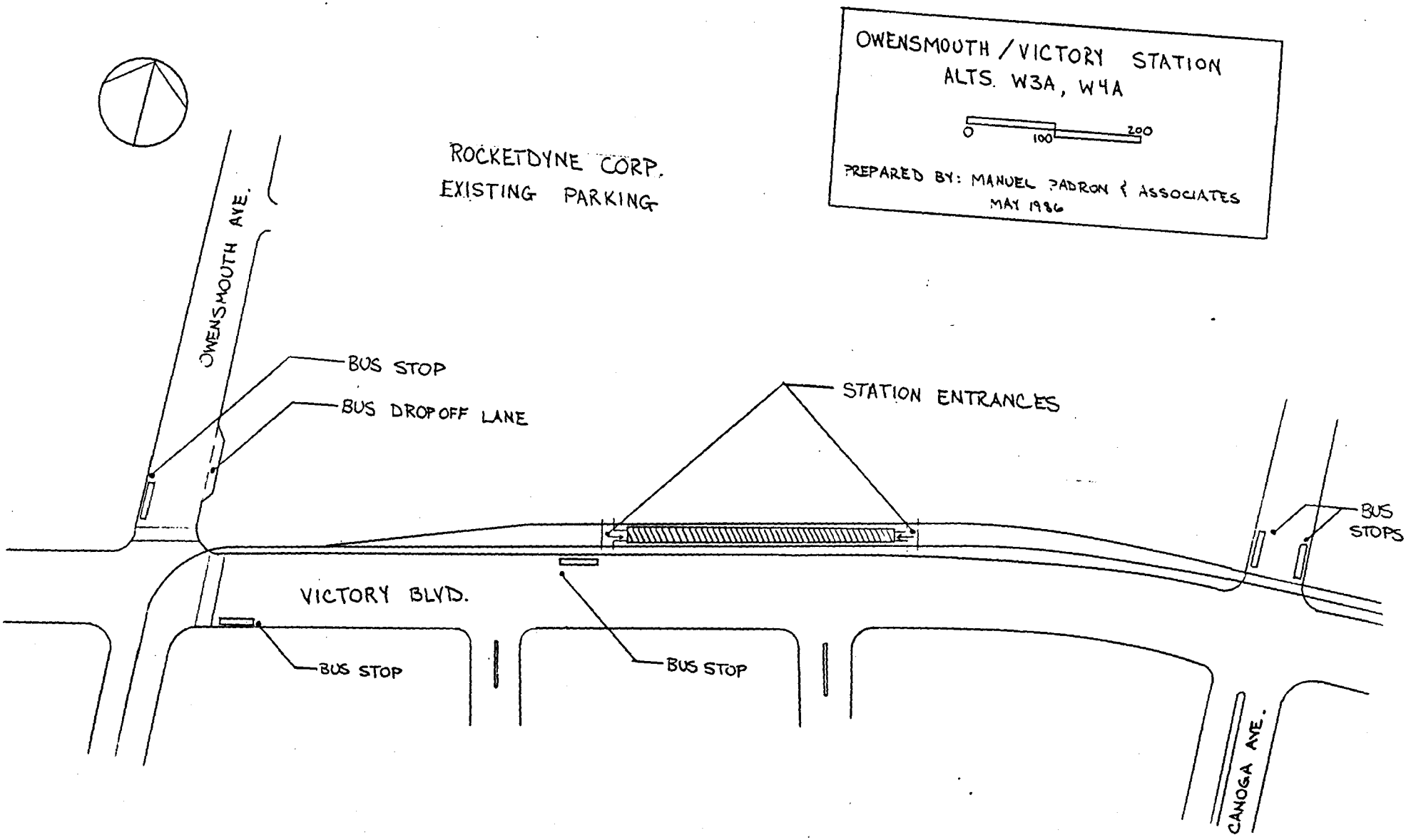
II. Kiss-Ride Facilities

- Kiss-ride demand has not been estimated but is expected to be significant since this station will act very much like an end-of-line station for alternative W4A. However, it is not possible to provide kiss-ride spaces either along Victory Blvd. or within the Rocketdyne parking lot.

III. Park & Ride Facilities

- Like the Topanga Canyon/Victory Station, park & ride <u>demand</u> would be expected to be quite high for this station. However, because of development adjacent to the station site, it will not be possible to

provide any station parking. It is possible that a joint agreement for parking could be reached with Rocketdyne management and should be pursued.


OWENSMOUTH / VICTORY STATION
ALTS. W3A, W4A
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
MAY 1986
ROCKETDYNE CORP.
EXISTING PARKING
OWENSMOUTH AVE.
BUS STOP
BUS DROPOFF LANE
STATION ENTRANCES
BUS STOPS
VICTORY BLVD.
BUS STOP
BUS STOP
CANOGA AVE.

TOPANGA CANYON/VICTORY STATION -- ALT. W1A

The western end of the station platform would be about 180 feet east of the Topanga Canyon Blvd. curb line. The center platform station would be end loaded. The western entrance would be used by virtually all walk passengers and roughly half of the bus passengers. The eastern entrance would be used by half of the bus passengers and virtually all of the kiss-ride passengers.

A cross-section of the station is attached.

I. Bus Facilities

- Bus demand was not projected for this alternative end-of-line station. Since it would be an end-of-line station, however, it was assumed that several bus routes would provide service to the station. Therefore, a bus loading area was provided within the station confines.

- Buses would access the bus loading area via Topanga Canyon Blvd. then proceed south on the Topanga Plaza circulation roadway (from the west entrance/exit to Topanga Plaza). Buses would egress the bus loading area via the eastbound circulation roadway to Victory Blvd. (using the south entrance/exit to Topanga Plaza).

- A nine (9) foot wide bus loading lane and a twelve (12) foot passing lane would be provided. The length of the bus loading lane would be about 310

feet, large enough for four (4) buses to parallel park for loading.

II. Kiss-Ride Facilities

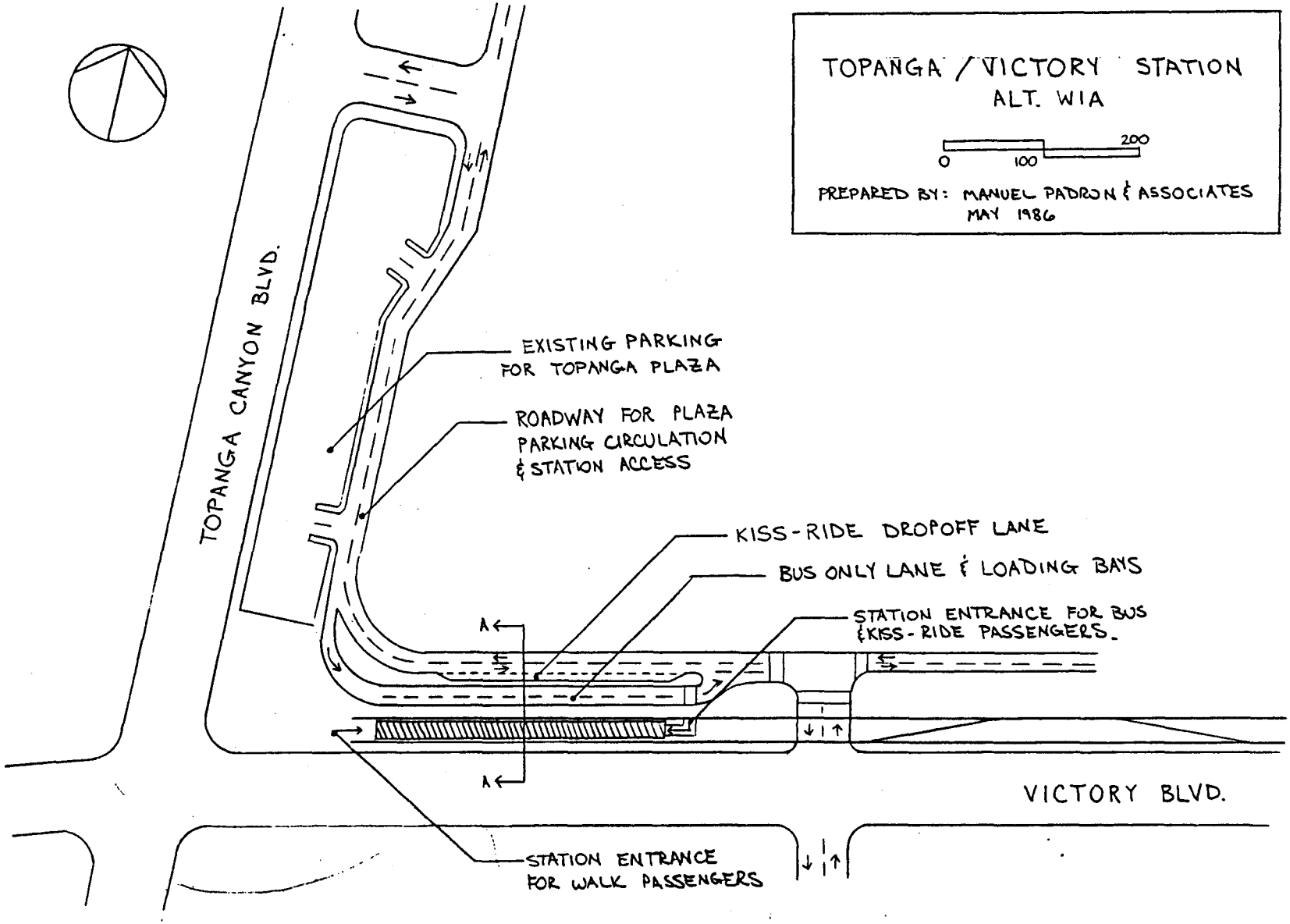
- Kiss-ride demand has not been estimated but is expected to be significant since this is an end-of-line station.

- A kiss-ride loading lane has been provided along the south side of the Topanga Plaza circulation roadway, directly north of the station. The loading lane is about 240 feet in length, with a capacity for about 10 cars (24 feet/car).

- The loading lane would be accessed via Topanga Canyon Blvd. and the Topanga Plaza circulation roadway (from the west entrance/exit). Kiss-ride vehicles would exit the circulation roadway via the south entrance/exit to Victory Blvd.

III. Park & Ride Facilities

- Park & ride demand would be expected to be quite high for an end-of-line station. However, because of development adjacent to the station site, it will not be possible to provide any station parking. It is possible that a joint agreement for parking could be reached with the Topanga Plaza management and should be pursued.


TOPANGA / VICTORY STATION
ALT. WIA
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
MAY 1986
TOPANGA CANYON BLVD.
EXISTING PARKING FOR TOPANGA PLAZA
ROADWAY FOR PLAZA PARKING CIRCULATION & STATION ACCESS
KISS-RIDE DROPOFF LANE
BUS ONLY LANE & LOADING BAYS
STATION ENTRANCE FOR BUS & KISS-RIDE PASSENGERS.
A
A
VICTORY BLVD.
STATION ENTRANCE FOR WALK PASSENGERS

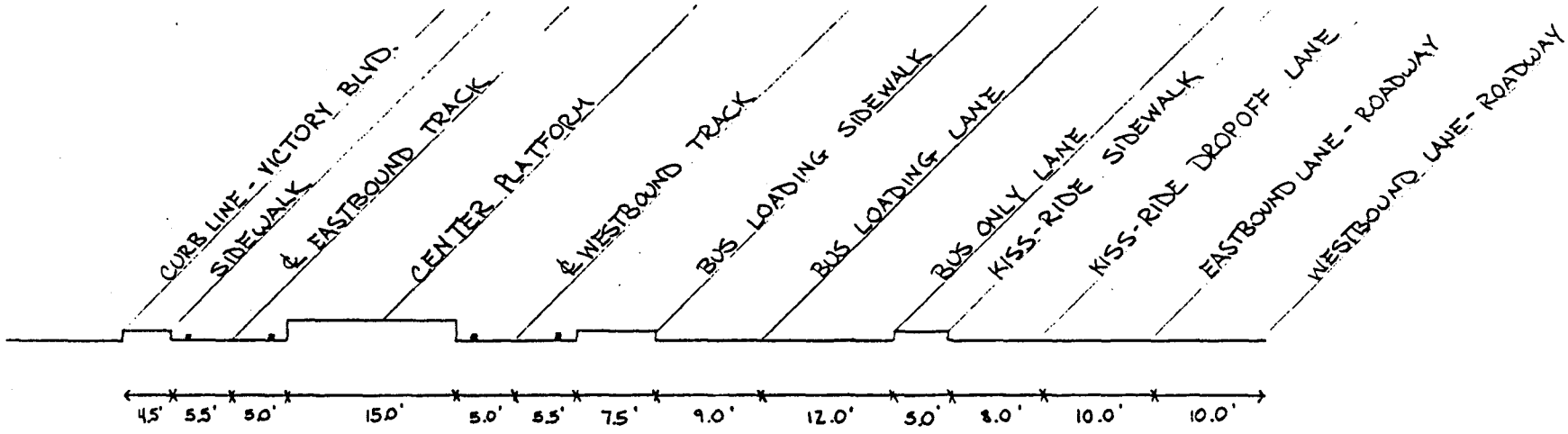
TOPANGA / VICTORY STATION - WIA

CROSS-SECTION "A-A"

0 10 20

PREPARED BY: MANUEL PADRON & ASSOCIATES

MAY 1986



DESOTO STATION

The DeSoto station would be located east of DeSoto Avenue. The center platform station would have a single entrance -- at the western end of the platform.

LACTC has estimated the AM peak period demand as follows:

Arrivals: 987 Auto; 81 Walk; 0 Bus.

Departures: 0 Auto; 29 Walk; 10 Bus.

I. Bus Facilities

- Bus demand is very low, so bus loading bays within the station confines are not warranted. Buses would load from DeSoto Avenue bus stops, located north of the station.

II. Kiss-Ride Facilities

- A kiss-ride loop would be provided west of DeSoto Avenue, between Deering Circle and the LRT tracks. Access to the loop would be via Deering Circle. The kiss-ride loop would accommodate about five (5) vehicles.

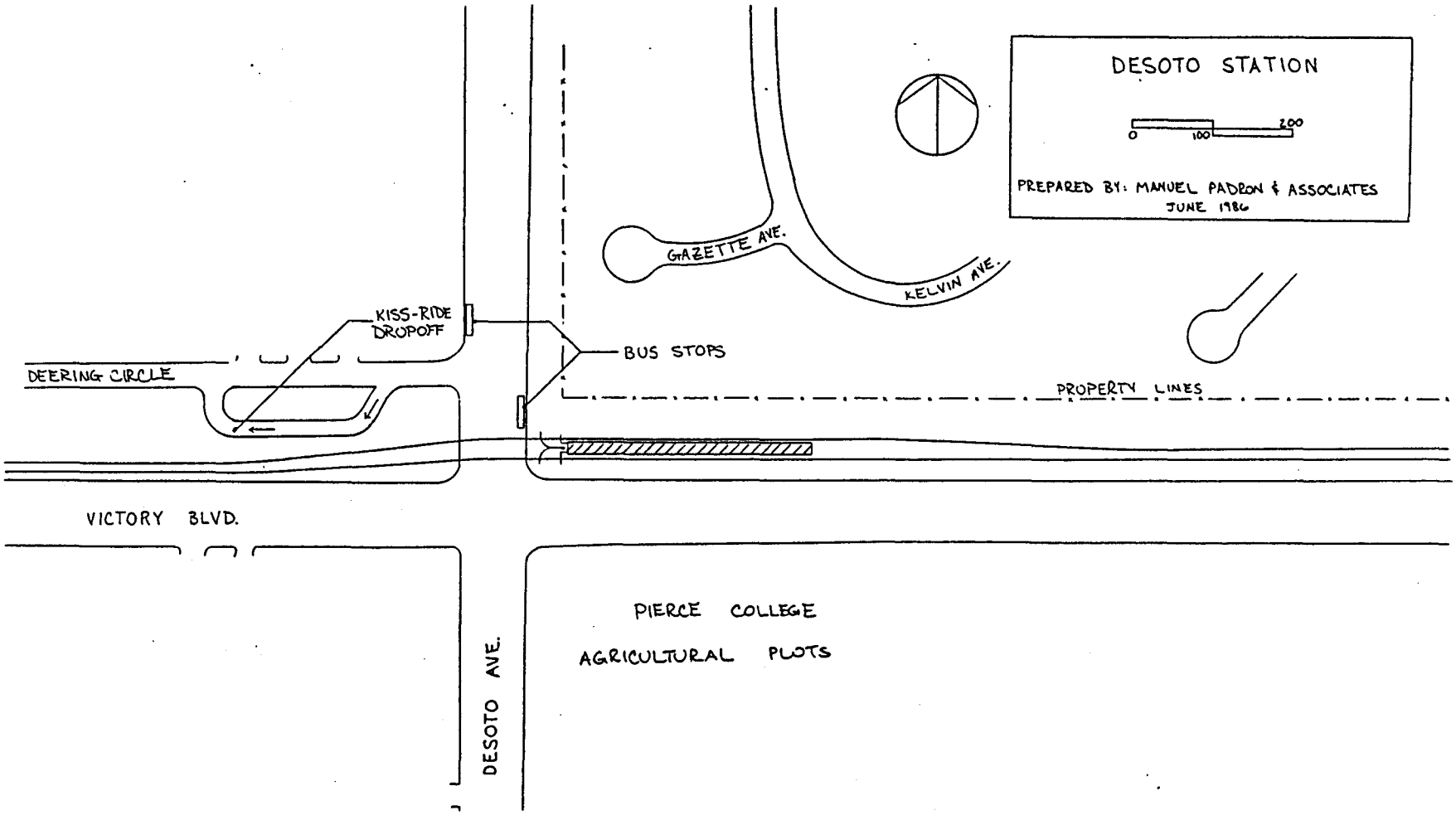
III. Park & Ride Facilities

- Park & ride demand at this site is estimated to be quite high (987

arrivals in the AM peak period). This translates to a daily park & ride requirement of about 1017 spaces.

- The strip of land east of the station platform is too narrow to provide a park & ride aisle. The strip on the west side of DeSoto Ave. is also too narrow, from the point the LRT tracks flare north (about 250 feet west of DeSoto) to DeSoto Ave. Further west, near Independence Ave., the strip of land could accommodate a single parking aisle but would have a maximum capacity of only 100-200 cars, and would require auto passengers to walk more than 500 feet to the station platform. Therefore, strip parking is not feasible at this station.

- The only possible way to provide sufficient parking at this station would be to acquire approximately 6.0 acres of land, owned by Pierce College, at the southeast corner of DeSoto and Victory. This property is currently used for agricultural purposes. With this property, sufficient parking could be provided in a single location, and the park & ride lot would be readily accessible to the station platform. LACTC should strongly pursue the acquisition of this property for park and ride. Otherwise, the construction of a station at this site is questionable.


DESOTO STATION
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
JUNE 1986
GAZETTE AVE.
KELVIN AVE.
KISS-RIDE DROPOFF
BUS STOPS
DEERING CIRCLE
PROPERTY LINES
VICTORY BLVD.
DESOTO AVE.
PIERCE COLLEGE
AGRICULTURAL PLOTS

WINNETKA STATION

I. Bus Facilities

- Bus demand is very low (2 arrivals, 12 departures in the AM peak period) so bus loading bays within the station confines are not warranted.

- A short (80 foot long) bus loading lane would be provided on northbound Winnetka Avenue directly south of the LRT tracks. A bus stop would be located on southbound Winnetka Avenue north of the LRT tracks.

II. Kiss-Ride Facilities

- Kiss-ride demand has not been estimated but is expected to be significant, reflecting the large park & ride demand projected for this station.

- A kiss-ride dropoff loop would be provided within the station confines. The loop entrance would be from the park & ride roadway, east of Winnetka Avenue. Cars would traverse the loop in the counterclockwise direction, with vehicle stalls located on the north and south sides of the triangular shaped loop. The loop would accommodate about nine vehicles.

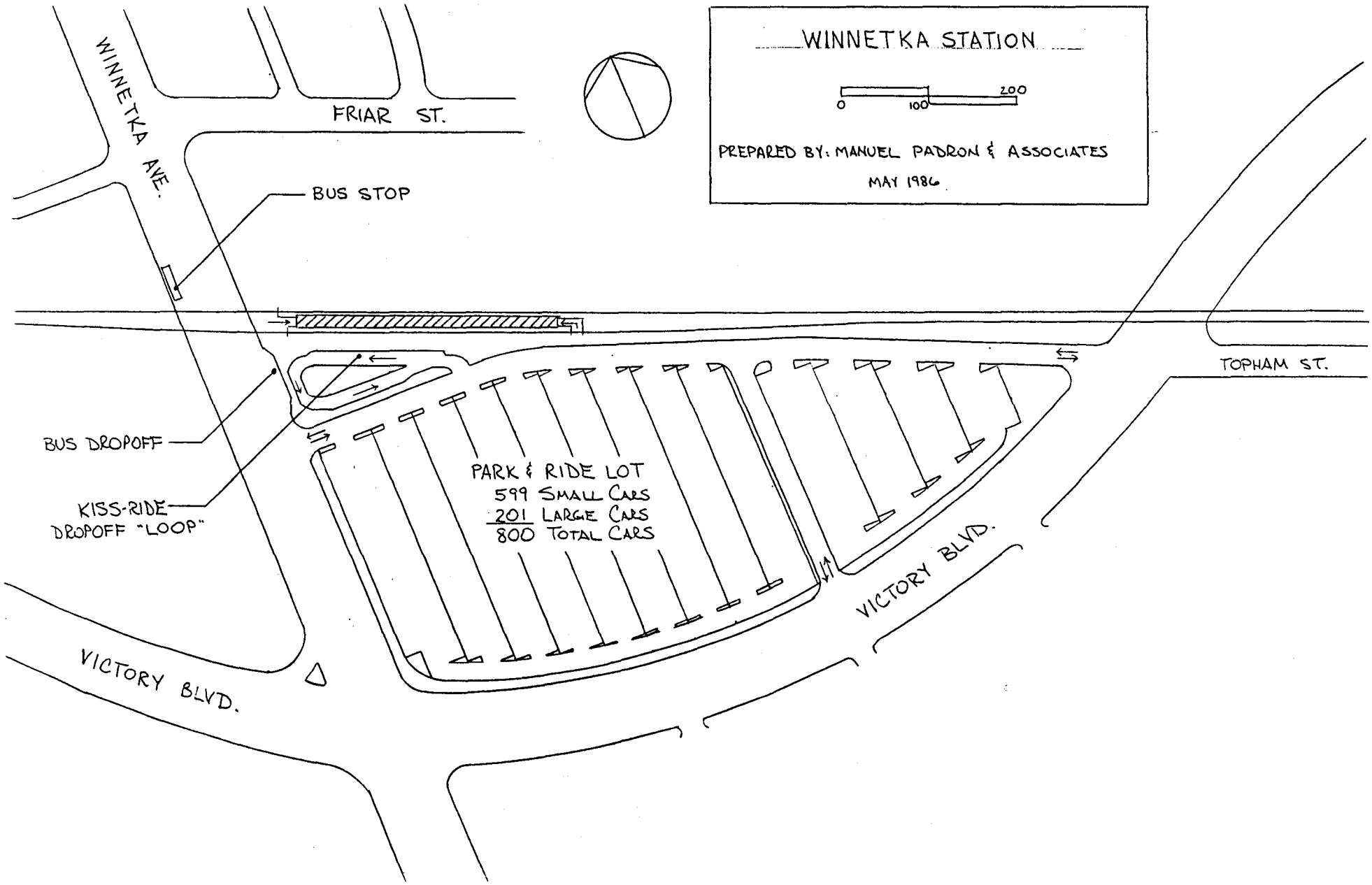
III. Park & Ride Facilities

- Park & ride demand is estimated to be significant for this station (683 arrivals in the AM peak period). This translates to a daily park & ride requirement of about 703 spaces.

- To accommodate the parking demand, two parking lots would be provided south of the LRT tracks, one east and one west of Winnetka Avenue. The parking lots would accommodate a total of about 1,163 cars -- 741 small cars and 422 large cars. These two lots would accommodate the park & ride demand at Winnetka Station, as well as part of the demand at Desoto (next station to the west), should it prove unfeasible to develop a park and ride lot at that station (see discussion of park and ride requirements and opportunities at the Desoto Station).

- Three entrances would be provided to the east lot -- (1) from Winnetka Avenue, about 300 feet north of Victory Blvd.; (2) from Victory Avenue, about 500 feet east of Winnetka Ave., opposite a parking lot entrance on the south side of Victory Blvd.; and (3) from Victory Blvd., across from the intersection with Topham St. Left turns would be permitted to and from each entrance.

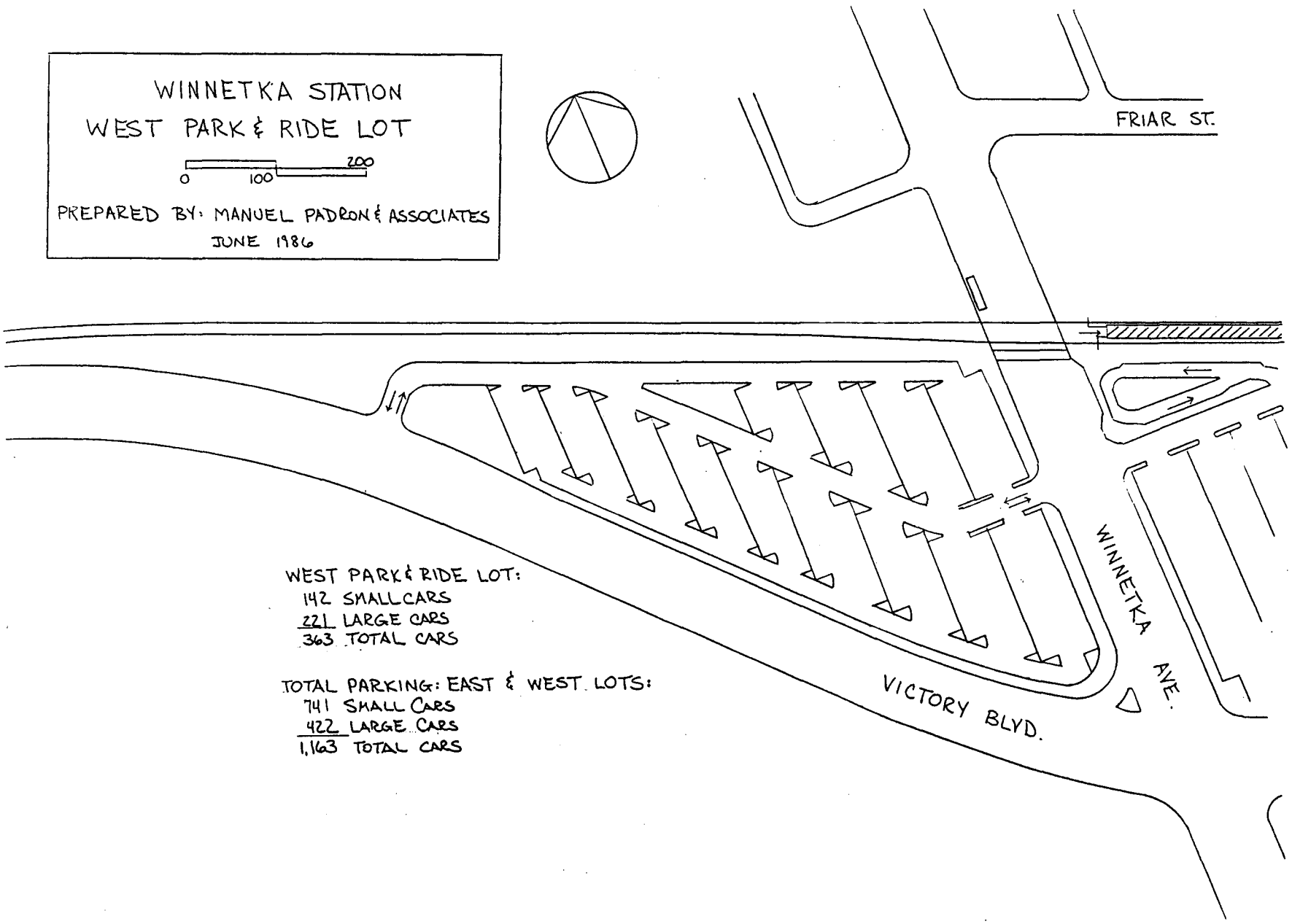
- The west parking lot would have two entrances -- (1) from Winnetka Avenue, opposite the east parking lot entrance; and (2) from Victory Blvd., about 900 feet west of Winnetka Ave.


WINNETKA STATION
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
MAY 1986
WINNETKA AVE.
FRIAR ST.
BUS STOP
BUS DROPOFF
KISS-RIDE
DROPOFF "LOOP"
PARK & RIDE LOT
599 SMALL CARS
201 LARGE CARS
800 TOTAL CARS
TOPHAM ST.
VICTORY BLVD.
VICTORY BLVD.

WINNETKA STATION
WEST PARK & RIDE LOT

0 100 200

PREPARED BY: MANUEL PADRON & ASSOCIATES
JUNE 1986



WEST PARK & RIDE LOT:
142 SMALL CARS
221 LARGE CARS
363 TOTAL CARS

TOTAL PARKING: EAST & WEST LOTS:
741 SMALL CARS
422 LARGE CARS
1,163 TOTAL CARS

TAMPA STATION

According to the access mode projections provided by LACTC, the Tampa Station would have very low ridership and would function primarily as a neighborhood oriented, walk-in station. The center platform station would have a single passenger entrance at the east end of the platform, adjacent to Tampa Avenue.

I. Bus Facilities

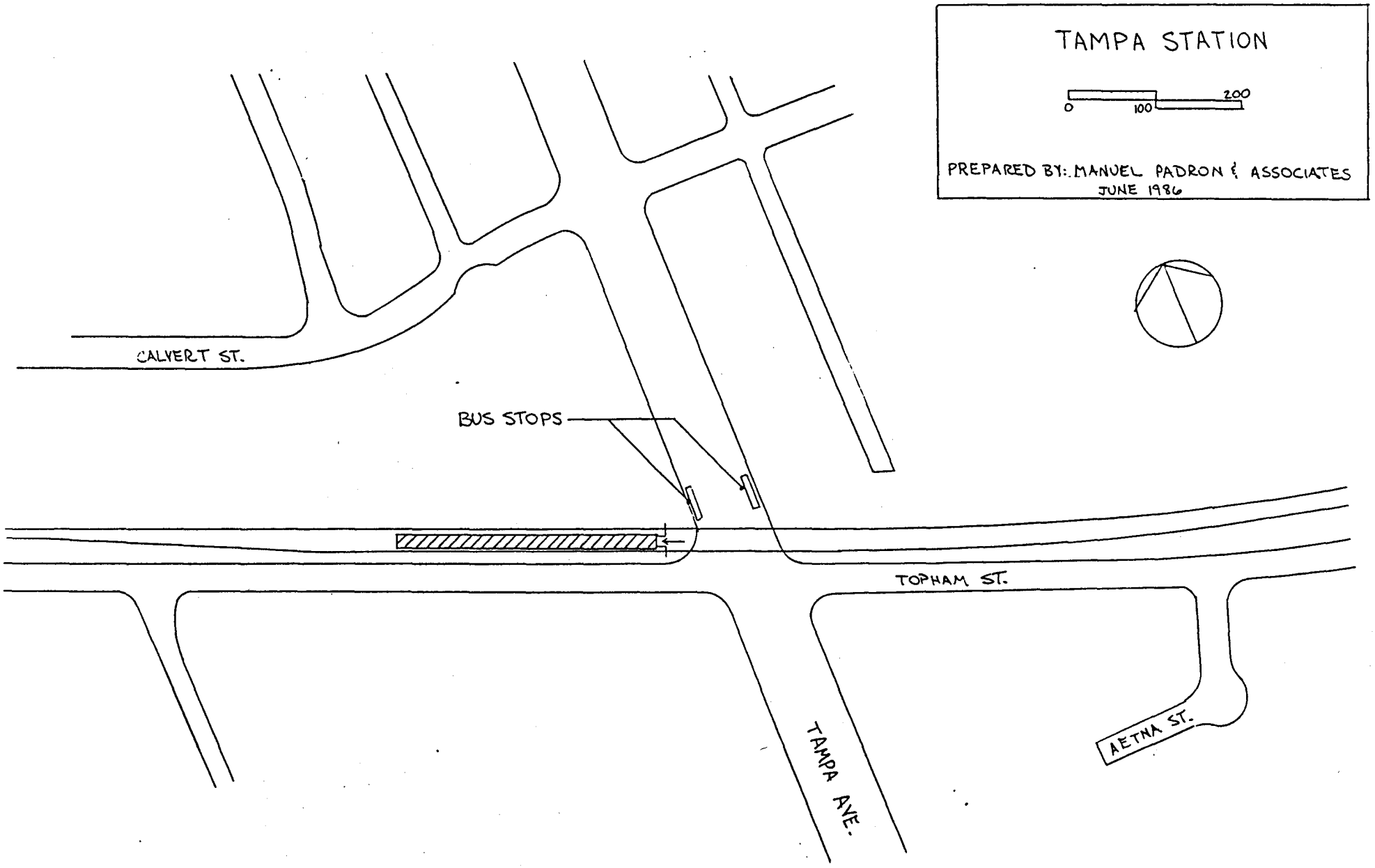
- Bus demand is very low (0 arrivals, 8 departures in the AM peak period) so bus loading bays within the station confines are not warranted. Bus stops would be located on Tampa Avenue north of the LRT tracks.

II. Kiss-Ride Facilities

- Given the very low ridership projected to use this station, kiss-ride demand is not expected to be significant. Therefore, kiss-ride lanes have not been provided. Any kiss-ride activity could take place on Tampa Avenue and along Topham St.

III. Park & Ride Facilities

- Park & ride facilities have not been provided.


TAMPA STATION
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
JUNE 1986
CALVERT ST.
BUS STOPS
TOPHAM ST.
TAMPA AVE.
AETNA ST.

RESEDA STATION -- AT-GRADE ALIGNMENT

The at-grade Reseda Station would be located west of Reseda Blvd., between Topham St. and Oxnard St. The center platform station would have entrances at each end of the platform.

LACTC has estimated the AM peak period demand as follows:

Arrivals: 0 Auto; 1 Walk; 94 Bus.

Departures: 0 Auto; 25 Walk; 291 Bus.

I. Bus Facilities

- Bus demand is fair, so bus loading lanes would be warranted if the site plan can accommodate them. Bus loading lanes would be provided along Reseda Blvd., north of the station. Each loading lane would accommodate one bus.

II. Kiss-Ride Facilities

- Kiss-ride facilities have not been provided within the station confines. Any kiss-ride activity would have to take place along DeSoto Avenue or Victory Blvd.

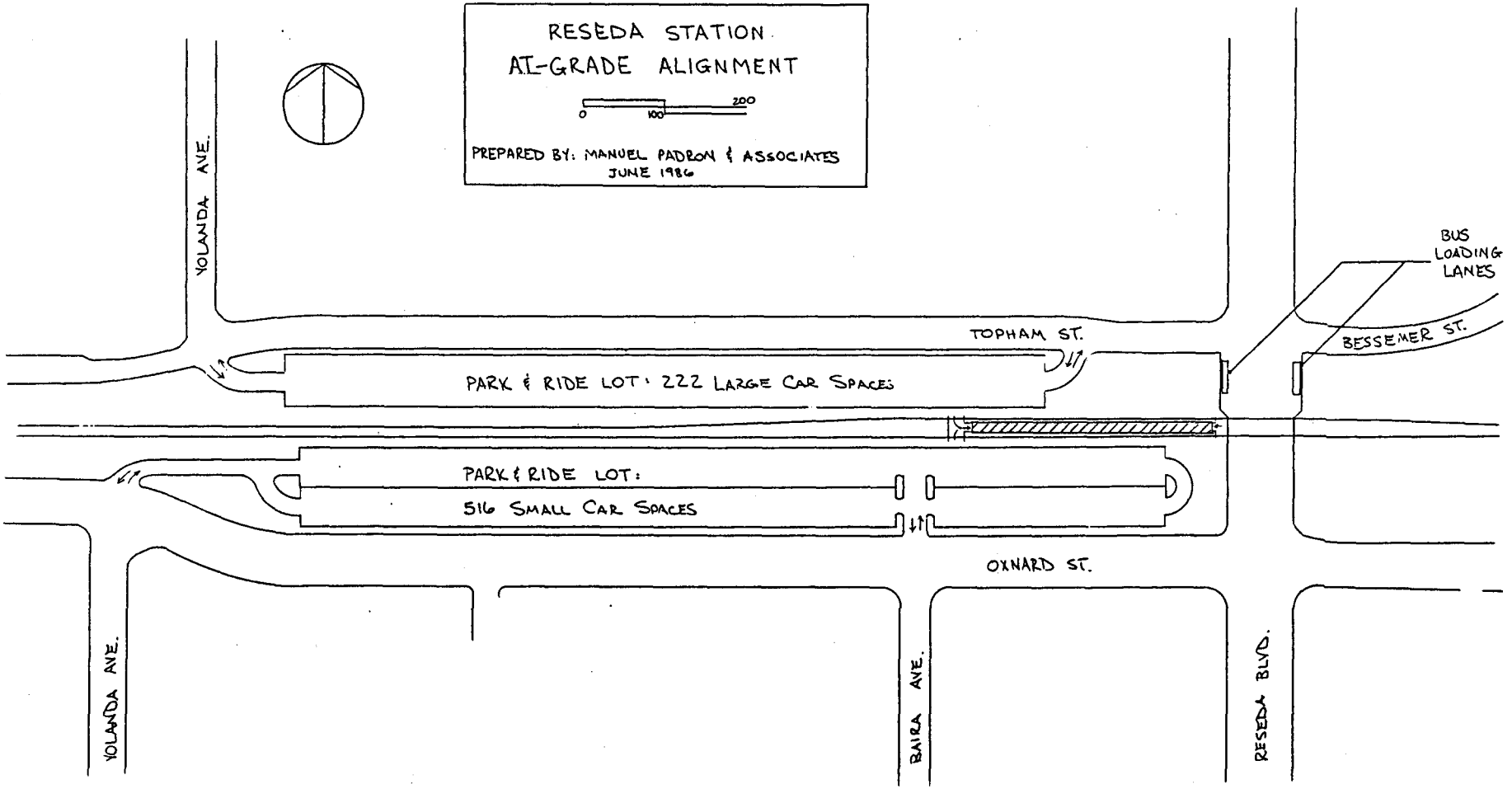
III. Park & Ride Facilities

- The alignment provides an opportunity for parking parallel to the LRT tracks. The site plan developed by LACTC identified parking on the narrow strips of land north of the LRT tracks, on both sides of Reseda Blvd. This would require auto passengers parking on the east parking strip to walk the length of the lot, then cross Reseda Blvd. Alternatively, this site plan would provide two strips of parking, both on the west side of Reseda Blvd.

- The first parking lot, north of the LRT tracks, would be designed for large cars and would have a lot capacity of about 222 spaces. The lot would have two entrances from Topham St. -- about 180 feet west of Reseda Blvd. and opposite Yolanda Ave. Neither entrance would have any turning restrictions.

- The second parking lot would have two aisles for small cars only. The capacity of the lot would be about 516 cars, and the lot would have two entrances from Oxnard St. -- opposite Baira Ave. and Yolanda Ave.

- The total parking capacity would be 738 cars, 516 for small cars and 222 for large cars.


RESEDA STATION
AT-GRADE ALIGNMENT
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
JUNE 1986
YOLANDA AVE.
TOPHAM ST.
BUS LOADING LANES
BESSEMER ST.
PARK & RIDE LOT: 222 LARGE CAR SPACES
PARK & RIDE LOT:
516 SMALL CAR SPACES
OXNARD ST.
YOLANDA AVE.
BAIRA AVE.
RESEDA BLVD.

RESEDA STATION -- AERIAL ALIGNMENT

The aerial Reseda Station would straddle Reseda Blvd., between Topham St. and Oxnard St. The center platform station would have entrances on the east and west sides of Reseda Blvd.

LACTC has estimated the AM peak period demand as follows:

Arrivals: 0 Auto; 1 Walk; 94 Bus.

Departures: 0 Auto; 25 Walk; 291 Bus.

I. Bus Facilities

- Bus demand is fair, so bus loading lanes are warranted if the site plan can accommodate them. Bus loading lanes would be provided along Reseda Blvd., north of the station. Each loading lane would accommodate one bus.

II. Kiss-Ride Facilities

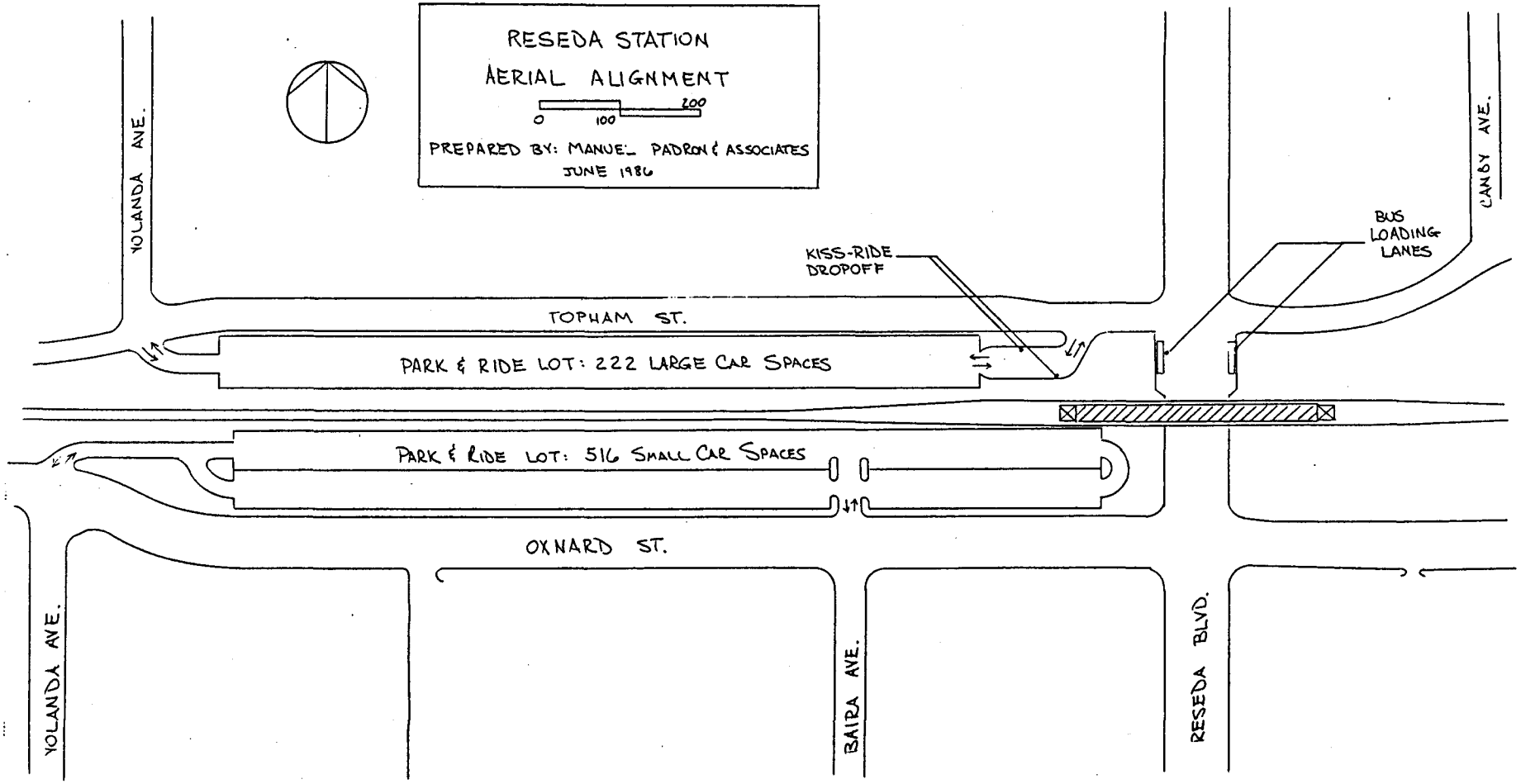
- Kiss-ride dropoff lanes would be provided at the east entrance to the north park and ride lot. Vehicles would access the kiss-ride lanes via Topham St. The lanes would accommodate about five (5) vehicles.

III. Park & Ride Facilities

- The alignment provides an opportunity for parking parallel to the LRT tracks. This site plan would provide two strips of parking, both on the west side of Reseda Blvd. The total parking capacity of the two lots would be about 738 cars.

- The first parking lot, north of the LRT tracks, would be designed for large cars and would have a lot capacity of about 222 spaces. The lot would have two entrances from Topham St. -- about 100 feet west of Reseda Blvd. and opposite Yolanda Ave. Neither entrance would have any turning restrictions.

- The second parking lot would have two aisles for small cars only. The capacity of the lot would be about 516 cars, and the lot would have two entrances from Oxnard St. -- opposite Baira Ave. and Yolanda Ave.


RESEDA STATION
AERIAL ALIGNMENT
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
JUNE 1986
YOLANDA AVE.
CANBY AVE.
KISS-RIDE DROPOFF
BUS LOADING LANES
TOPHAM ST.
PARK & RIDE LOT: 222 LARGE CAR SPACES
PARK & RIDE LOT: 516 SMALL CAR SPACES
OXNARD ST.
YOLANDA AVE.
BAIRA AVE.
RESEDA BLVD.

WHITE OAK STATION

I. Bus Facilities

- Bus demand is very low (34 arrivals, 38 departures in the AM peak period) so bus loading bays within the station confines are not warranted.

- Bus loading from White Oak Avenue bus stops, located north of the LRT tracks.

II. Kiss-Ride Facilities

- Kiss-ride demand has not been estimated but is expected to be significant.

- A kiss-ride dropoff lane has been provided along the westbound lane of Oxnard Avenue, directly south of the station. The dropoff lane is about 200 feet in length and can accommodate about five vehicles.

III. Park & Ride Facilities

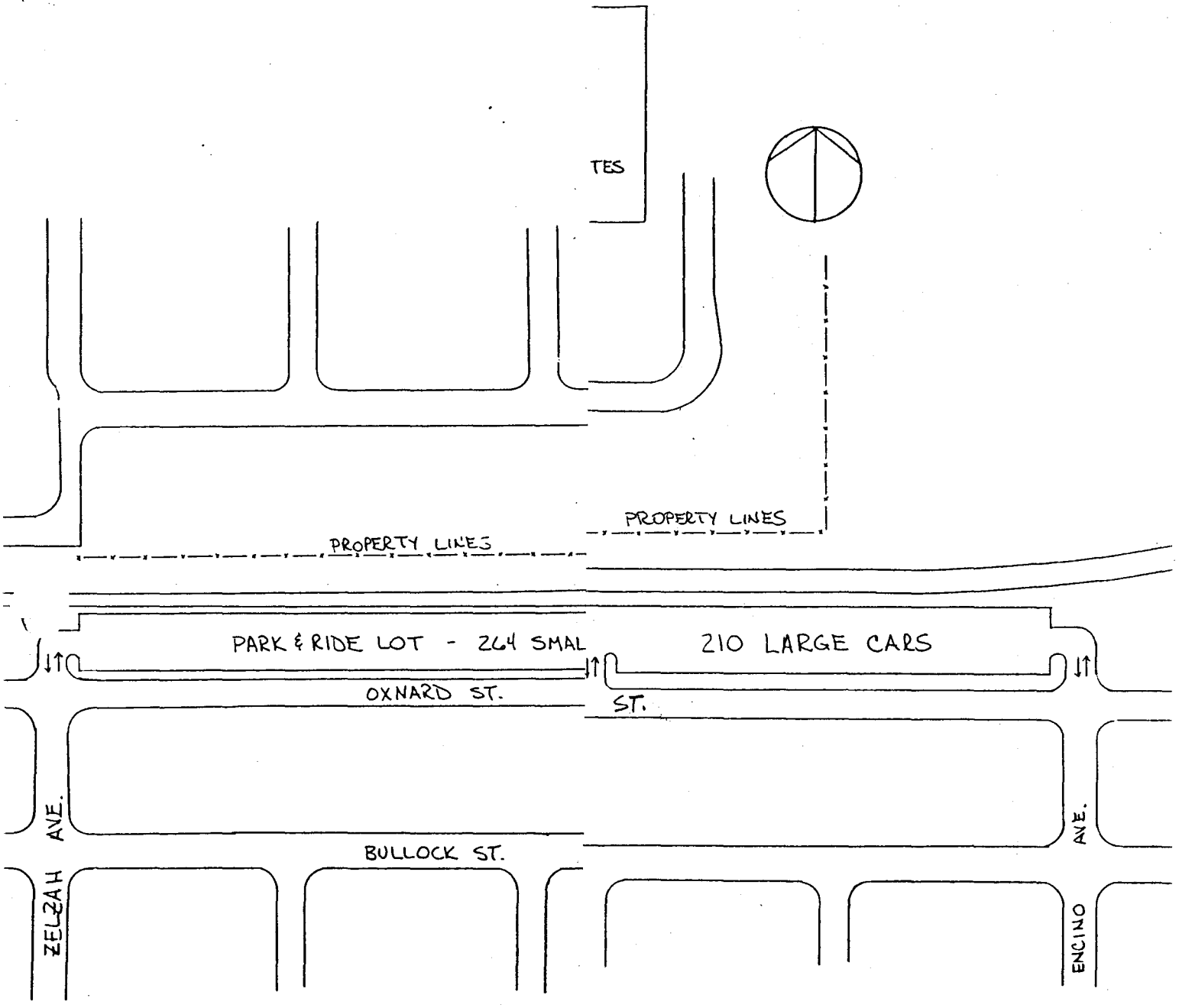
- Park & ride demand is estimated to be significant for this station (435 arrivals in the AM peak period). This translates to a daily park & ride requirement of about 448 spaces.

- To accommodate the parking demand two parking lots would be provided: (1) a parking strip parallel to the LRT tracks northeast of Oxnard and White Oak; and (2) a parking strip parallel to the LRT tracks due south of the station. A total of 474 spaces would be provided in the two lots.

- The east parking strip (1) is designed to accommodate large cars. The parking strip would be located north of an open drainage culvert that runs along Oxnard St. The culvert would be decked at the two entrances off Oxnard Avenue -- about 530 feet east of White Oak Avenue and at Encino Avenue. Left turns would be permitted to and from Oxnard Avenue from each entrance. A small turnaround is provided at the western end of the lot for cars to reverse directions. The length of the parking strip is about 950 feet, and the capacity is about 210 cars.

- The west parking strip (2) would accommodate only small cars due to the narrow strip of land between the eastbound LRT tracks and Oxnard Avenue. It would be accessed from two entrances off Oxnard Street -- at Balboa Avenue and at Zelzah Avenue. Left turns would be permitted to and from Oxnard Avenue from either entrance. The length of the strip is about 1120 feet, and the capacity is about 264 cars.

It appears that the City of Los Angeles does not want a station at White Oak Avenue because of the impact of auto traffic on the surrounding neighborhoods. If parking is not provided at this station in order to address the concerns of the city, it would be advisable that the station be eliminated altogether since it does not appear to fulfill any other function than park and ride access to the LRT line.


TES
PROPERTY LINES
PROPERTY LINES
PARK & RIDE LOT - 264 SMAL
210 LARGE CARS
OXNARD ST.
ST.
AVE.
AVE.
BULLOCK ST.
ZELZAH
ENCINO

BALBOA STATION

The Balboa Station would have a center platform with entrances on the east (to the park & ride lot) and west (to the park & ride lot and the Arts Park) ends of the platform.

LACTC has estimated the AM peak period demand as follows:

Arrivals: 741 Auto; 0 Walk; 20 Bus.

Departures: 0 Auto; 24 Walk; 12 Bus.

I. Bus Facilities

- Bus demand is very low so bus loading lanes within the station confines are not warranted. Buses would load from Balboa Blvd. bus stops, located north of the LRT tracks.

II. Kiss-Ride Facilities

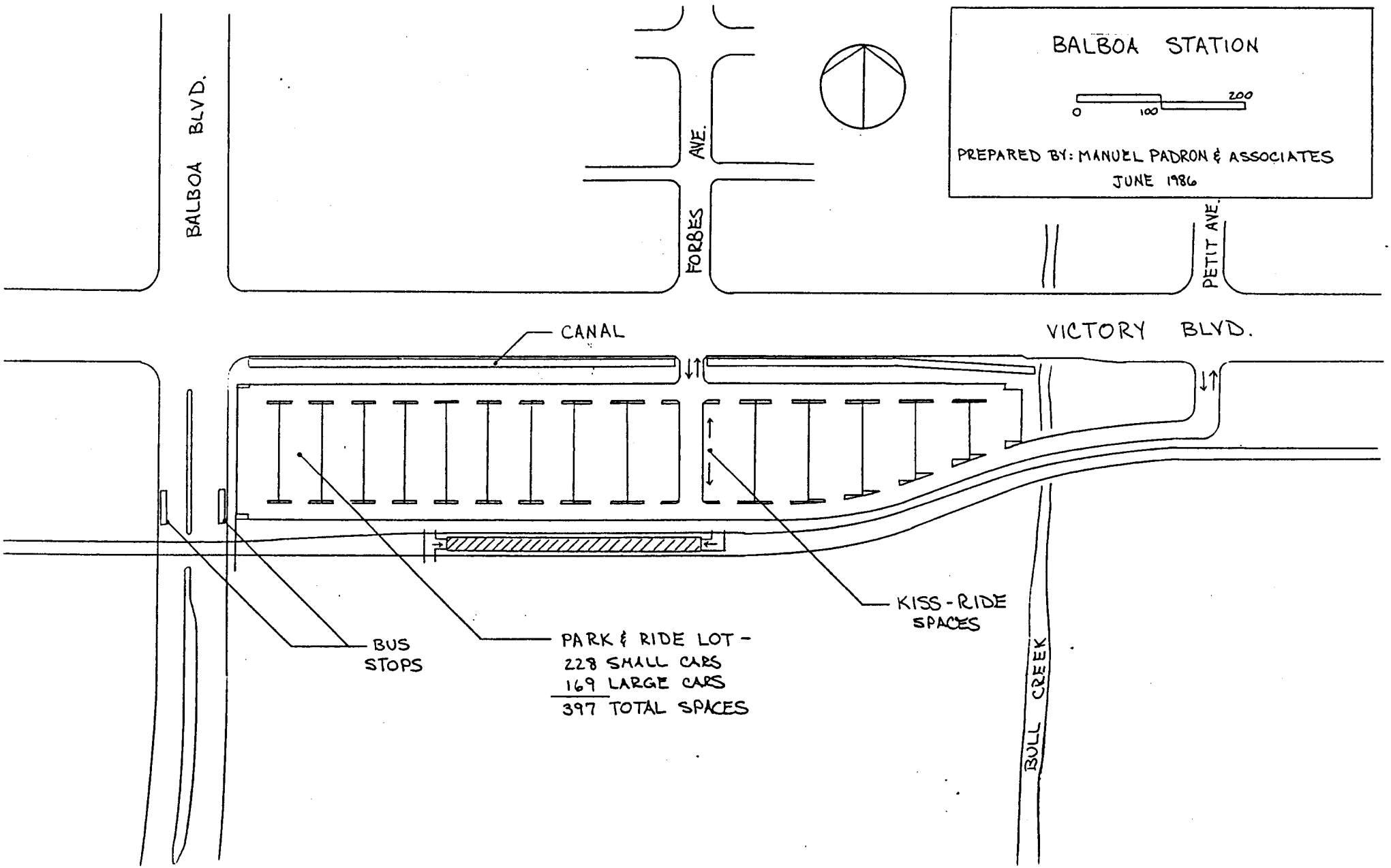
- Kiss-ride spaces for 13 cars have been provided in an aisle of the park & ride lot, adjacent to the east station entrance. The park & ride lot and kiss-ride spaces can be accessed from Victory Blvd. at Forbes Avenue and Petit Avenue.

III. Park & Ride Facilities

- Park & ride demand is estimated to be significant for this station (741 arrivals in the AM peak period). This translates to a daily park & ride requirement of about 763 spaces.

- A park & ride lot would be provided north of the station, in the property bounded by the LRT tracks (south), Balboa Blvd. (west), Victory Blvd. (north) and Bull Creek (east). A total of 397 spaces would be provided in the lot, 228 (57%) for small cars and 169 (43%) for large cars.

- The park & ride lot would have two entrances from Victory Blvd., at Forbes Avenue and at Petit Avenue. There would not be any turn restrictions at either entrance.


BALBOA STATION
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
JUNE 1986
BALBOA BLVD.
FORBES AVE.
PETIT AVE.
CANAL
VICTORY BLVD.
BUS STOPS
PARK & RIDE LOT -
228 SMALL CARS
169 LARGE CARS
397 TOTAL SPACES
KISS-RIDE SPACES
BULL CREEK

WOODLEY STATION

The Woodley Station would be located east of Woodley Ave. The center platform station would have entrances on each end of the platform.

LACTC has estimated the AM peak period demand as follows:

Arrivals: 0 Auto; 59 Walk; 7 Bus.

Departures: 0 Auto; 21 Walk; 40 Bus.

I. Bus Facilities

- Bus demand is very low, so bus loading bays within the station confines are not warranted. Bus stops would be located on northbound and southbound Woodley Ave., south of the LRT tracks.

II. Kiss-Ride Facilities

- Kiss-ride facilities have not been provided within the station confines. Any kiss-ride activity would have to take place along Woodley Ave. or Victory Blvd.

III. Park & Ride Facilities

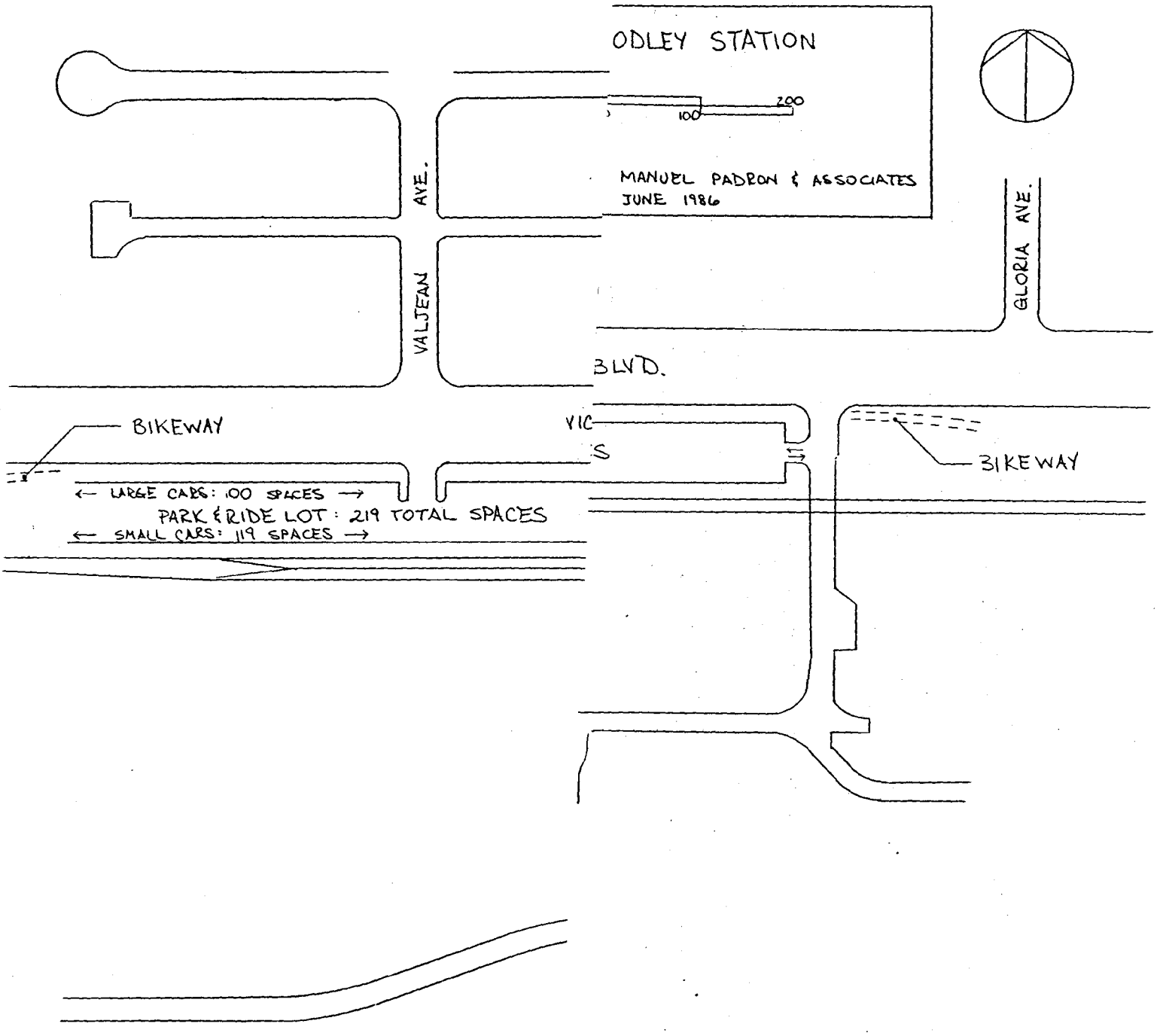
- The alignment provides an opportunity for parking parallel to the LRT tracks. Two parking lots would be provided north of the LRT tracks, one

east and one west of Woodley Ave. Each lot would consist of a single parking aisle, with large car parking permitted north of the aisle, and small car parking south of the aisle. The parking lots would require the relocation of the existing bikeway alongside the sidewalk facing Victory Blvd.

- The east lot would have two entrances -- one onto Victory Blvd. opposite Montgomery Ave. and the other onto an existing driveway/street about 1050 feet east of Woodley Ave. All turns would be permitted to and from each entrance.

- The west parking lot would have two entrances onto Victory Blvd. -- one opposite Valjean Ave. and the other about 300 feet west of Woodley Ave. Neither entrance would have any turn restrictions.

- The parking lots would accommodate about 443 cars -- 238 small cars and 205 large cars.


ODLEY STATION
200
100
MANUEL PADRON & ASSOCIATES
JUNE 1986
AVE.
VALJEAN
GLORIA AVE.
BLVD.
BIKEWAY
VIC
S
BIKEWAY
← LARGE CARS: 100 SPACES →
PARK & RIDE LOT: 219 TOTAL SPACES
← SMALL CARS: 119 SPACES →

SEPULVEDA STATION -- EAST ALTERNATIVE

The Sepulveda Station -- East Alternative -- would be located directly east of Sepulveda Blvd. The center platform station would have entrances on each end of the platform.

LACTC has estimated the AM peak period demand as follows:

Arrivals: 642 Auto; 5 Walk; 46 Bus.

Departures: 0 Auto; 82 Walk; 42 Bus.

I. Bus Facilities

- Bus demand is very low, so bus loading bays within the station confines are not warranted. Bus stops would be located on Sepulveda Blvd.

II. Kiss-Ride Facilities

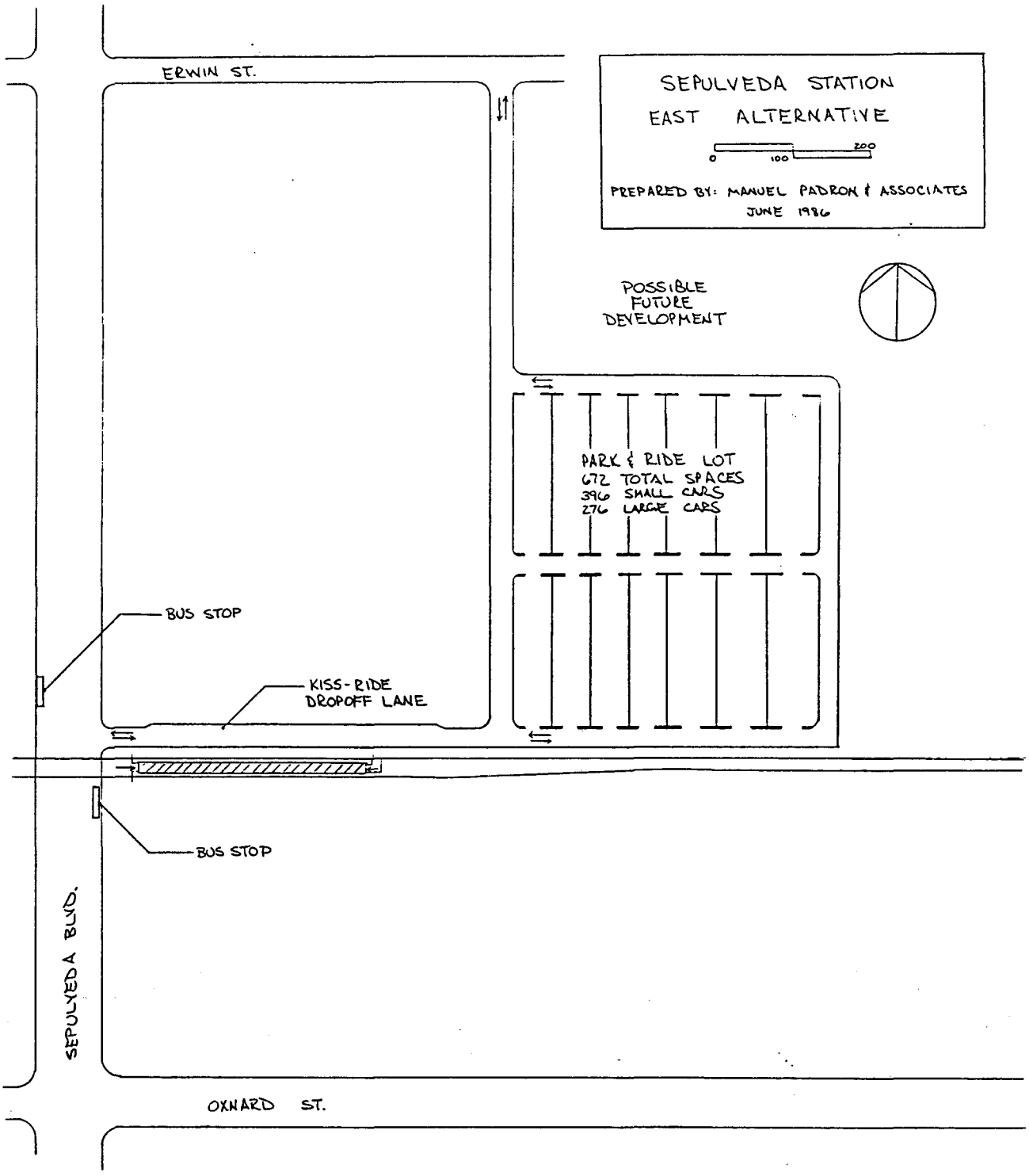
- A kiss-ride dropoff lane would be provided on the parking lot access road, directly north of the station. The lane would be about 370 feet long and would accommodate about 12 vehicles.

III. Park & Ride Facilities

- Park & ride demand is estimated to be about 661 spaces for the Sepulveda Station.

- To accommodate the parking demand, a parking lot would be provided northeast of the station in an existing car junkyard. The property is about 10.3 acres, and is bounded by Erwin Ave. (north), Delano Park (east) and the SP Railroad (south). The northern half of the property would be available for possible future joint-use development. The southern half would be devoted to the park & ride lot, and would accommodate about 672 cars -- 396 small cars and 276 large cars.

- The parking lot would have two entrances -- one onto Erwin St. about 500 feet east of Sepulveda Blvd. and the other onto Sepulveda Blvd. north of the LRT tracks. The first entrance would have no turn restrictions, but the second, onto Sepulveda, would prohibit left turns from the parking area onto Sepulveda Blvd.


SEPULVEDA STATION
EAST ALTERNATIVE
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
JUNE 1986
ERWIN ST.
POSSIBLE FUTURE DEVELOPMENT
PARK & RIDE LOT
672 TOTAL SPACES
396 SMALL CARS
276 LARGE CARS
BUS STOP
KISS-RIDE DROPOFF LANE
BUS STOP
SEPULVEDA BLVD.
OXNARD ST.

SEPULVEDA STATION -- WEST ALTERNATIVE

The Sepulveda Station -- West Alternative -- would be located about 200 feet west of Sepulveda Blvd. The center platform station would have entrances on each end of the platform.

LACTC has estimated the AM peak period demand as follows:

Arrivals: 642 Auto; 5 Walk; 46 Bus.

Departures: 0 Auto; 82 Walk; 42 Bus.

I. Bus Facilities

- Bus demand is very low, so bus loading bays within the station confines are not warranted. Bus stops would be located on Sepulveda Blvd.

II. Kiss-Ride Facilities

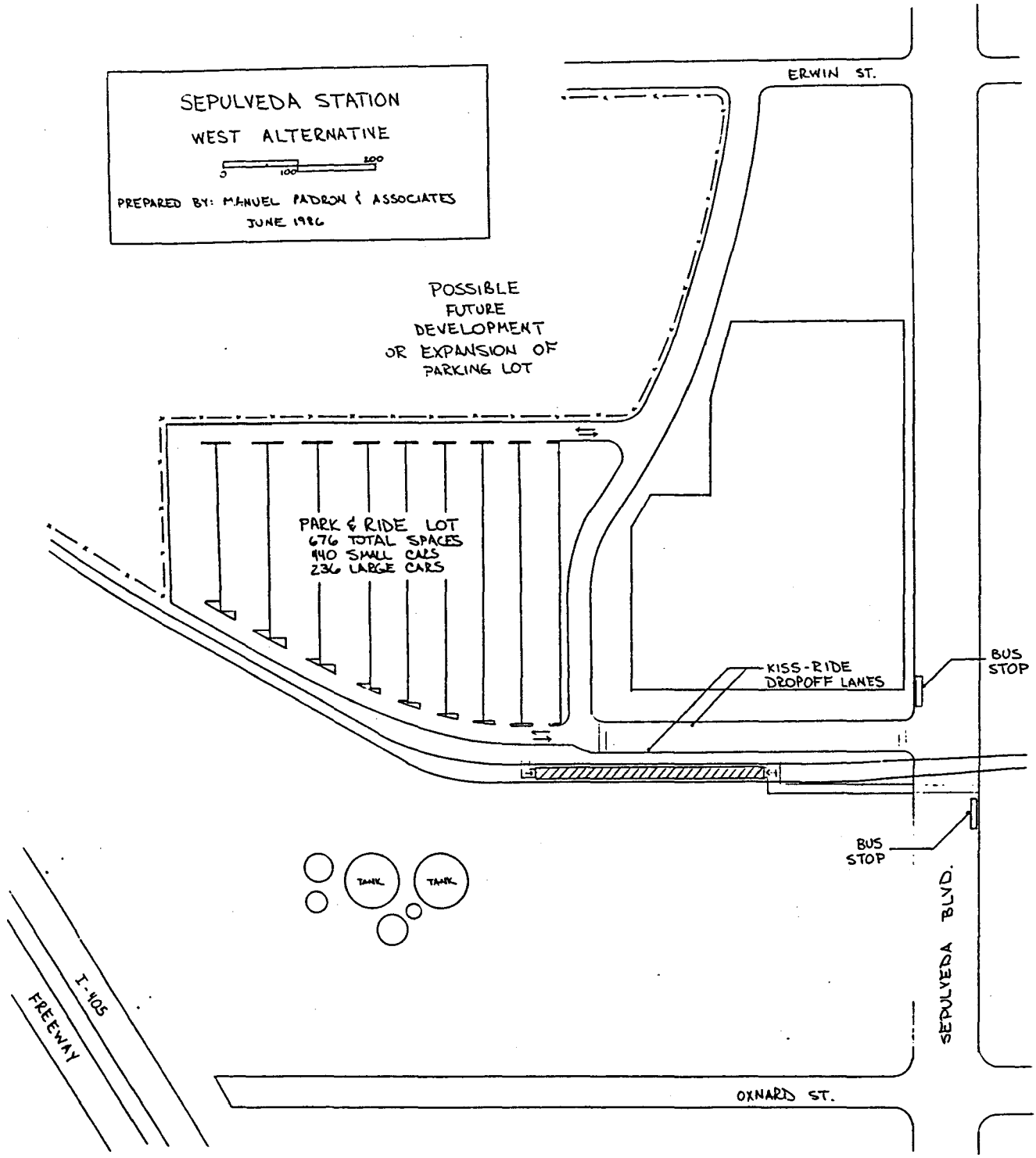
- Kiss-ride dropoff lanes would be provided on the north and south sides of the parking lot access road, directly north of the station. Each lane would be about 370 feet long and would accommodate about 12 vehicles.

III. Park & Ride Facilities

- Park & ride demand is estimated to be about 661 spaces for the Sepulveda Station.

- To accommodate the parking demand, a parking lot would be provided northwest of the station in an existing drive-in theatre. The property is about 13.1 acres, and is bounded by Erwin Ave. (north) and the SP Railroad (south). The northern half (remnant) of the property would be available for possible future joint-use development or for expanding the park and ride lot in the future, if necessary. The southern half would be devoted to the park & ride lot, and would accommodate about 676 cars -- 440 small cars and 236 large cars.

- The parking lot would have two entrances -- one onto Erwin St. about 200 feet west of Sepulveda Blvd. (the existing drive-in entrance road) and the other onto Sepulveda Blvd. north of the LRT tracks. The first entrance would have no turn restrictions, but the second, onto Sepulveda, would prohibit left turns from Sepulveda Blvd. (northbound traffic) into the parking entrance and kiss-ride lanes.


SEPULVEDA STATION
WEST ALTERNATIVE
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
JUNE 1986
ERWIN ST.
POSSIBLE FUTURE DEVELOPMENT OR EXPANSION OF PARKING LOT
PARK & RIDE LOT
676 TOTAL SPACES
440 SMALL CARS
236 LARGE CARS
KISS-RIDE DROPOFF LANES
BUS STOP
BUS STOP
TANK
TANK
I-405 FREEWAY
SEPULVEDA BLVD.
OXNARD ST.

VAN NUYS STATION -- AERIAL ALTERNATIVE

The Van Nuys aerial station would have a center platform that straddles Van Nuys Blvd. Station entrances would be provided on both sides of Van Nuys Blvd.

I. Bus Facilities

- The Van Nuys Station would be a major transfer station on the San Fernando Valley Line. LACTC estimates the following AM peak period demand:

Arrivals: 22 Local Bus; 340 Express Bus.

Departures: 457 Local Bus; 658 Express Bus.

- A bus-only loop and loading lanes would be located directly south of the east station entrance. The attached drawing shows conceptually how the bus-only loop would operate. Buses would enter the loop from an entrance on Atena St., about 300 feet east of Van Nuys Blvd., and would circle the loop in the counterclockwise direction (one-way). The loading lanes would accommodate six buses.

- It should be noted that this station plan was originally drawn with the LRT track alignment shifted about 40 feet south of the SP railroad tracks to accommodate a strip park & ride lot along Bessemer Street, which is <u>not</u> recommended. With this shift in the alignment, there is not enough

room between the eastbound LRT track and Atena St. to accommodate the turning radius of the bus-only loop proposed in the site plan. Without the strip parking lot along Bessemer St., the LRT tracks should remain in the SP railroad alignment, thus providing sufficient space for the turning radius required by the bus-only loop.

II. Kiss-Ride Facilities

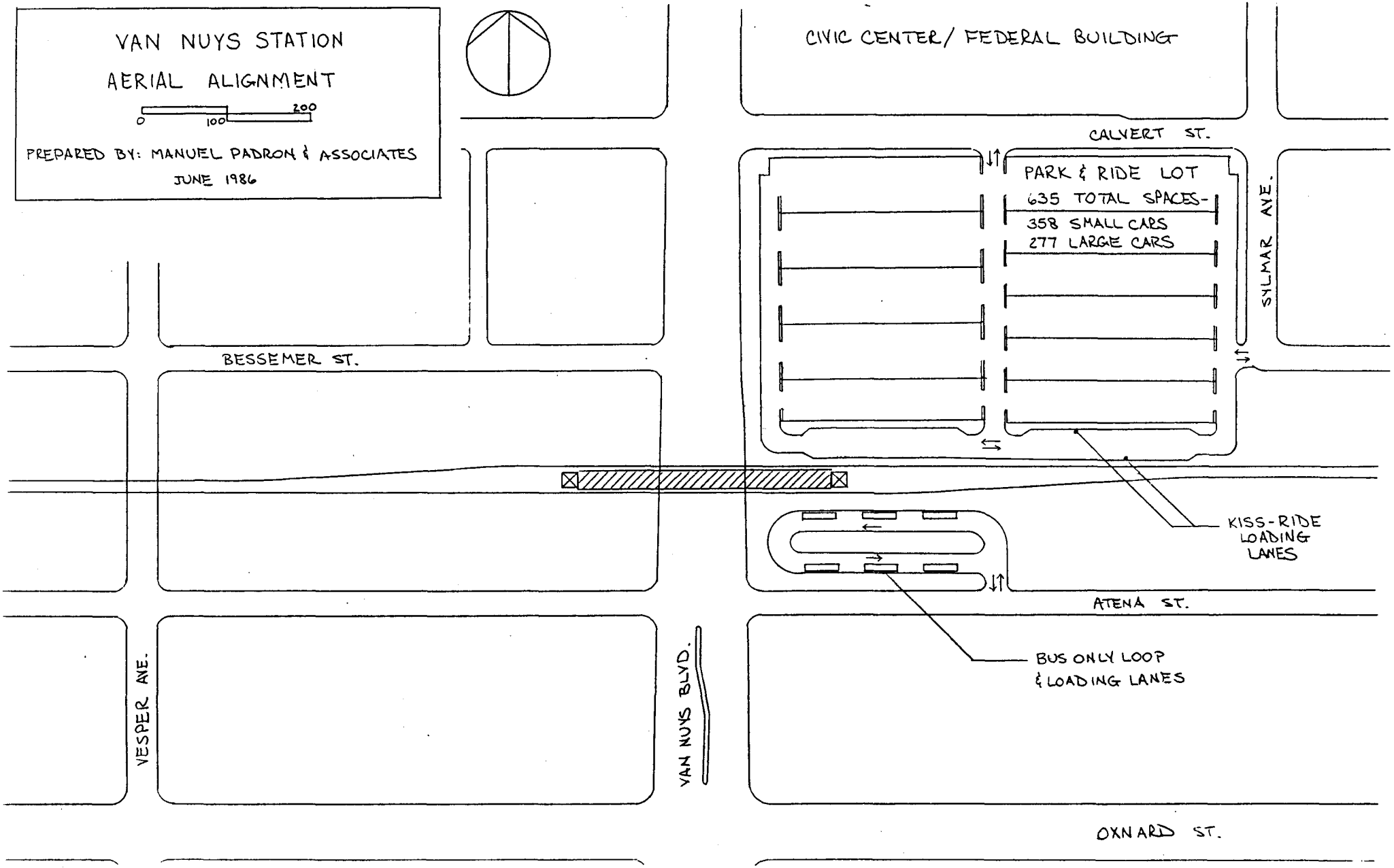
- Kiss-ride loading lanes have been provided north of the east station entrance, within the park & ride lot. The lanes have a total length of about 800 feet and would accommodate about 26 cars.

III. Park & Ride Facilities

- The station area provides an opportunity for parking north of the LRT tracks, in an existing car dealership that is bounded by Calvert St. (north), Sylmar Ave. (east), Van Nuys (west) and the SP Railroad (south). The parking lot would be accessed from two entrances -- from Calvert St. about 300 feet east of Van Nuys and from Bessemer St. at Sylmar Ave. There would not be any turn restrictions at either entrance. The capacity of the lot would be about 635 cars -- 358 small and 277 large cars.

- LACTC should consider purchasing this car dealership property for joint development purposes, provided that it can be bought at a reasonable price and without condemnation. The car dealership site is uniquely

located in relation to the station and the Civic Center/Federal Building, and offers the best potential for joint development in the entire corridor. In the interim years (before a private developer is selected) the property would be used for park & ride and kiss & ride. Even though the demand for park & ride at this site has not been estimated, it seems reasonable to assume that a parking lot at this location would be fully used. Eventually, parking for transit riders could be incorporated in the joint development project.


VAN NUYS STATION
AERIAL ALIGNMENT
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
JUNE 1986
CIVIC CENTER/ FEDERAL BUILDING
CALVERT ST.
PARK & RIDE LOT
635 TOTAL SPACES-
358 SMALL CARS
277 LARGE CARS
SYLMAR AVE.
BESSEMER ST.
KISS-RIDE
LOADING
LANES
ATENA ST.
BUS ONLY LOOP
& LOADING LANES
VESPER AVE.
VAN NUYS BLVD.
OXNARD ST.

VAN NUYS STATION -- AT-GRADE ALTERNATIVE

The Van Nuys at-grade station would have a center platform located east of Van Nuys Blvd. Station entrances would be provided on both ends of the platform.

I. Bus Facilities

- The Van Nuys Station would be a major transfer station on the San Fernando Valley Line. LACTC estimates the following AM peak period demand:

Arrivals: 22 Local Bus; 340 Express Bus.

Departures: 457 Local Bus; 658 Express Bus.

- A bus-only loop and loading lanes would be located directly south of the east station entrance. The attached drawing shows conceptually how the bus-only loop would operate. Buses would enter the loop from an entrance on Atena St., about 300 feet east of Van Nuys Blvd., and would circle the loop in the counterclockwise direction (one-way). The loading lanes would accommodate six buses.

- It should be noted that this station plan was drawn with the LRT track alignment shifted about 40 feet south of the SP railroad tracks to accommodate a strip park & ride lot along Bessemer St. As a result, there is an insufficient distance between the eastbound LRT track and

Atena St. to accommodate the turning radius of the bus-only loop. Since a strip parking lot will not be provided along Bessemer St., the LRT tracks should remain in the SP railroad alignment. There would then be sufficient space for the turning radius required by the bus-only loop.

II. Kiss-Ride Facilities

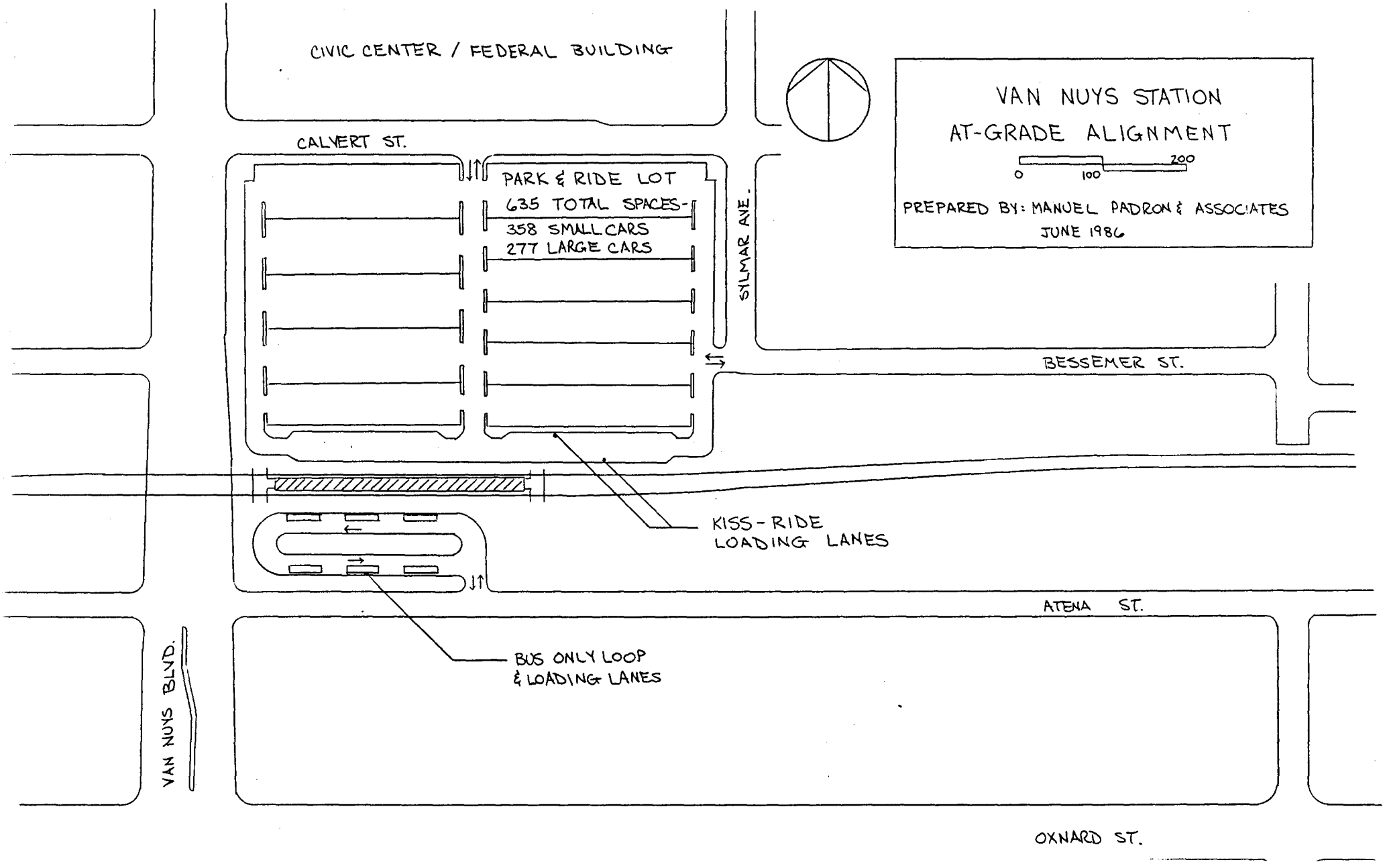
- Kiss-ride loading lanes have been provided north of the east station entrance, within the park & ride lot. The lanes have a total length of about 800 feet and would accommodate about 26 cars.

III. Park & Ride Facilities

- The station area provides an opportunity for parking north of the LRT tracks, in an existing car dealership that is bounded by Calvert St. (north), Sylmar Ave. (east), Van Nuys (west) and the SP Railroad (south). The parking lot would be accessed from two entrances -- from Calvert St. about 300 feet east of Van Nuys and from Bessemer St. at Sylmar Ave. There would not be any turn restrictions at either entrance. The capacity of the lot would be about 635 cars -- 358 small and 277 large cars.

- LACTC should consider purchasing this car dealership property for joint development purposes, provided that it can be bought at a reasonable price and without condemnation. The car dealership site is uniquely located in relation to the station and the Civic Center/Federal Building,

and offers the best potential for joint development in the entire corridor. In the interim years (before a private developer is selected) the property would be used for park & ride and kiss & ride. Even though the demand for park & ride at this site has not been estimated, it seems reasonable to assume that a parking lot at this location would be fully used. Eventually, parking for transit riders could be incorporated in the joint development project.


CIVIC CENTER / FEDERAL BUILDING
CALVERT ST.
PARK & RIDE LOT
635 TOTAL SPACES-
358 SMALL CARS
277 LARGE CARS
SYLMAR AVE.
BESSEMER ST.
KISS-RIDE
LOADING LANES
ATENA ST.
BUS ONLY LOOP
& LOADING LANES
VAN NUYS BLVD.
OXNARD ST.
VAN NUYS STATION
AT-GRADE ALIGNMENT
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
JUNE 1986

FULTON STATION

The at-grade, center platform station would be located northwest of the intersection of Fulton Avenue and Burbank Blvd. The station would have two entrances -- at each end of the platform.

LACTC has estimated the AM peak period demand as follows:

Arrivals: 1032 Auto; 15 Walk; 0 Bus.

Departures: 0 Auto; 42 Walk; 0 Bus.

I. Bus Facilities

- Since there is no bus demand forecast for the Fulton Station, no bus facilities are required. Local buses would use the bus stops along Fulton Ave. and Burbank Blvd., adjacent to the station.

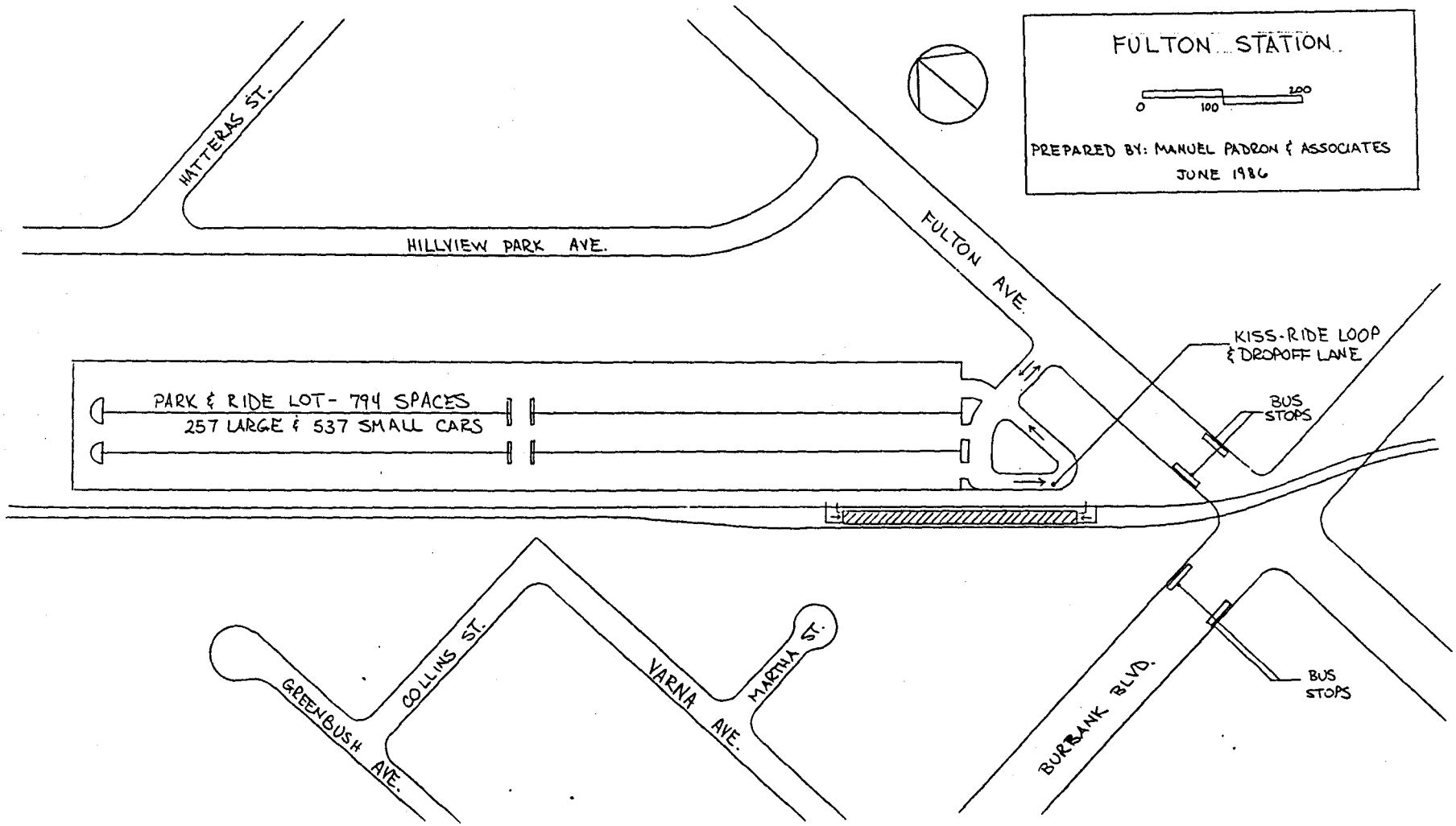
II. Kiss-Ride Facilities

- A kiss-ride loop and dropoff lanes would be provided within the station confines. Vehicles would access the dropoff area via Fulton Avenue. The dropoff lanes would accommodate about eight (8) cars.

III. Park & Ride Facilities

- The park & ride demand forecast for this station would be about 1,063 parking spaces. The station site does not, however, permit such a large parking capacity. A single park & ride lot would be provided along the narrow strip of land adjacent (northeast) to the LRT tracks. The lot would accommodate about 794 cars -- including 257 large cars (32%) and 537 small cars (68%).

- The park & ride lot would have a single entrance, located on Fulton Ave. about 300 feet north of Burbank Blvd. There would be no turn restrictions at this lot entrance.


FULTON STATION
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
JUNE 1986
HATTERAS ST.
HILLVIEW PARK AVE.
FULTON AVE.
KISS-RIDE LOOP & DROPOFF LANE
BUS STOPS
PARK & RIDE LOT - 794 SPACES
257 LARGE & 537 SMALL CARS
COLLINS ST.
GREENBUSH AVE.
VARNA AVE.
MARTHA ST.
BURBANK BLVD.
BUS STOPS

LAUREL CANYON STATION -- ALT. EC

The center platform station would be located in the median of Chandler Boulevard, with a single passenger entrance at the west end of the station. The track plans indicate that a small block of property, currently used as a parking lot by adjacent businesses, would be used for station facilities. However, this property has not been used in the attached station plans because (1) this property would be extremely expensive to purchase (adjoining developments are substantial and property values in this area are quite high) and (2) the demand projections prepared by LACTC do not show a sufficient need for exclusive bus, kiss-ride or park & ride facilities.

I. Bus Facilities

- Bus demand is fair (42 arrivals, 95 departures in the AM peak period). Southbound buses would load and unload from a bus stop located on Laurel Canyon Avenue (south of Chandler Blvd.). Northbound buses would use a bus-only loading lane along Laurel Canyon Ave., adjacent to the small block of property noted above.

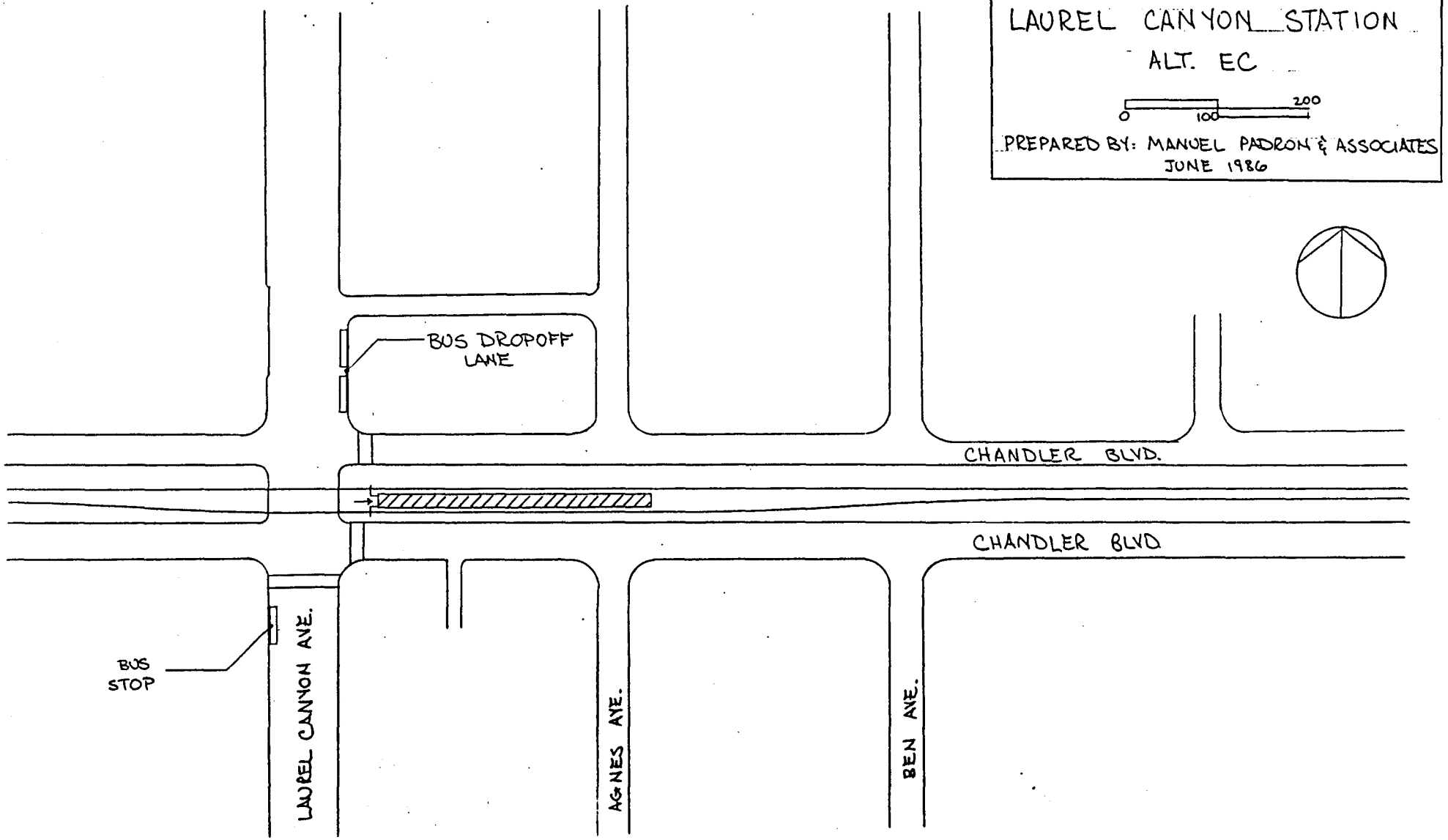
II. Kiss-Ride Facilities

- Kiss-ride demand has not been estimated but may be significant given the proximity of the station to the Hollywood Freeway. However, the need for kiss-ride spaces does not warrant acquiring the small block of property

north of the station. Therefore, any kiss-ride activity would have to take place informally along Laurel Canyon Ave. or Chandler Blvd.

III. Park & Ride Facilities

- Park & ride facilities would not be provided at this station.


LAUREL CANYON STATION
ALT. EC
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
JUNE 1986
BUS DROPOFF LANE
CHANDLER BLVD.
CHANDLER BLVD
BUS STOP
LAUREL CANYON AVE.
AGNES AVE.
BEN AVE.

LAUREL CANYON -- ALT. EBA

The center platform station would be located in the median of Burbank Boulevard, with a single passenger entrance at the east end of the station.

I. Bus Facilities

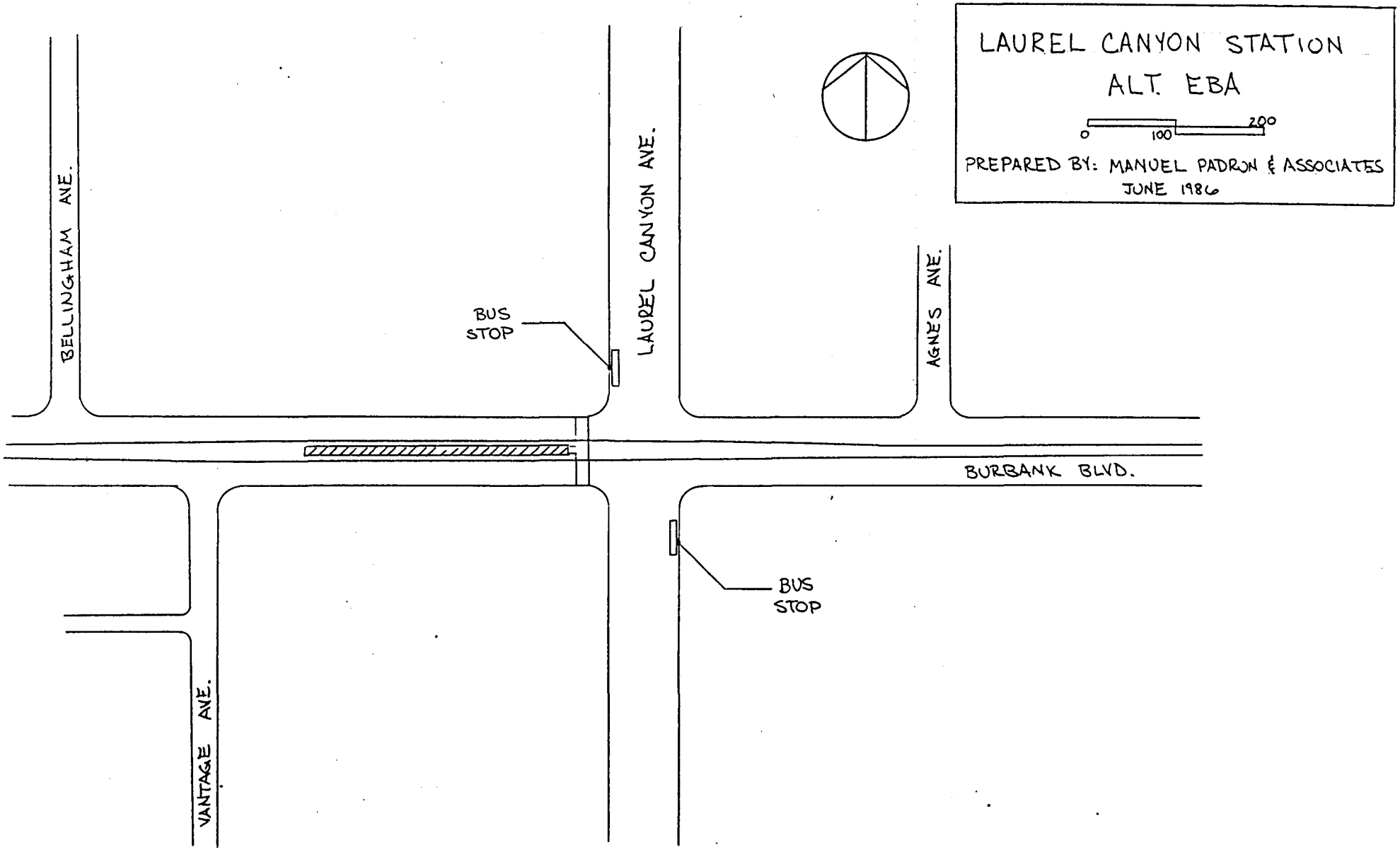
- Bus demand is fair (42 arrivals, 95 departures in the AM peak period). Bus stops would be located on Laurel Canyon Blvd. north and south of Chandler Blvd.

II. Kiss-Ride Facilities

- Kiss-ride demand has not been estimated but may be significant, given the proximity of the station to the Hollywood Freeway. However, this station site does not lend itself to providing separate kiss-ride dropoff lanes. Any kiss-ride activity would have to take place informally along Laurel Canyon Ave. or Burbank Blvd.

III. Park & Ride Facilities

- Park & ride facilities would not be provided at this station.


LAUREL CANYON STATION
ALT. EBA
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
JUNE 1986
BELLINGHAM AVE.
LAUREL CANYON AVE.
AGNES AVE.
BUS STOP
BURBANK BLVD.
BUS STOP
VANTAGE AVE.

NORTH HOLLYWOOD STATION -- ALT. EC

The North Hollywood Station would be located in the block bounded by north and south Chandler Blvd., Tujunga Ave., and Lankershim Blvd. The station entrance would be provided at the east end of a center platform. Passengers transferring to the Metrorail line would exit the station and walk to the left to the Metrorail entrance.

LACTC has estimated the AM peak period demand as follows:

Arrivals: 1599 Auto; 6 Walk; 27 Bus; 717 Metrorail.

Departures: 0 Auto; 81 Walk; 448 Bus; 3426 Metrorail.

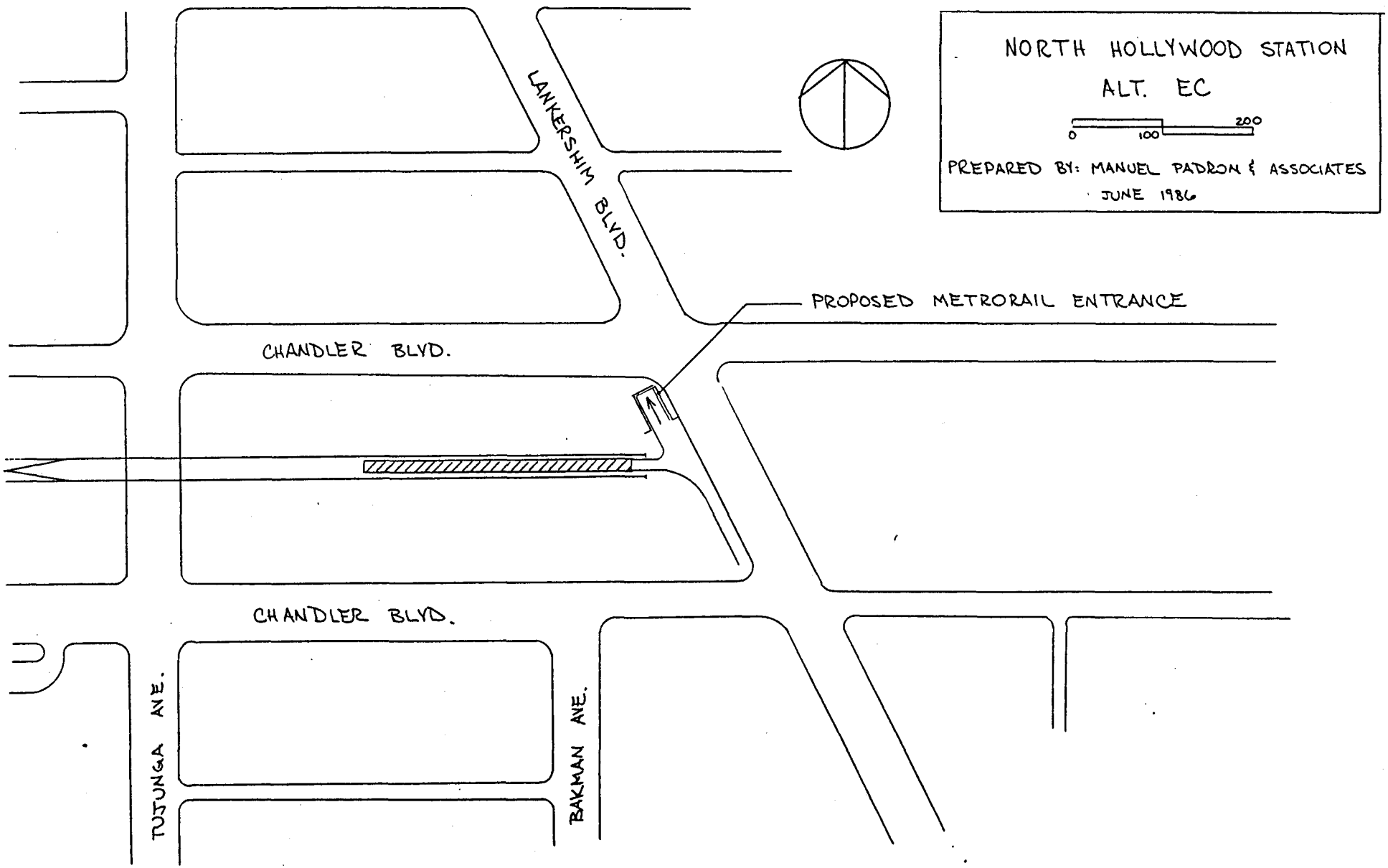
Bus, kiss-ride and park & ride facilities will not be provided, despite the large volumes of auto and bus passengers estimated by LACTC.

The track plan and profile indicates that the center platform would be the nominal width designated by LACTC, 14 feet, 9 inches. Since this station is an end-of-line station and would be loaded from only one entrance, the platform width should probably be greater than the nominal width appropriate for most stations.

If we assume that a fully loaded 3-car train arrives in the station with 500 passengers, and an additional 250 passengers walk to the platform to wait for an outbound train, then the platform width must accommodate these 750 walking passengers within, say, two to three minutes. Using a rough

criteria for throughput walk volumes of 2,500-3,000 persons per hour per meter of walkway (reference: Urban Public Transportation: Systems and Technology, by Vukan R. Vuchic, p.613), then the minimum platform width would be about 16.4 to 23.0 feet (5.0 to 7.0 meters). This assumes, further, that the platform is not obstructed with support columns (for a roof), fare gates, or station "furniture" (map displays, kiosks, etc.) that would restrict passenger walk volumes.

For this reason, it is recommended that the width of the center platform be increased to at least 20 feet.


NORTH HOLLYWOOD STATION
ALT. EC
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
JUNE 1986
LANKERSHIM BLVD.
PROPOSED METRORAIL ENTRANCE
CHANDLER BLVD.
CHANDLER BLVD.
TUJUNGA AVE.
BAKMAN AVE.

NORTH HOLLYWOOD STATION -- ALT. EBA

The North Hollywood Station would be located in the block bounded by north and south Chandler Blvd., Tujunga Ave., and Lankershim Blvd. The station entrance would be provided at the east end of two side platforms. Passengers transferring to the Metrorail line would exit the station and walk to the left to the Metrorail entrance.

LACTC has estimated the AM peak period demand as follows:

Arrivals: 1599 Auto; 6 Walk; 27 Bus; 717 Metrorail.

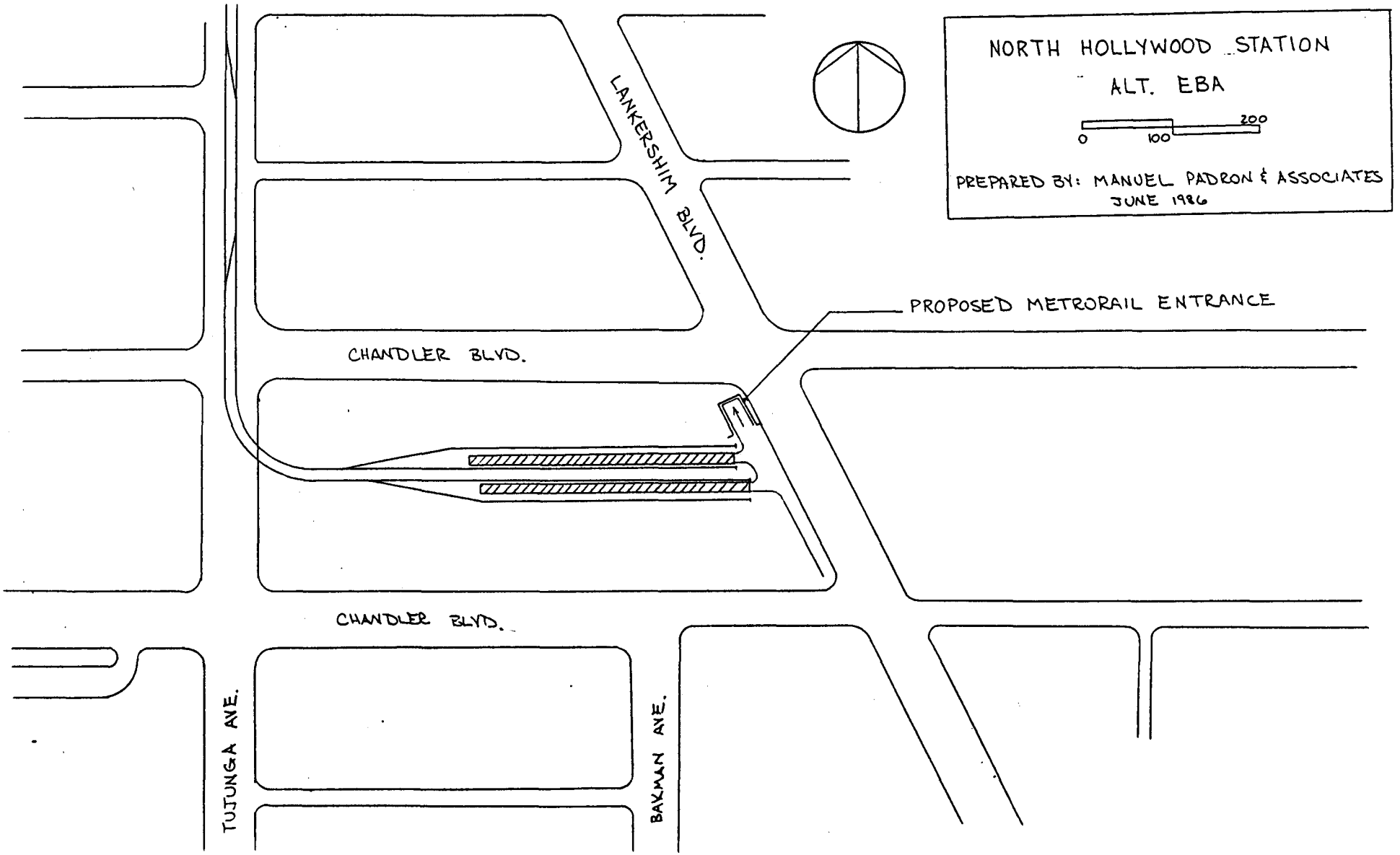
Departures: 0 Auto; 81 Walk; 448 Bus; 3426 Metrorail.

Bus, kiss-ride and park & ride facilities will not be provided, despite the large volumes of auto and bus passengers estimated by LACTC.

The track plan and profile indicates that the side platforms would each be the nominal width designated by LACTC, 10 feet. The discussion of platform width for Alternative ECA also applies to this alternative. For this reason, it is recommended that the width of each side platform be increased to at least 15 feet.

Manuel Padron & Associates

June 1986


NORTH HOLLYWOOD STATION
ALT. EBA
0
100
200
PREPARED BY: MANUEL PADRON & ASSOCIATES
JUNE 1986
LANKERSHIM BLVD.
PROPOSED METRORAIL ENTRANCE
CHANDLER BLVD.
CHANDLER BLVD.
TUJUNGA AVE.
BAKMAN AVE.

LACTC

Los Angeles County
Transportation
Commission
403 West Eighth Street
Suite 500
Los Angeles
California 90014-3096
(213) 626-0370

NOTICE OF DETERMINATION

TO: County Clerk
County of Los Angeles

FROM: Los Angeles County
Transportation Commission
403 W. Eighth St.#500
Los Angeles, CA 90014

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Project Title: Acquisition for Right-of-Way Protection of Parcel AS800: Canoga Park Site

State Clearinghouse number (Not Applicable) | Contact Person | AreaCode/Number/Ext.

Project Location: Parcel AS800 includes approximately 13.2 acres generally located between Deering Avenue, Vanowen Street, Canoga Avenue and Sherman Way in the Canoga Park area.

Project Description: The project includes acquisition of the parcel for right-of-way protection along a high-priority transit corridor. Acquisition would neither result in any physical change to the site, nor prejudice the LACTC's ultimate decision on which route to select for a fixed-guideway rail transit project.

This is to advise that the Los Angeles County Transportation Commission has approved the above described project on August 23, 1989 and has made the following determinations regarding the above described project:

1. The project ___ will, _X_ will not have a significant effect on the environment.

2. ____An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.

   X A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.

3. Mitigation measures ___ were, _X_ were not made a condition of the approval of the project.

4. A statement of Overriding Considerations ___ was, _X_ was not adopted for this project.

his is to certify that comments and responses and record of project approval is available to the General Public at:

LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 W. Eighth Street, Suite 500 - Los Angeles, California 90014 - Contact: Lupe Valdez

Date Received for Filing and Posting at County Clerk

Richard Stanger Director, Rail Development

Signature (LACTC) Title

8/24/89

Date

LACTC

Los Angeles County
Transportation
Commission
403 West Eighth Street
Suite 500
Los Angeles
California 90014-3096
(213) 626-0370

NOTICE OF DETERMINATION

TO: County Clerk
County of Los Angeles

FROM: Los Angeles County
Transportation Commission
403 W. Eighth St.#500
Los Angeles, CA 90014

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Project Title: Acquisition for Right-of-Way Protection of Parcel AS801: Tarzana (Reseda) Site

State Clearinghouse number (Not Applicable) | Contact Person | AreaCode/Number/Ext.

Project Location: Parcel AS801 includes approximately 8.2 acres generally located between Oxnard and Topham and Bessemar Streets, on both sides of Reseda Boulevard in the Reseda area.

Project Description: The project includes acquisition of the parcel for right-of-way protection along a high-priority transit corridor. Acquisition would neither result in any physical change to the site, nor prejudice the LACTC's ultimate decision on which route to select for a fixed-guideway rail transit project.

This is to advise that the Los Angeles County Transportation Commission has approved the above described project on August 23, 1989 and has made the following determinations regarding the above described project:

1. The project ___ will, _X_ will not have a significant effect on the environment.

2. ____An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.

   X A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.

3. Mitigation measures ___ were, _X_ were not made a condition of the approval of the project.

4. A statement of Overriding Considerations ___ was, _X_ was not adopted for this project.

his is to certify that comments and responses and record of project pproval is available to the General Public at:

LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 W. Eighth Street, Suite 500 - Los Angeles, California 90014 - Contact: Lupe Valdez

Date Received for Filing and Posting at County Clerk

Richard Stanger — Director, Rail Development

Signature (LACTC) — Title

8/24/89

Date

LACTC

Los Angeles County
Transportation
Commission
403 West Eighth Street
Suite 500
Los Angeles
California 90014-3096
(213) 626-0370

NOTICE OF DETERMINATION

TO: County Clerk
County of Los Angeles

FROM: Los Angeles County
Transportation Commission
403 W. Eighth St.#500
Los Angeles, CA 90014

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

Project Title: Acquisition for Right-of-Way Protection of Parcel AS802: Van Nuys Site

State Clearinghouse number (Not Applicable) | Contact Person | AreaCode/Number/Ext.

Project Location: Parcel AS802 includes approximately 7.3 acres generally located on the northern side of Aetna Street between Van Nuys Boulevard and Hazeltine Avenue in the Van Nuys area.

roject Description: The project includes acquisition of the parcel for right-of-way protection along a high-priority transit corridor. Acquisition would neither result in any physical change to the site, nor prejudice the LACTC's ultimate decision on which route to select for a fixed-guideway rail transit project.

This is to advise that the Los Angeles County Transportation Commission has approved the above described project on August 23, 1989 and has made the following determinations regarding the above described project:

1. The project ___ will, _X_ will not have a significant effect on the environment.

2. ____An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.

   X A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.

3. Mitigation measures ___ were, _X_ were not made a condition of the approval of the project.

4. A statement of Overriding Considerations ___ was, _X_ was not adopted for this project.

his is to certify that comments and responses and record of project approval is available to the General Public at:

LOS ANGELES COUNTY TRANSPORTATION COMMISSION 403 W. Eighth Street, Suite 500 - Los Angeles, California 90014 - Contact: Lupe Valdez

Date Received for Filing and Posting at County Clerk

Richard Stanger — Director, Rail Development

Signature (LACTC) — Title

8/29/89

Date

Los Angeles County
Transportation
Commission
403 West Eighth Street
Suite 500
Los Angeles
California 90014-3096
(213) 626-0370

NOTICE OF COMPLETION
OF
DRAFT INITIAL STUDY/DRAFT NEGATIVE DECLARATION

Responsible Agency: Los Angeles County Transportation Commission (LACTC)
403 West Eighth Street, Suite 500
Los Angeles, California 90014

Project Title: Aquisition for Right-of-Way Protection of Parcel AS800: Canoga Park Site

Project Location:

Parcel AS800 includes approximately 13.2 acres generally located between Deering Avenue, Vanowen Street, Canoga Avenue and Sherman Way in the Canoga Park area.

Description of Nature, Purpose and Beneficiaries of Project:

The project includes acquisition of the parcel for right-of-way protection along a high-priority transit corridor. Acquisition would neither result in any physical change to the site, nor prejudice the LACTC's ultimate decision on which route to select for a fixed-guideway rail transit project.

Lead Agency: Los Angeles County Transportation Commission

Address where copy of IS/ND is available: 403 W. 8th Street,
Suite 500
Los Angeles, CA 90014

Review Period: From August 4, 1989 to August 14, 1989

Contact Person: Lupe Valdez

Phone Number: (213) 236-9547

DATED: August 3, 1989

(for) NEIL PETERSON
Executive Director

ENVIRONMENTAL CHECKLIST

I. Background

1. Name of Proponent Los Angeles County Transportation Commission

2. Address and Phone Number of Proponent 403 West Eighth Street, Suite 500, Los Angeles, CA 90014
(213) 626-0370

3. Date of Checklist Submitted August 4, 1989

4. Name of Proposal Acquisition of Parcel AS800: Canoga Park Site For Right-of-Way Protection

II. Environmental Impacts

(Explanations of all answers are provided in Attachments A through E.)

	Yes	Maybe	No
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	___	___	X
b. Disruptions, displacements, compaction or overcovering of the soil?	___	___	X
c. Change in topography or ground surface relief features?	___	___	X
d. The destruction, covering or modification of any unique geologic or physical features?	___	___	X
e. Any increase in wind or water erosion of soils, either on or off the site?	___	___	X
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	___	___	X
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	___	___	X

		Yes	Maybe	No
2.	Air. Will the proposal result in:			
	a. Substantial air emissions or deterioration of ambient air quality?	___	_____	X
	b. The creation of objectionable odors?	___	_____	X
	c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	___	_____	X
3.	Water. Will the proposal result in:			
	a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	___	_____	X
	b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	___	_____	X
	c. Alterations to the course or flow of flood waters?	___	_____	X
	d. Change in the amount of surface water in any water body?	___	_____	X
	e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	___	_____	X
	f. Alteration of the direction or rate of flow of ground waters?	___	_____	X
	g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	___	_____	X
	h. Substantial reduction in the amount of water otherwise available for public water supplies?	___	_____	X
	i. Exposure of people or property to water related hazards such as flooding or tidal waves?	___	_____	X

		Yes	Maybe	No
4.	Plant Life. Will the proposal result in:			
	a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	___	_____	X
	b. Reduction of the numbers of any unique, rare or endangered species of plants?	___	_____	X
	c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	___	_____	X
	d. Reduction in acreage of any agricultural crop?	___	_____	X
5.	Animal Life. Will the proposal result in:			
	a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	___	_____	X
	b. Reduction of the numbers of any unique, rare or endangered species of animals?	___	_____	X
	c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	___	_____	X
	d. Deterioration to existing fish or wildlife habitat?	___	_____	X
6.	Noise. Will the proposal result in:			
	a. Increases in existing noise levels?	___	_____	X
	b. Exposure of people to severe noise levels?	___	_____	X

		Yes	Maybe	No
7.	Light and Glare. Will the proposal produce new light or glare?	___	_____	X
8.	Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?	___	_____	X
9.	Natural Resources. Will the proposal result in:			
	a. Increase in the rate of use of any natural resources?	___	_____	X
10.	Risk of Upset. Will the proposal involve:			
	a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	___	_____	X
	b. Possible interference with an emergency response plan or an emergency evacuation plan?	___	_____	X
11.	Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?	___	_____	X
12.	Housing. Will the proposal affect existing housing, or create a demand for additional housing?	___	_____	X
13.	Transportation/Circulation. Will the proposal result in:			
	a. Generation of substantial additional vehicular movement?	___	_____	X
	b. Effects on existing parking facilities, or demand for new parking?	___	_____	X
	c. Substantial impact upon existing transportation systems?	___	_____	X
	d. Alterations to present patterns of circulation or movement of people and/or goods?	___	_____	X

		Yes	Maybe	No
e.	Alterations to waterborne, rail or air traffic?	___	_____	X
f.	Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	___	_____	X
14.	Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a.	Fire protection?	___	_____	X
b.	Police protection?	___	_____	X
c.	Schools?	___	_____	X
d.	Parks or other recreational facilities?	___	_____	X
e.	Maintenance of public facilities, including roads?	___	_____	X
f.	Other governmental services?	___	_____	X
15.	Energy. Will the proposal result in:			
a.	Use of substantial amounts of fuel or energy?	___	_____	X
b.	Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy?	___	_____	X
16.	Utilities. Will the proposal result in a need for new systems, or substantial alterations to utilities: (See response)	___	_____	X
17.	Human Health. Will the proposal result in:			
a.	Creation of any health hazard or potential health hazard (excluding mental health)?	___	_____	X
b.	Exposure of people to potential health hazards?	___	_____	X

		Yes	Maybe	No
18.	Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	___	_____	X
19.	Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	___	_____	X
20.	Cultural Resources.			
	a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?	___	_____	X
	b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	___	_____	X
	c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	___	_____	X
	d. Will the proposal restrict existing religious or sacred uses within the potential impact area?	___	_____	X
21.	Mandatory Findings of Significance.			
	a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	___	_____	X

	Yes	Maybe	No
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future).	___	_____	X
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant).	___	_____	X
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	___	_____	X

III. **Discussion of Environmental Evaluation**
(Narrative description of environmental impacts).

See Attachment A

IV. **Determination**
(To be completed by the Lead Agency).

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. [X]

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED. [ ]

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. [ ]

8/4/65
Date

Neil Peterson
Executive Director
Los Angeles County
Transportation Commission

Attachment A

Acquisition of Parcel AS800: Canoga Park Site

ENVIRONMENTAL CHECKLIST FORM

Responses to "Yes", "Maybe", and "No" Answers:

Discussion

The proposal, which entails acquisition of Parcel AS800, (see Attachments B and C), would have no effect on any of the environmental impacts listed in the checklist for the following reason:

The primary purpose of this action is to protect right-of-way for a high-priority transit corridor, as designated in Proposition A (November, 1980). As such, the proposal would neither result in any physical change to the subject parcel, nor prejudice the LACTC's ultimate decision on which route to select for a fixed-guideway rail project.

No Use Change

The act of acquiring the subject parcel will not trigger any use changes in the property. No use changes are contemplated and all existing leases will be continued. In the event leases expire, the LACTC will endeavor to maintain the current uses on the property. Further, if any significant change of use is required, the LACTC will prepare appropriate environmental documentation.

No Prejudice

One of the major public concerns regarding the proposed property acquisition from the Southern Pacific Transportation Company is the perception that such action will prejudice the LACTC with regard to deciding between the Burbank Branch and Ventura Freeway route alternatives, which are currently under consideration to serve the East/West San Fernando Valley. The LACTC is currently preparing an EIR for the San Fernando Valley Rail Transit Project (see Notice of Preparation dated 4-21-89, Attachment D), which will assess the impact of these two route alternatives. Similar early right-of-way acquisitions are also being contemplated for the Ventura Freeway alternative. These actions are consistent with the LACTC's right-of-way protection policy adopted November 13, 1985 (see Attachment E). Perhaps more significant to the finding of no prejudice is the following documentation of the evolution of the San Fernando Rail Transit Project over the past 13 years.

Decisionmaking History: San Fernando Valley Rail Transit Project

In 1976 the California legislature created the LACTC to coordinate short-range transportation funding and planning in Los Angeles County. The Commission is responsible for overseeing street, freeway and transit funds in Los Angeles and is the Lead Agency responsible for the San Fernando Valley Rail Transit project.

Over the past six years LACTC has taken a number of steps toward the identification of appropriate routes and system alternatives including the following:

November, 1980: L.A. County voters approved Proposition A, which defined the areas to be served by rail transit.

May, 1983: LACTC adopted the San Fernando Valley East/ West corridor as one of six high-priority rail transit corridors recommended for further route refinement studies under Proposition A.

July, 1983: LACTC conducted a preliminary route assessment study. Alternative routes studied in the San Fernando Valley East/West Corridor included the Southern Pacific Mainline light rail transit (LRT), Sherman Way LRT, Ventura Freeway heavy rail transit (HRT), Los Angeles River HRT, Ventura Boulevard HRT, and the Southern Pacific Burbank Branch (LRT and HRT).

October, 1983: Based on a preliminary assessment of candidate routes, LACTC selected a mid-Valley light rail transit line generally following the Southern Pacific's Burbank Branch as a representative route for system planning purposes.

Spring, 1985: LACTC initiated a route refinement study which analyzed multiple alignment variations generally using the Burbank Branch right-of-way. A summary report was issued in August, 1986.

Fall, 1986: Substantial local opposition to the Burbank Branch route emerged. LACTC expanded the route refinement study to include four other light rail routes in the study.

February, 1987: Five alternative routes were selected for study in an environmental impact report by LACTC and conceptual engineering of the routes commenced. Route alternatives studied included the SP Burbank Branch, the SP Mainline, the LA River, the Ventura Freeway, and Ventura Freeway aerial. Previous route alternatives, Sherman Way, the Southern Pacific Burbank Branch "Oxnard Street Variation", and the Ventura Boulevard Aerial, were dropped from further consideration.

September, 1987: Conceptual engineering of the routes was completed and presented in a report entitled Initial Alternatives Evaluation Report. Contents of the report were reviewed with the public.

November, 1987: LACTC voted to postpone initiation of an EIR on the project due to continuing and growing opposition to all five alignment alternatives. Simultaneously the Commission requested assistance from elected officials in the San Fernando Valley to develop a consensus on how to proceed with future rail studies.

March, 1988: The Los Angeles City Council created the San Fernando Valley Citizens Advisory Panel on Transportation Solutions. This panel prepared a report (Transportation Solutions, August, 1988) which included recommendations on how to proceed with rail transit development in the Valley.

August, 1988: Pursuant to the Panel's report recommendations, the Los Angeles City Council adopted the following resolution:

a. Preparation of an EIR for three alternative route alignments: the Southern Pacific Burbank Branch route, the Ventura Freeway route, and the San Fernando Road route.

b. Implementation of commuter rail service along the San Fernando Road Route.

c. Reconvening of the Citizens' Panel to review the draft EIR.

d. Appointment of a citizen's oversight committee to implement community improvements or project enhancements upon the selection of a specific route for construction.

e. Study of an extension of Metro Rail within the EIR.

f. Study in the EIR (and for other transit projects in Los Angeles) of the total undergrounding of the rail line where adjacent to residential communities where practical, affordable and feasible.

September, 1988: Based on the Citizens Advisory Panel Report and the Council's action, LACTC adopted the following at their meeting of September 28, 1988:

Preparation of a Notice of Preparation to begin the formal EIR process on two alternatives:

- Ventura Freeway as an extension of Metro Rail.
- Burbank Branch Route from Warner Center to North Hollywood in three configurations: 1) full subway, 2) trenched, bermed and fenced section, and 3) some combination of full subway and trenched, bermed and fenced sections.

January, 1989: The Notice of Preparation (NOP) was prepared and submitted to the LACTC Transit Committee. The Transit Committee recommended authorization of the release of the NOP. Additional comments from the City of Los Angeles and other groups emerged. At the January 25, 1989 meeting, the LACTC deferred issuance of the NOP for the EIR pending staff review of additional comments received from the City of Los Angeles' Chief Legislative Analyst (CLA), elected officials, and members of the public.

March, 1989: At their March 8, 1989 meeting, the LACTC authorized staff to issue the NOP for the following alternatives:

Southern Pacific Railroad-Burbank Branch Route:

1. An aerial/subway alternative which is in full subway within residential areas only and which includes a Metro Rail extension option and an automated rail transit option.

2. A mitigated light rail alternative which utilizes shallow trench/berm, deep trench, and deep bore options through residential areas, and having at least a deep trench along the "diagonal" segment.

Ventura Freeway Route:

1. A mitigated aerial rail guideway alternative along the Ventura Freeway to include a Metro Rail extension option and an automated rail transit option.

2. An aerial/subway alternative which is in full subway within residential areas only and aerial elsewhere and is to be studied as a Metro Rail extension option and an automated rail transit option.

All alternatives are to be studied with interim terminals near the 405 Freeway as length/phasing options. The interim terminals are to include feeder bus provisions like the El Monte busway station. Monorail and magnetic-levitation technologies are also to be considered as options within the fully-grade separated alternatives.

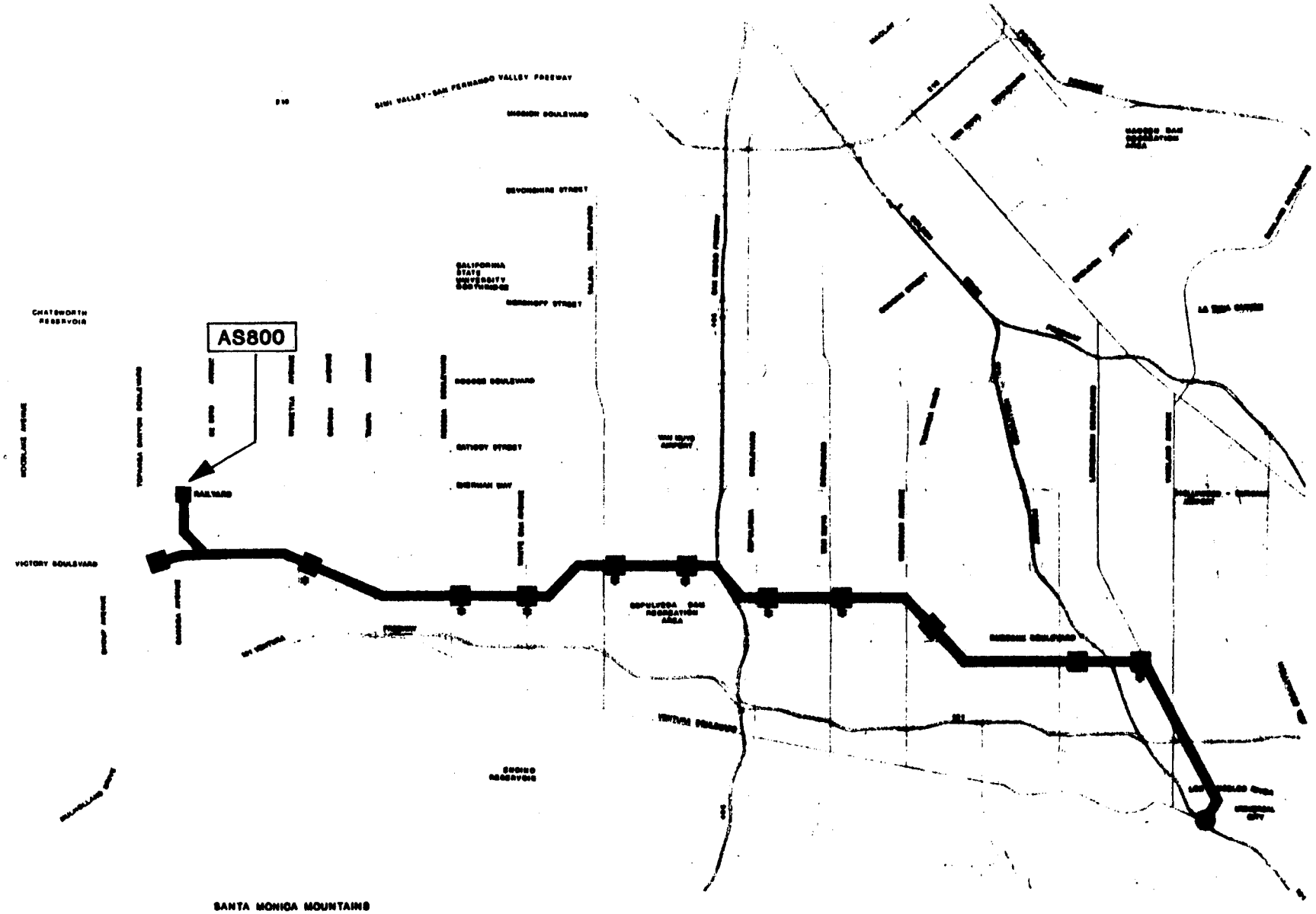
At this meeting the Commission also expressed its intention to complete environmental work on the San Fernando Valley, Pasadena and North Coast corridors before making a decision on the next project or project segments to be built. This decision is expected to be made by no later than March 1990.

JMS/CC:MISC.SFV/as800/nm

ATTACHMENT B

Description of Parcel AS800: Canoga Park Site

- Area Map
- Parcel Map
- Legal Description
- Tenant Occupancy



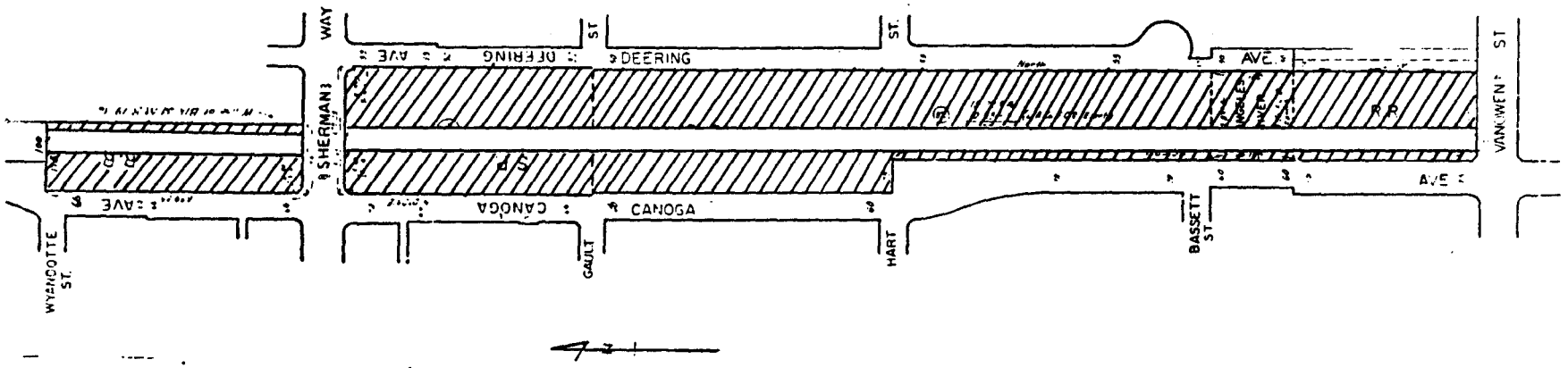
San Fernando Valley Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

BURBANK BRANCH

Scale in feet

NORTH



AS 800
Canoga Park Site
Approx. 13.26 Acre

TICOR TITLE SURANCE COMPANY OF CALIFORNIA

DESCRIPTION:

THAT PORTION OF LOT A OF LOS ANGELES FARMING AND MILLING CO'S PROPERTY, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 4232 PAGE 118 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY AS DESCRIBED IN THE DEEDS RECORDED IN BOOK 901 PAGE 58 OF DEEDS AND IN BOOK 898 PAGE 88 OF DEEDS BOTH IN SAID RECORDERS OFFICE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT POINT WERE THE CENTER LINE OF THE SOUTHERN PACIFIC RAILROAD COMPANY BRANCH RAILROAD FROM BURBANK TO CHATSWORTH PARK INTERSECTS THE WEST LINE OF THE RANCHO EL ENCINO AT OR NEAR ENGINEER STATION 643+54. 8 OF SAID CENTER LINE, SAID POINT OF INTERSECTION BEING SOUTH TWENTY-TWO MINUTES (22 MINUTES) WEST THIRTY-TWO HUNDRED FORTY-NINE AND FIVE TENTHS (3249.5) FEET FROM THE NORTHWEST CORNER SAID RANCHO; THENCE WEST AND EMBRACING A STRIP OF LAND ONE HUNDRED (100) FEET EQUALLY ON EACH SIDE OF SAID CENTER LINE, FORTY-FOUR HUNDRED FORTY-FIVE AND TWO TENTHS (4445.2) FEET, MORE OR LESS, TO STATION 688+100 OF SAID CENTER LINE; THENCE WEST AND EMBRACING A STRIP OF LAND TWO HUNDRED TWENTY-FIVE (225) FEET IN WIDTH, LYING ONE HUNDRED (100) FEET ON THE NORTH AND ONE HUNDRED TWENTY FIVE (125) FEET ON THE SOUTH OF SAID CENTER LINE, TWO THOUSAND (2000) FEET TO STATION 708+00 OF SAID CENTER LINE; THENCE WEST AND NORTHWESTERLY EMBRACING A STRIP OF LAND ONE HUNDRED (100) FEET WIDE LYING EQUALLY ON EACH SIDE OF SAID CENTER LINE TWENTY THOUSAND TWO HUNDRED NINETY-TWO AND NINE TENTHS (20,292.9) FEET, MORE OR LESS, TO STATION 915+00 OF SAID CENTER LINE THENCE NORTH FIVE MINUTES (5 MINUTES) WEST, AND EMBRACING A STRIP OF LAND TWO HUNDRED TWENTY-FIVE (225) FEET IN WIDTH LYING ONE-HUNDRED (100) FEET ON THE EASTERLY SIDE AND ONE HUNDRED TWENTY-FIVE (125) FEET ON THE WESTERLY SIDE OF SAID CENTER LINE, TWO THOUSAND (2000) FEET TO STATION 935+00 OF SAID CENTER LINE; THENCE STILL NORTH FIVE MINUTES (5 MINUTES) WEST, AND EMBRACING A STRIP OF LAND ONE HUNDRED (100) FEET IN WIDTH LYING EQUALLY ON EACH SIDE OF SAID CENTER LINE, SIXTY-FIVE HUNDRED SIXTY-SEVEN AND TWO TENTHS (6567.2) FEET, MORE OR LESS, TO THE SOUTH LINE OF SECTION THIRTY (30) TOWNSHIP TWO (2) NORTH, RANGE SIXTEEN (16) WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, AT OR NEAR STATION 1000+67.2 OF SAID CENTER LINE

EXCEPTING THEREFROM A STRIP OF LAND FOUR-HUNDRED (400) FEET LONG AND FORTY-FIVE (45) FEET WIDE, PARALLEL WITH AND THIRTY-TWO AND ONE-HALF (32 1/2) FEET NORTH OF THE CENTER LINE OF SAID RAILROAD, THE EAST END OF SAID STRIP BEING OPPOSITE STATION 693+60 AND THE WEST END BEING OPPOSITE STATION 697+60.

ALSO EXCEPT THEREFROM THAT PORTION OF SAID LAND LYING WESTERLY OF THE WESTERLY LINE OF SAID HEREINABOVE FIRST MENTIONED 225.00 FOOT WIDE STRIP OF LAND

ALSO EXCEPT THEREFROM THAT PORTION OF SAID LAND LYING EASTERLY OF THE EASTERLY LINE OF SAID HEREINABOVE FIRST MENTIONED 225.00 FOOT WIDE STRIP OF LAND.

TICOR TITLE INSURANCE COMPANY OF CALIFORNIA

DESCRIPTION:

PARCEL A:

THAT PORTION OF LOT "A" OF LOS ANGELES FARMING AND MILLING COMPANY, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 4232 PAGE 118 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AS DESCRIBED IN THE DEED RECORDED IN BOOK 90 PAGE 58 OF DEEDS IN SAID RECORDERS OFFICE, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT WHERE THE CENTER LINE OF THE SOUTHERN PACIFIC RAILROAD COMPANY BRANCH RAILROAD FROM BURBANK TO CHATSWORTH PARK INTERSECTS THE WEST LINE OF THE THE RANCHO EL ENCINO AT OR NEAR ENGINEER STATION 643+54.8 OF SAID CENTER LINE, SAID POINT OF INTERSECTION BEING SOUTH 22 MINUTES WEST 3249.5 FEET FROM THE NORTHWEST CORNER OF SAID RANCHO; AND EMBRACING A STRIP OF LAND 100 FEET EQUALLY ON EACH SIDE OF SAID OF CENTER LINE, 4445.2 FEET, MORE OR LESS, TO STATION 688+00 OF SAID CENTER LINE; THENCE WEST, AND EMBRACING A STRIP OF LAND 225 FEET IN WIDTH, LYING 100 FEET ON THE NORTH AND 125 FEET OF THE SOUTH OF SAID CENTER LINE, 2000 FEET TO STATION 708+00 OF SAID CENTER LINE; THENCE WEST AND NORTHWESTERLY EMBRACING A STRIP OF LAND 100 FEET WIDE LYING EQUALLY ON EACH SIDE OF SAID CENTER LINE, 20,292.9 FEET, MORE OR LESS, TO STATION 915+00 OF SAID CENTER LINE; THENCE NORTH 5 MINUTES WEST AND EMBRACING A STRIP OF LAND 225 FEET IN WIDTH LYING 100 FEET ON THE EASTERLY SIDE AND 125 FEET ON THE WESTERLY SIDE OF SAID CENTER LINE, 2000 FEET TO STATION 935+00 OF SAID CENTER LINE; THENCE STILL NORTH 5 MINUTES WEST, AND EMBRACING A STRIP OF LAND, 100 FEET IN WIDTH LYING EQUALLY ON EACH SIDE OF SAID CENTER LINE, 6567.2 FEET, MORE OR LESS, TO THE SOUTH LINE OF SECTION 30 TOWNSHIP 2 NORTH, RANGE 16 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, AT OR NEAR STATION 1000+67.2 OF SAID CENTER LINE.

EXCEPTING THEREFROM THAT PORTION LYING NORTH OF THE EASTERLY PROLONGATION OF THE CENTER LINE OF SHERMAN WAY, 80 FEET WIDE, AS SHOWN ON SHEET 19 OF THE MAP OF TRACT NO. 1000, RECORDED IN BOOK 19 PAGE 19 OF MAPS.

ALSO EXCEPT THEREFROM THAT PORTION OF SAID LAND LYING SOUTHERLY OF THE WESTERLY PROLONGATION OF THE CENTER LINE VANOWEN STREET (FORMERLY KNOWN AS EIGHTH STREET, 60 FEET WIDE) AS SHOWN ON MAP OF TRACT NO. 1000, AS PER MAP RECORDED IN BOOK 19 PAGE 19, OF MAPS, IN SAID RECORDER'S OFFICE.

PARCEL B:

THAT PORTION OF LOT "A" OF LOS ANGELES FARMING AND MILLING COMPANY, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 4232 PAGE 118 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AS DESCRIBED IN THE DEED RECORDED IN BOOK 89 PAGE 88 OF DEEDS IN SAID RECORDER'S OFFICE, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT 100 FEET EASTERLY FROM STATION 925+40 OF THE CENTER LINE OF THE SOUTHERN PACIFIC RAILROAD COMPANY, ABOVE RECITED; THENCE NORTHERLY AND PARALLEL WITH AND AT A UNIFORM DISTANCE OF 100 FEET EASTERLY FROM SAID CENTER LINE, A DISTANCE OF 310 FEET, MORE OR LESS, TO A POINT OPPOSITE STATION 928+ OF SAID CENTER LINE; THENCE EASTERLY AT RIGHT ANGLES, 100 FEET; THENCE SOUTHERLY AT RIGHT ANGLES, 310 FEET; THENCE WESTERLY AT RIGHT ANGLES, 100.00

FEET TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM THAT PORTION LYING NORTHERLY OF THE EASTERLY PROLONGATION OF THE CENTER LINE OF SHERMAN WAY, 80 FEET WIDE, AS SHOWN ON SHEET 19 OF THE MAP OF TRACT NO. 1000, RECORDED IN BOOK 19 PAGE 19 OF MAPS, I SAID RECORDERS OFFICE.

PARCEL C:

THOSE PORTIONS OF LOTS 977 AND 978 OF TRACT NO. 1000, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 19 PAGES 1 TO 34 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTHERLY BOUNDARY OF THE 100 FOOT BY 310 FOOT TRACT OF LAND DESCRIBED IN DEED FROM THE LOS ANGELES FARMING AND MILLING COMPANY, TO THE SOUTHERN PACIFIC RAILROAD COMPANY, RECORDED IN BOOK 898 PAGE 88 OF DEEDS, DISTANT 150.24 FEET EASTERLY, AT RIGHT ANGLES, FROM THE CENTER LINE OF THE SOUTHERN PACIFIC RAILROAD COMPANY'S MAIN TRACK, AT ENGINEER'S STATION 925+40, AND ALSO DISTANT 1150.6 FEET WESTERLY, AT RIGHT ANGLES, FROM THE EAST LINE OF SAID LOT 978; THENCE SOUTH PARALLEL WITH AND DISTANT 1150.6 FEET WESTERLY, AT RIGHT ANGLES, FROM SAID EAST LINE, 2332.34 FEET, MORE OR LESS, TO A POINT ON THE SOUTH LINE OF SAID LOT 978; THENCE WEST, ALONG SAID SOUTH LINE, 100.47 FEET, TO ITS INTERSECTION WITH THE EASTERLY RIGHT OF WAY LINE OF THE SOUTHERN PACIFIC RAILROAD COMPANY'S RIGHT OF WAY, AS DESCRIBED I DEED RECORDED IN BOOK 901 PAGE 58 OF DEEDS; THENCE FOLLOWING SAID RIGHT OF W LINE NORTHERLY TO A POINT OPPOSITE AND DISTANT 50 FEET AT RIGHT ANGLES, EASTERLY FROM THE CENTER LINE OF THE SOUTHERN PACIFIC RAILROAD COMPANY'S MAI TRACK AT ENGINEER'S STATION 915+00; THENCE EASTERLY, AT RIGHT ANGLES, 50 FEE THENCE NORTHERLY, AT RIGHT ANGLES, 1040 FEET TO THE SOUTHWEST CORNER OF SAID TRACT OF LAND DESCRIBED IN DEED RECORDED IN BOOK 898 PAGE 88 OF DEEDS; THENC EASTERLY ALONG THE SOUTHERLY LINE OF SAID LAST MENTIONED TRACT OF LAND, 50.0 FEET TO THE POINT OF BEGINNING.

TICOR TITLE INSURANCE COMPANY OF CALIFORNIA

DESCRIPTION:

PARCEL 1:

THAT PORTION OF LOT "A" OF LOS ANGELES FARMING AND MILLING COMPANY, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 4232 PAGE 118 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AS DESCRIBED IN THE DEEDS RECORDED IN BOOK 901 PAGE 58 OF DEEDS AND IN BOOK 898 PAGE 88 OF DEEDS, BOTH, IN SAID RECORDERS OFFICE, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT WHERE THE CENTER LINE OF THE SOUTHERN PACIFIC RAILROAD COMPANY BRANCH RAILROAD FROM BURBANK TO CHATSWORTH PARK INTERSECTS THE WEST LINE OF THE THE RANCHO EL ENCINO AT OR NEAR ENGINEER STATION 643+54.8 OF SAID CENTER LINE, SAID POINT OF INTERSECTION BEING SOUTH 22 MINUTES WEST 3249.5 FEET FROM THE NORTHWEST CORNER OF SAID RANCHO; AND EMBRACING A STRIP OF LAND 100 FEET EQUALLY ON EACH SIDE OF SAID OF CENTER LINE, 4445.2 FEET, MORE OR LESS, TO STATION 688+00 OF SAID CENTER LINE; THENCE WEST, AND EMBRACING A STRIP OF LAND 225 FEET IN WIDTH, LYING 100 FEET ON THE NORTH AND 125 FEET OF THE SOUTH OF SAID CENTER LINE, 2000 FEET TO STATION 708+00 OF SAID CENTER LINE; THENCE WEST AND NORTHWESTERLY EMBRACING A STRIP OF LAND 100 FEET WIDE LYING EQUALLY ON EACH SIDE OF SAID CENTER LINE, 20,292.9 FEET, MORE OR LESS, TO STATION 915+00 OF SAID CENTER LINE; THENCE NORTH 5 MINUTES WEST AND EMBRACING A STRIP OF LAND 225 FEET IN WIDTH LYING 100 FEET ON THE EASTERLY SIDE AND 125 FEET ON THE WESTERLY SIDE OF SAID CENTER LINE, 2000 FEET TO STATION 935+00 OF SAID CENTER LINE; THENCE STILL NORTH 5 MINUTES WEST, AND EMBRACING A STRIP OF LAND, 100 FEET IN WIDTH LYING EQUALLY ON EACH SIDE OF SAID CENTER LINE, 6567.2 FEET, MORE OR LESS, TO THE SOUTH LINE OF SECTION 30, TOWNSHIP 2 NORTH, RANGE 16 WEST, SAN BERNARDINO MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF, AT OR NEAR STATION 1000+67.2 OF SAID CENTER LINE.

EXCEPTING THEREFROM THE EAST 50 FEET OF THAT PORTION THEREOF LYING SOUTH OF STATION 935+00 AND NORTH OF THE EASTERLY PROLONGATION OF THE NORTHERLY LINE OF SHERMAN WAY, 80 FEET WIDE, AS SHOWN ON SHEET 19 OF THE MAP OF TRACT NO. 1000, RECORDED IN BOOK 19 PAGE 19 OF MAPS.

ALSO, EXCEPTING THEREFROM THAT PORTION LYING NORTH OF THE WESTERLY PROLONGATION OF THE CENTER LINE OF SHERMAN WAY, 80 FEET WIDE, AS SHOWN ON SHEET 19 OF THE MAP OF TRACT NO. 1000, RECORDED IN BOOK 19 PAGE 19 OF MAPS.

ALSO EXCEPTING THEREFROM THAT PORTION OF SAID LAND LYING NORTHERLY OF THE WESTERLY PROLONGATION OF THE CENTER LINE VALERIO STREET (FORMERLY KNOWN AS "D STREET, 60 FEET WIDE) AS SHOWN ON MAP OF OWENSMOUTH TRACT, RECORDED IN BOOK 1 PAGES 36, OF MAPS, IN SAID RECORDER'S OFFICE.

PARCEL B:

THAT PORTION OF LOT "A" OF LOS ANGELES FARMING AND MILLING COMPANY, IN THE CITY OF LOS ANGELES, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON MAP RECORDED IN BOOK 4232, PAGE 118 OF DEEDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, AS DESCRIBED IN THE DEED RECORDED IN BOOK 89 PAGE 88 OF DEEDS IN SAID RECORDER'S OFFICE, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT 100 FEET EASTERLY FROM STATION 925_40 OF THE CENTER LI

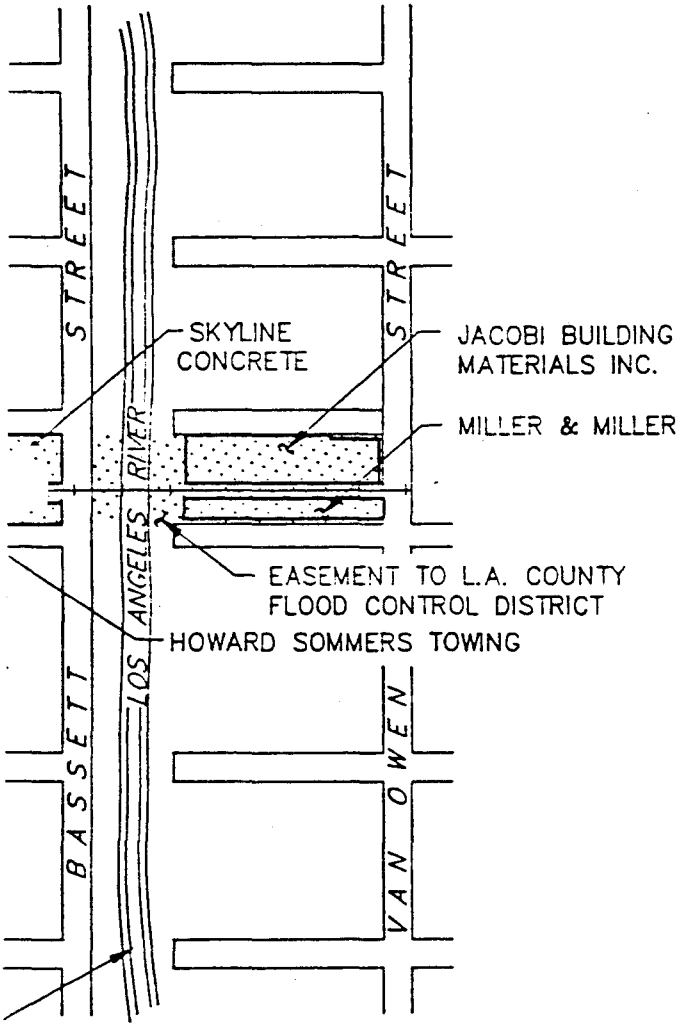
TICOR TITLE INSURANCE COMPANY OF CALIFORNIA

OF THE SOUTHERN PACIFIC RAILROAD COMPANY ABOVE RECITED; THENCE NORTHERLY AND PARALLEL WITH AND AT A UNIFORM DISTANCE OF 100 FEET EASTERLY FROM SAID CENTER LINE, A DISTANCE OF 310, MORE OR LESS, TO A POINT OPPOSITE STATION 928+50 OF SAID CENTER LINE; THENCE EASTERLY AT RIGHT ANGLES, 100 FEET; THENCE SOUTHERLY AT RIGHT ANGLES, 310 FEET; THENCE WESTERLY AT RIGHT ANGLES, 100.00 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION LYING SOUTHERLY OF THE EASTERLY PROLONGATION OF THE CENTER LINE OF SHERMAN WAY, 80 FEET WIDE, AS SHOWN ON SHEET 19 OF THE MAP OF TRACT NO. 1000, RECORDED IN BOOK 19 PAGE 19, OF ~~MISCELLANEOUS RECORDS~~, IN SAID RECORDER'S OFFICE.

MAPS

LEASEE	TENANT(S)
1. APOLLO TIRE	MACHINERY WAREHOUSE
	IRENE CERAMICS
2. CHAPIN EQUIPT. CO.	DICECCO'S BLDG. SUPPLY
3. HULL BROS. LUMBER	HULL BROS. LUMBER
4. SOUTHERN CALIF. GAS COMPANY	SOUTHERN CALIF. GAS COMPANY
5. BERENY ENTERPRISES	TRUCK TOWN RENTALS
	VISTA SUN AUTOBODY
6. HOWARD SOMMERS	HOWARD SOMMERS TOWING
7. MILLER & MILLER	CANOGA TOOL/EQUIPT. RENTALS
8. JACOBI BUILDING MATERIALS, INC.	JACOBI BUILDING MATERIALS, INC.
9. CALMAT/SKYLINE CONCRETE	CALMAT/SKYLINE CONCRETE
10. WILSON & WILSON	WILSON'S HAY/FEED
11. CANOGA BUILDERS SUPPLIES	CANOGA BUILDERS SUPPLIES
12. PAGE & MOORE	PAGE & MOORE



SCALE

200 0 200 FEET

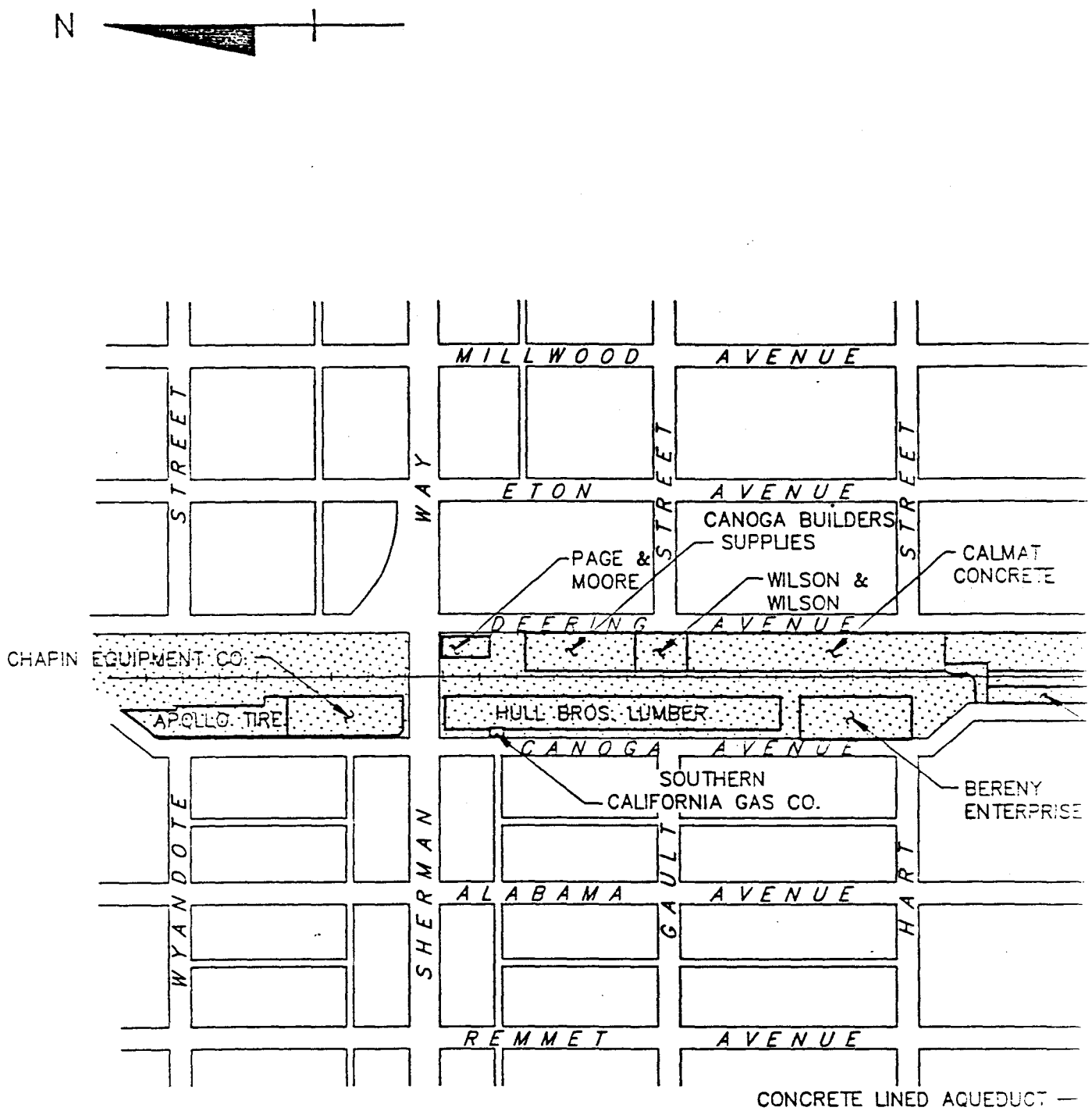
SITE PLAN
CANOGA PARK
LOS ANGELES, CALIFORNIA

PREPARED FOR

SOUTHERN PACIFIC
TRANSPORTATION COMPANY

CanonieEnvironmental

DATE: 5-18-89	FIGURE 2	DRAWING NUMBER 89-057-81
SCALE: AS SHOWN		



REVISIONS	NO.	DATE

DRAWN BY	CHECKED BY	APPROVED BY	DRAWING NUMBER
VZC	R C	[illegible]	5/26/85
5-18-89			8/16/85

80-057-C1

ATTACHMENT C

AS800: CANOGA PARK SITE
Zoning Description

ZONE AND USES	HEIGHT DISTRICT
MR1-1VL: RESTRICTED INDUSTRIAL Uses first permitted in CM Zone (Commercial Manufacturing - Wholesale business, storage buildings, clinics, limited manufacturing; retail businesses with limited manufacturing, auto services, retail contractor businesses); limited commercial and manufacturing uses, clinics, limited machine shops, animal hospitals and kennels.	Floor area of main building may not exceed 1.5 times the building area of the lot; maximum height of 3 stories or 45 feet.
M1-1: LIMITED INDUSTRIAL Includes CM uses (Commercial Manufacturing - Wholesale business, storage buildings, clinics, limited manufacturing; retail businesses with limited manufacturing, auto services, retail contractor businesses); plus limited industrial and manufacturing uses.	Floor area of main building may not exceed 1.5 times the building area of the lot.
M2-1: LIGHT INDUSTRIAL Includes limited industrial (M1) and restricted light industrial (MR2) uses; also allows additional industrial uses, storage yards of all kinds, and animal keeping.	Floor area of main building may not exceed 1.5 times the building area of the lot.

ATTACHMENT D

NOTICE OF PREPARATION

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

The Los Angeles County Transportation Commission (LACTC) will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know your views as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. If your agency has an action related to the project, it will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the probable environmental effects are contained in the attached Initial Study.

Please send your response to Steve Lantz, Community Relations Manager, at the address above. We need the name for a contact person in your agency.

Project Title: San Fernando Valley Rail Transit Project

Neil Peterson
Executive Director

Date: 4-21-89

Reference: California Administrative Code, Title 14, Sections 10582 (1),
15103, 15375

SAN FERNANDO VALLEY RAIL TRANSIT PROJECT
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
403 WEST EIGHTH STREET, SUITE 500
LOS ANGELES, CALIFORNIA 90014
CONTACT: MR. STEVE LANTZ
(213) 236-9567

APRIL 1989

1.0 INTRODUCTION

BACKGROUND AND IDENTIFICATION OF ALTERNATIVES

In February of 1987, LACTC authorized the preparation of an Environmental Impact Report (EIR) for a rail transit project connecting the West San Fernando Valley to the Metro Rail subway in either North Hollywood or Universal City. The Commission selected five (5) alternative routes to be studied in the EIR in addition to the "no project" alternative. These alternatives were studied in a report entitled Initial Alternatives Evaluation Report (Gruen Associates, September, 1987) relative to key engineering and environmental issues.

On November 18, 1987, the Commission voted to defer further environmental study of the project and requested assistance from elected local officials to decide whether to continue with a rail transit project in the East/West San Fernando Valley corridor and, if so, where the project should be located. The Los Angeles City Council formed the San Fernando Valley Citizens Advisory Panel, which prepared a report entitled Transportation Solutions (August 1, 1988). That report recommended that the Commission proceed with an EIR for two alternative routes. In response to the citizens report and Los Angeles City Council action on September 28, 1988, the Commission authorized the resumption of the EIR process.

In January of 1989 the LACTC Transit Committee recommended to the Commission that the Notice of Preparation (NOP) for the EIR be released. At the January 25th LACTC meeting the Commission voted to defer issuance of the NOP pending staff review of additional comments received from the City of Los Angeles Chief Legislative Analyst, elected officials and members of the public. LACTC staff proceeded to review proposed project alternatives with these bodies as well as the LACTC Transit Committee and the Commission. On March 8, 1989, the LACTC approved issuance of the NOP for project alternatives along two basic routes, described below:

A. Southern Pacific (SP) Burbank Branch Route: This route alternative begins at Topanga Canyon Boulevard/Victory Boulevard and proceeds along the north side of Victory Boulevard in an easterly direction to Variel Avenue. The route continues eastward within SP rights-of-way (ROW) to North Hollywood. Depending on the alternative selected, the route then either links with the Metro Rail North Hollywood Station at Chandler and Lankershim, or proceeds from Chandler Boulevard to Vineland Avenue, then along the eastern edge of the Hollywood Freeway to connect with the Metro Rail Universal City Station.

B. Ventura Freeway Route: This route alternative begins at the intersection of Vanowen Street and Canoga Avenue. From that point it proceeds down Canoga Avenue to the Ventura Freeway, after which it proceeds east along or under the freeway to the Universal City station of Metro Rail.

A number of alternate profiles and technologies are to be studied for each of these two basic alignments.

A. On the SP Burbank Branch Route:

- An aerial/subway alternative which is in full subway within residential areas only and which includes a Metro Rail extension option and an automated rail transit option ("Burbank Metro/ART").

- A mitigated light rail alternative with shallow trenches/berms ("LRT"), deep trench ("LRT Trench"), and deep bore ("LRT Subway") options through residential areas, and having at least a deep trench along the "diagonal" segment.

B. On the Ventura Freeway Route:

- A mitigated aerial rail guideway alternative along the Ventura Freeway; a Metro Rail extension option and an automated rail transit option will be studied ("Ventura Aerial Metro/ART").

- An alternative which is in full subway within residential areas only and aerial elsewhere; a Metro Rail extension option and an automated rail transit option will be studied ("Ventura Subway Metro/ART").

Phasing alternatives are to be addressed for each alternative as Minimum Operable Segments (MOS's). MOS's are the minimum segments which can be built as practical and meaningful transit operations. MOS's will include study of interim terminal stations located near the 405 Freeway which will include parking, bus drop-offs and related facilities similar to those employed at the El Monte Busway Station.

All alternatives will include a rail yard. The purpose of the yard is to provide for maintenance and/or storage of transit cars. For full line alternatives the yard will be located at the northeast corner of Canoga Avenue and Vanowen Street. For MOS's, the yard will be located in the vicinity of Sepulveda Boulevard and either the Ventura Freeway or the Southern Pacific Burbank Branch ROW.

Technologies under study are defined as follows:

Light Rail Transit (LRT): is the same system that LACTC is developing for the Los Angeles/Long Beach line. Power is supplied via an overhead catenary system. The system is manually operated on non-exclusive rights-of-way (ROW).

Automated Rail Transit (ART): will be similar to the system which LACTC is developing for the Century/El Segundo line. Power is supplied via a "third rail" rather than an overhead catenary system. The system is automated, meaning there are no drivers, and the system will operate on exlusive ROW's. Trains will be controlled at a central facility by a computer.

Metro Rail (Metro): a segment of this system is currently being built by SCRTD in downtown Los Angeles. The system is referred to generically as a heavy rail system. Power is supplied via a "third rail". This system will be operated both manually and by computer. The system operates on exclusive ROW's.

The EIR will also evaluate other technology options including monorail and magnetic levitation where appropriate on both route alternatives. Finally, the EIR will include a "No Project" Alternative for comparative purposes.

Figures 1 through 5 present the different approximate profile alternatives to be studied. The figures indicate the profiles proposed for each track segment by alternative and the station configuration. Table 1 provides a summary of the characteristics of each alternative profile to be studied. Table 2 provides a summary of the station characteristics of each alternative.

For the Ventura Freeway alternatives, the route varies along the freeway corridor according to the profile. The Ventura Aerial Metro/ART alternative remains along the south side of the freeway, whereas the Ventura Subway Metro/ART alternative is able to vary between the north and south side to optimize parking and access opportunities at stations along the route. These variations in locations are noted in Table 2.

San Fernando Valley Rail Transit Project

LACTC LOS ANGELES COUNTY TRANSPORTATION COMMISSION

LEGEND

- AT-GRADE (BERM AND TRENCH IF REQUIRED)
- AT-GRADE (BERM IF REQUIRED)
- DEEP-TRENCH
- CUT AND COVER
- AERIAL
- SUBWAY
- □ STATIONS
- * STATIONS WITH PARKING

FIGURE 1

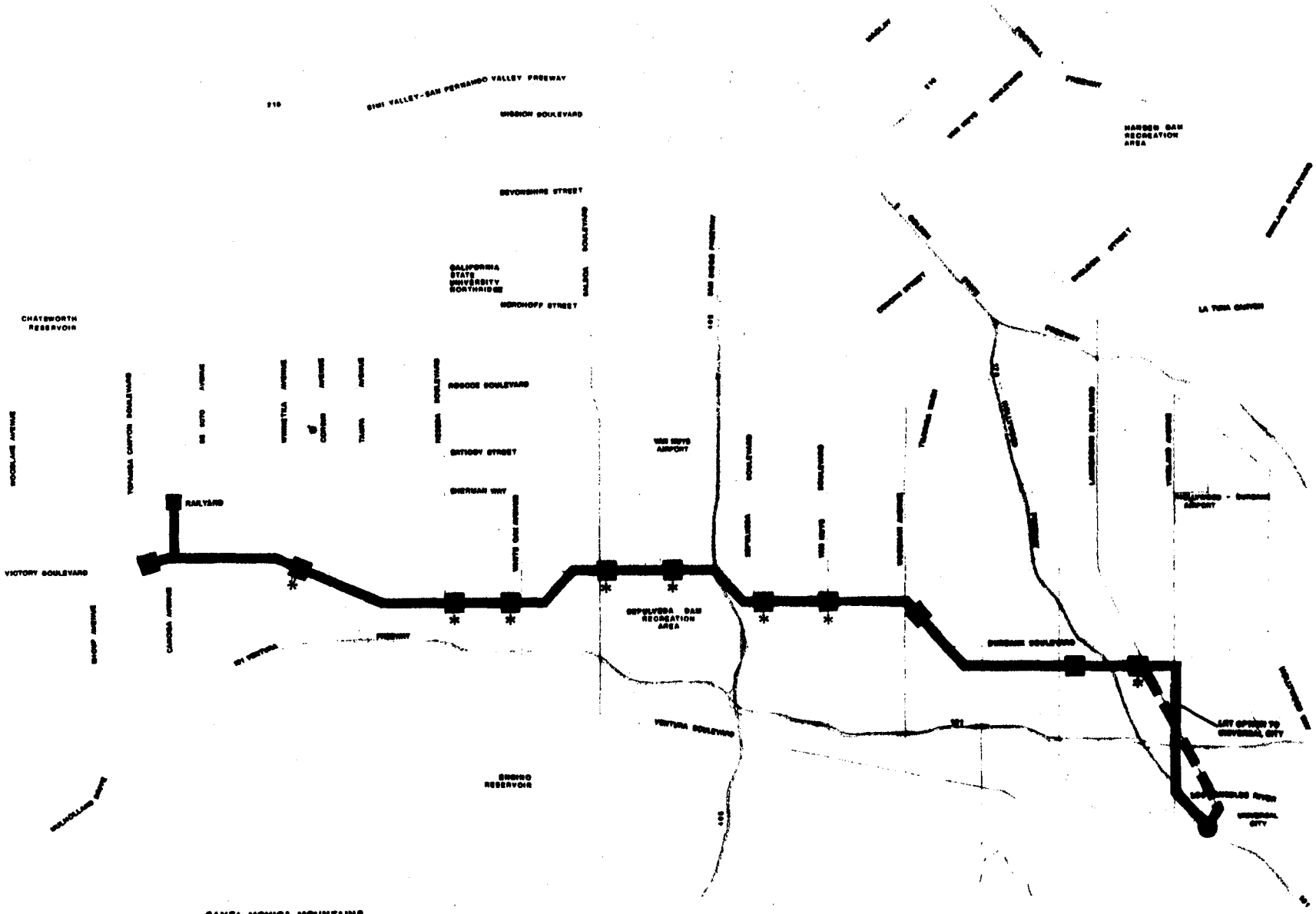
BURBANK BRANCH

LIGHT RAIL ALTERNATIVE

Scale in feet

NORTH

4-4-1988



San Fernando Valley Rail Transit Project

LACTC LOS ANGELES COUNTY TRANSPORTATION COMMISSION

NOTE: FOR LRT TRENCH ALTERNATIVE SUBSTITUTE DEEP TRENCH PROFILE FOR SUBWAY.

LEGEND

- AT-GRADE (BERM AND TRENCH IF REQUIRED)
- AT-GRADE (BERM IF REQUIRED)
- DEEP TRENCH
- CUT AND COVER
- AERIAL
- SUBWAY
- STATIONS
- * STATIONS WITH PARKING

FIGURE 2

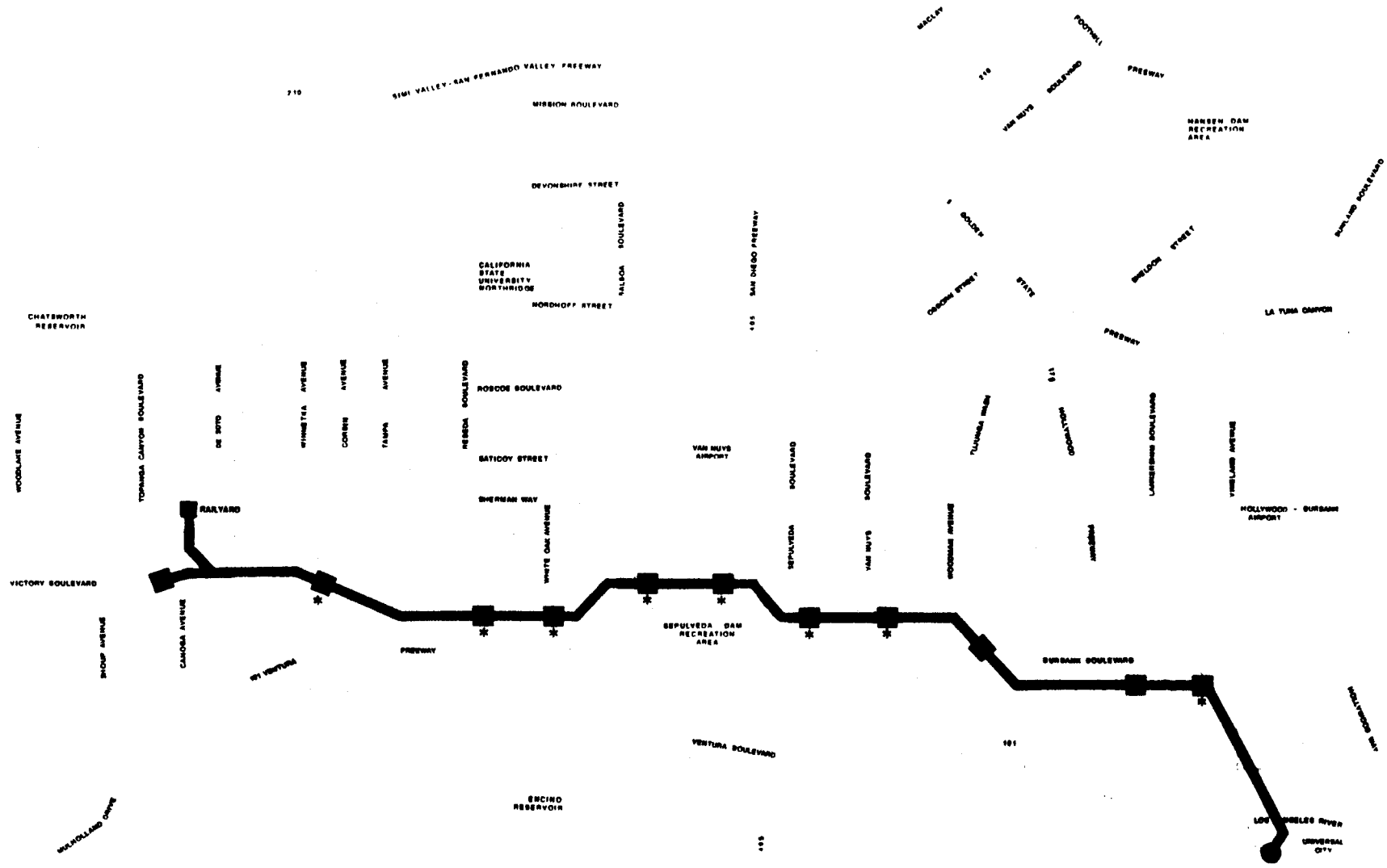
BURBANK BRANCH

LIGHT RAIL SUBWAY ALTERNATIVE

Scale in feet

NORTH

4-6-1988



SANTA MONICA MOUNTAINS

San Fernando Valley Rail Transit Project

LACTC LOS ANGELES COUNTY TRANSPORTATION COMMISSION

LEGEND

- AT-GRADE (BERM AND TRENCH IF REQUIRED)
- AT-GRADE (BERM IF REQUIRED)
- DEEP-TRENCH
- CUT AND COVER
- AERIAL
- SUBWAY
- STATIONS
- STATIONS WITH PARKING

FIGURE 3

BURBANK BRANCH

METRO RAIL EXTENSION AND ART ALTERNATIVES

Scale in feet

NORTH

4-4-1988

San Fernando Valley Rail Transit Project

LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

LEGEND

- AT-GRADE (BERM AND TRENCH IF REQUIRED)
- AT-GRADE (BERM IF REQUIRED)
- DEEP-TRENCH
- CUT AND COVER
- AERIAL
- SUBWAY
- STATIONS
- STATIONS WITH PARKING

FIGURE 4

VENTURA FREEWAY

METRO RAIL EXTENSION AND ART AERIAL ALTERNATIVES

Scale in feet

NORTH

4-4-1989

San Fernando Valley Rail Transit Project

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

LEGEND

- AT-GRADE (BERM AND TRENCH IF REQUIRED)
- AT-GRADE (BERM IF REQUIRED)
- DEEP TRENCH
- CUT AND COVER
- AERIAL
- SUBWAY
- STATIONS
- STATIONS WITH PARKING

FIGURE 5

VENTURA FREEWAY

METRO RAIL EXTENSION AND ART SUBWAY ALTERNATIVES

Scale in feet

NORTH

4-4-1988

TABLE 1
SAN FERNANDO VALLEY RAIL TRANSIT
COMPARISON OF ALTERNATIVES
BURBANK AND VENTURA FREEWAY ROUTE ALTERNATIVES (1)

ALTERNATIVE	PROFILE CHARACTERISTICS (IN MILES) SUBWAY	%	AERIAL	%	AT-GRADE	%	LAYOVER YARD	MAINTENANCE YARD
BURBANK								
METRO/ART	**11.02**	(68)	3.32	(21)	1.76	(11)	YES	NO/YES (2)
LRT	1.69	(10)	4.51	(27)	**10.28**	(63)	YES	YES
LRT-SUBWAY (3)	**9.22**	(56)	2.84	(17)	4.42	(27)	YES	YES
VENTURA								
SUBWAY-METRO/ART	**11.30**	(69)	5.00	(31)	-		YES	NO/YES (2)
AERIAL-METRO/ART	2.54	(16)	**13.76**	(84)	-		YES	NO/YES (2)

(1) Preliminary, subject to study.
(2) Metro does not require a maintenance yard, ART requires a maintenance yard.
(3) The LRT Trench alternative has the same profile as the LRT Subway alternative except deep trench is generally substituted for subway.

Source: LACTC/Gruen Associates.

TABLE 2
SAN FERNANDO VALLEY RAIL TRANSIT
SUMMARY OF STATION CHARACTERISTICS
BURBANK AND VENTURA FREEWAY ROUTE ALTERNATIVES (1)

STATION		PROPOSED PARKING	STATION CONFIGURATION			
BURBANK BRANCH			LRT	LRT SUBWAY	LRT TRENCH	METRO/ ART
1.	Topanga	NO	AERIAL	AERIAL	AERIAL	AERIAL
2.	Winnetka	YES	AERIAL	SUBWAY	DEEP T	SUBWAY
3.	Tampa	NO	AT-GRADE	-	-	-
4.	Reseda	YES	AERIAL	SUBWAY	C & C	SUBWAY
5.	White Oak	YES	AT-GRADE	SUBWAY	C & C	SUBWAY
6.	Balboa	YES	AERIAL	AERIAL	AERIAL	AERIAL
7.	Woodley	YES	AT-GRADE	AT-GRADE	AT-GRADE	AERIAL
8.	Sepulveda	YES	AERIAL	AERIAL	AERIAL	AERIAL
9.	Van Nuys	YES	AERIAL	AERIAL	AERIAL	AERIAL
10.	Fulton/Burbank	NO	SUBWAY	SUBWAY	DEEP T	SUBWAY
11.	Laurel Cyn	NO	AT-GRADE	SUBWAY	DEEP T	SUBWAY
12.	N. Hollywood	YES	(2)	(2)	(2)	SUBWAY

VENTURA FREEWAY		PARKING AERIAL	PARKING SUBWAY	METRO/ART SUBWAY (3)	METRO/ART AERIAL
1.	Vanowen	YES	YES	AERIAL	AERIAL
2.	Victory	NO	NO	AERIAL	AERIAL
3.	Oxnard	NO	NO	AERIAL	AERIAL
4.	DeSoto	YES	YES	AERIAL	AERIAL
5.	Winnetka	YES	YES	AERIAL	AERIAL
6.	Tampa	YES	YES	AERIAL	AERIAL
7.	Reseda	YES	YES	SUBWAY	AERIAL
8.	White Oak	YES	NO	SUBWAY	AERIAL
9.	Hayvenhurst	YES	YES	AERIAL/N	AERIAL
10.	Sepulveda	YES	YES	SUBWAY/N	SUBWAY
11.	Van Nuys	YES	YES	SUBWAY	AERIAL
12.	Woodman	YES	YES	SUBWAY/N	AERIAL
13.	Coldwater Cyn	YES	NO	SUBWAY/N	AERIAL
14.	Laurel Canyon	YES	NO	SUBWAY/N	AERIAL
15.	Universal City	YES	YES	SUBWAY	SUBWAY

(1) Preliminary, subject to revision pending continuing studies.
(2) Station may be aerial or at-grade depending on final route selection.
(3) Stations are located on the south side of the Ventura Freeway unless noted by 'N' in which case the station is on the north side.
Source: LACTC/Gruen Associates.

SETTING AND SCOPE OF THE EIR

The proposed project is located in the City of Los Angeles and forms a part of a larger regional transit system. This segment of the system would serve the San Fernando Valley, linking it with Metro Rail service to downtown Los Angeles and beyond.

The proposed project will traverse six City of Los Angeles community plan areas, including the communities of Canoga Park/Winnetka/Woodland Hills; Encino/Tarzana; Van Nuys/North Sherman Oaks; Reseda/West Van Nuys; North Hollywood; and Sherman Oaks/Studio City/Toluca Lake.

The entire project lies within a developed urban setting. As such it has the potential to create varying degrees of adverse environmental impacts. The following key impacts, as well as others which may be identified during the formal environmental process, will be assessed in the EIR for this project:

- Noise/vibration effects associated with rail transit operations.
- Circulation and parking effects, including cross-street traffic conflicts, loss of existing street capacity, station access and possible spillover of station-area parking demand into nearby areas.
- Visual effects related to vehicles, an overhead catenary system (Burbank Branch LRT only), aerial (elevated) guideway structures and stations, and potential privacy effects.
- Land use effects including community and business disruption, property acquisition, and potential pressure for land use changes and economic impacts.
- Safety and security effects including pedestrian and vehicular accident potential, on-board security, and station-area security.
- Recreation and parkland impacts, including potential partial acquisition or effects on adjacent recreation areas.
- Construction impacts, including the temporary closure of traffic lanes, utility relocations, and noise and dust associated with heavy construction.

Some of the probable impacts of these issues can be mitigated via the incorporation of specific design and/or operational features. The EIR will discuss such mitigation measures and their effectiveness in reducing the impacts.

EIR SCHEDULE

The anticipated environmental review schedule is as follows:

Issuance of Draft Environmental Impact Report (DEIR):
October 2, 1989

Public Review Period: October to Mid-November, 1989 (45 days)

Public Hearing: Mid-November, 1989

Final Environmental Impact Report (FEIR): February, 1990

2.0 ENVIRONMENTAL CHECKLIST

The following checklist of environmental issues complies with Section 15063 of the California Environmental Quality Act (CEQA) guidelines.

ENVIRONMENTAL CHECKLIST

I. **Background**

1. Name of Proponent Los Angeles County Transportation Commission

2. Address and Phone Number of Proponent 403 West Eighth Street, Suite 500, Los Angeles, CA 90014
(213) 626-0370

3. Date of Checklist Submitted April 25, 1989

4. Name of Proposal San Fernando Valley Rail Transit Project

II. **Environmental Impacts**
(Explanations of all answers are provided in Attachment A sheets.)

	Yes	Maybe	No
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	___	X	___
b. Disruptions, displacements, compaction or overcovering of the soil?	X	___	___
c. Change in topography or ground surface relief features?	___	___	X
d. The destruction, covering or modification of any unique geologic or physical features?	___	___	X
e. Any increase in wind or water erosion of soils, either on or off the site?	___	X	___
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	___	___	X
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	___	X	___

		Yes	Maybe	No
2.	Air. Will the proposal result in:			
	a. Substantial air emissions or deterioration of ambient air quality?	___	X	___
	b. The creation of objectionable odors?	___	___	X
	c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	___	___	X
3.	Water. Will the proposal result in:			
	a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	___	___	X
	b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	___	___	X
	c. Alterations to the course or flow of flood waters?	___	___	X
	d. Change in the amount of surface water in any water body?	___	___	X
	e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	___	___	X
	f. Alteration of the direction or rate of flow of ground waters?	___	X	___
	g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	___	X	___
	h. Substantial reduction in the amount of water otherwise available for public water supplies?	___	___	X
	i. Exposure of people or property to water related hazards such as flooding or tidal waves?	___	___	X

		Yes	Maybe	No
4.	Plant Life. Will the proposal result in:			
	a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	___	X	___
	b. Reduction of the numbers of any unique, rare or endangered species of plants?	___	X	___
	c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	___	____	X
	d. Reduction in acreage of any agricultural crop?	___	____	X
5.	Animal Life. Will the proposal result in:			
	a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	___	X	___
	b. Reduction of the numbers of any unique, rare or endangered species of animals?	___	____	X
	c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	___	____	X
	d. Deterioration to existing fish or wildlife habitat?	___	X	___
6.	Noise. Will the proposal result in:			
	a. Increases in existing noise levels?	X	____	___
	b. Exposure of people to severe noise levels?	___	X	___

		Yes	Maybe	No
7.	Light and Glare. Will the proposal produce new light or glare?	X		
8.	Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?	X		
9.	Natural Resources. Will the proposal result in:			
	a. Increase in the rate of use of any natural resources?			X
10.	Risk of Upset. Will the proposal involve:			
	a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?		X	
	b. Possible interference with an emergency response plan or an emergency evacuation plan?			X
11.	Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?		X	
12.	Housing. Will the proposal affect existing housing, or create a demand for additional housing?		X	
13.	Transportation/Circulation. Will the proposal result in:			
	a. Generation of substantial additional vehicular movement?	X		
	b. Effects on existing parking facilities, or demand for new parking?	X		
	c. Substantial impact upon existing transportation systems?	X		
	d. Alterations to present patterns of circulation or movement of people and/or goods?	X		

	Yes	Maybe	No
e. Alterations to waterborne, rail or air traffic?	___	_____	X
f. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	___	X	___
14. Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a. Fire protection?	___	X	___
b. Police protection?	___	X	___
c. Schools?	___	X	___
d. Parks or other recreational facilities?	X	_____	___
e. Maintenance of public facilities, including roads?	___	_____	X
f. Other governmental services?	___	_____	X
15. Energy. Will the proposal result in:			
a. Use of substantial amounts of fuel or energy?	X	_____	___
b. Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy?	___	_____	X
16. Utilities. Will the proposal result in a need for new systems, or substantial alterations to utilities: (See response)	X	_____	___
17. Human Health. Will the proposal result in:			
a. Creation of any health hazard or potential health hazard (excluding mental health)?	___	_____	X
b. Exposure of people to potential health hazards?	___	_____	X

		Yes	Maybe	No
18.	Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	X		
19.	Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	X		
20.	Cultural Resources.			
	a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?			X
	b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?			X
	c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?		X	
	d. Will the proposal restrict existing religious or sacred uses within the potential impact area?		X	
21.	Mandatory Findings of Significance.			
	a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X

	Yes	Maybe	No
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future).	___	_____	X
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant).	___	_____	X
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	___	X	___

III. **Discussion of Environmental Evaluation**
(Narrative description of environmental impacts).

See Attachment A

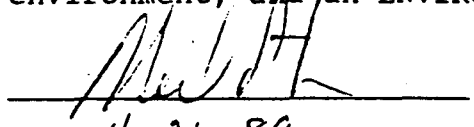
V. **Determination**
(To be completed by the Lead Agency).

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. [ ]

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED. [ ]

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. [X]



4-21-89
Date

Neil Peterson
Executive Director
Los Angeles County
Transportation Commission

Attachment A
SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

ENVIRONMENTAL CHECKLIST FORM

Responses to "Yes", "Maybe", and "No" Answers:

1. Earth

a. Maybe. Portions of all alternatives would be built under properties and streets using both tunnel and cut-and-cover methods of construction. Rock and alluvium are expected to be encountered and removed during excavation. Tunnels and subsurface stations would change the geologic substructure. The EIR will examine the geotechnical impacts of the excavations, including substructure changes, slope stability, soil and rock removal and the potential for subsidence of surface soils over tunneling activity.

b. Yes: Alternatives that would be situated on an embankment or below existing grade would require earthwork and would constitute a disruption or displacement of the soil. Paving of undeveloped areas for parking lots would also represent a disruption.

c. No: Topographic or ground surface relief feature changes would be minor in sloped portions of the corridors, the insignificant changes need not be analyzed further in the EIR.

d. No: Construction of any of the rail transit alternatives would not involve destruction, covering, or modification of any unique geologic or physical features.

e. Maybe: Earthwork required for the construction of any alternative may create the potential for soil erosion during the construction period. The EIR will examine the erosion potential and recommend erosion control measures.

f. No: None of the rail transit alternatives would alter the deposition or erosion of beach sands, or change siltation, deposition or erosion which would modify a river or stream or bed of the ocean or bay, inlet or lake.

g. Maybe: There may be the potential for damage resulting from possible surface soil subsidence over those alternatives which involve tunneling. The EIR will examine the issue and recommend mitigation, if needed.

Attachment A (cont'd.)
SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

2. Air

a. Maybe: The rail transit project would potentially create a beneficial impact to regional air quality by diverting vehicular trips to transit. However, any of the rail transit alternatives could potentially create localized "hot spots" around stations where slight increases in air emissions would occur. In addition, a temporary, construction-related increase in air emissions may occur from use of heavy construction equipment. Potential increases in dust emissions during construction activities are expected to be controlled by watering the soil.

b. No: None of the rail transit alternatives would create significant objectionable odors.

c. No: None of the rail transit alternatives would alter air movement, moisture, or temperature, or change climate, either locally or regionally.

3. Water

a. No: It is not anticipated that any of the rail transit alternatives would affect the direction of water movements.

b. No: The paving of undeveloped areas to create surface parking lots for any of the rail transit alternatives would insignificantly increase the impervious surface area.

c. No: Both of the route alternatives traverse portions of floodplains but none of the rail transit alternatives would alter the course or flow of floodwaters.

d. No: None of the rail transit alternatives would increase or decrease the amount of surface water in any water body.

e. No: The project does not include any element(s) that would be discharged into surface waters or that would alter surface water quality.

f. Maybe: The direction or rate of ground water flow could be altered by any alternative that would require significant cuts below grade in specific areas with a high water table.

Attachment A (cont'd.)
SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

3. Water (cont'd)

g. Maybe: Subway alternatives could alter the quantity of ground waters through interception of an aquifer by cuts or excavations.

h. No: The project would not include any element(s) that would reduce the amount of water available for public water supplies.

i. No: Because the rail transit alternatives would not contain water and would not affect the flow of floodwaters, the project is not expected to expose people or property to water related hazards.

4. Plant Life

a. Maybe: Although all alternatives would be developed in an urban area, there may be some plant species along each route that would be disrupted or removed during construction. This is particulary applicable to the biological resources in Bull Creek east of Balboa Boulevard with the Burbank Branch alternatives.

b. Maybe: See response to 4a.

c. No: The project would introduce landscaping along portions of some of the routes but it is not anticipated that this vegetation would introduce new species of plants into an area.

d. No: None of the project alternatives would result in a reduction of acreage of any agricultural crop.

5. Animal Life

a. Maybe: See response to 4a.

b. No: There are no state or federally designated rare, threatened, or endangered animal species located along the route alternative corridors.

Attachment A (cont'd.)
SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

5. Animal Life (cont'd)

c. No: The project would not include any element(s) that would introduce new species of animals into an area.

d. Maybe: See response to 4a.

6. Noise

a. Yes: Each of the rail transit alternatives would result in increases in existing noise levels at station locations, at at-grade crossings (Burbank LRT Alternative-depending on crossing controls), and along the entire route in areas particularly sensitive to noise such as residential neighborhoods.

b. Maybe: The use of certain types of construction equipment could potentially expose people adjacent to the construction site to substantial increases in noise levels during some construction periods. Such construction will adhere to City of Los Angeles ordinances affecting construction equipment noise and hours of operation. It is not anticipated that operation of the project, after incorporation of mitigation measures, would expose people to adverse noise levels.

7. Light and Glare

Yes: New sources of light and glare would be created by any of the rail transit alternatives for parking and operation of stations and by aerial sections and stations in residential areas.

8. Land Use

Yes: Rail transit alternatives would require the acquisition of property which would alter the present land use of the area. The potential also exists for rail transit to create potential land use changes; however, actual zoning changes can only be approved by the City of Los Angeles.

9. Natural Resources

a. No: The rate of use of any natural resource would not be increased significantly as a result of this project.

Attachment A (cont'd.)
SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

10. Risk of Upset

a. Maybe: Safety measures would be implemented to reduce the likelihood of conflicts, but it is possible that conflicts could occur between rail transit and automobiles or other vehicles (as is currently the case at existing rail crossings) which could constitute a risk of upset.

b. No: No impacts to local emergency response or evacuation plans are anticipated.

11. Population

Maybe: Each of the rail transit alternatives could alter the location, distribution, density, or growth rate of the human population due to greater transportation access to the areas served by the selected route. The rail transit system, particularly in station areas, may encourage more intensive commercial and/or residential development. Many of these factors, however, are dependent on growth and land use planning policies of the City of Los Angeles.

12. Housing

Maybe: Some residential displacement may occur with construction of any of the rail transit alternatives.

13. Transportation

a. Yes: Each of the rail transit alternatives would generate additional vehicular movement in highly localized areas to and from station locations.

b. Yes: Each of the rail transit alternatives would create a demand for new parking facilities at rail transit stations.

c. Yes: Some increase in vehicular traffic can be expected around stations during peak periods and during construction of the rail transit system.

d. Yes: The proposed rail transit alternatives would alter the present pattern of circulation as a result of traffic traveling to and from station locations.

Attachment A (cont'd.)
SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

13. Transportation (cont'd)

e. No: It is assumed that the Burbank Branch line will be abandoned by Southern Pacific in the future.

f. Maybe: Safety criteria of agencies that have control over safety would be implemented at at-grade crossings associated with the Burbank Branch LRT Alternative (such as speed reductions, crossing gates, bells, and traffic signal lights). Despite these measures, it is possible for conflicts to occur between rail transit vehicles and pedestrians or motorists.

14. Public Services

a. Maybe: See 10a.

b. Maybe: Although transit security personnel would be available, existing police protection may have to be enhanced.

c. Maybe: The walking patterns of school children may be altered by the Burbank Branch LRT alternative. Such pedestrian routes would only be allowed at protected crossings of the rail line.

d. Yes: Parkland would be used in the following locations for rail transit right-of-way: Burbank Branch Alternatives would affect the little league fields north of Pierce College and portions of the Sepulveda Basin recreation area; Ventura Freeway Alternatives would affect portions of the Sepulveda Basin recreation area around Hayvenhurst Avenue.

e. No: None of the alternatives would affect maintenance of public facilities including roads.

f. No: None of the rail transit alternatives would affect any other governmental services.

Attachment A (cont'd.)
SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

15. Energy

a. Yes: The project will result in the increased use of electrical energy. Gasoline consumption is expected to decrease from reduced automobile usage, which has the potential to offset the increased use of electricity needed to operate the transit system.

b. No: Operation of any of the rail transit alternatives may result in an increase in electrical use but the demand is not expected to be substantial nor is the demand expected to require the development of new sources of energy.

16. Utilities

Yes: Construction of any of the rail transit alternatives may require the relocation of utilities. Electrical utility substations will also be required to provide electric power to the transit system.

17. Human Health

a. No: The project would not include any element(s) that would create a health hazard or a potential health hazard.

b. No: The project would not include any element(s) that would expose people to potential health hazards.

18. Aesthetics

Yes: The introduction of the overhead catenary system with the Burbank Branch LRT Alternatives will create a new visual element for that route. Elevated guideways and stations of all alternatives will affect vistas, potentially create shadow effects on adjacent properties, and affect privacy of adjacent properties.

19. Recreation

Yes: See 14d.

Attachment A (cont'd.)
SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

20. Cultural Resources

a. No: Based on a review of existing data, it is not expected that construction of any of the rail transit alternatives would affect undiscovered prehistoric or historic archaeological sites which may be present in the Sepulveda Basin. Coordination with the U.S. Army Corps of Engineers regarding this issue will be maintained throughout the environmental process.

b. No: It is not expected that any of the rail transit alternatives would affect the physical or aesthetic environment of a prehistoric or historic resource.

c. Maybe: Measures to facilitate pedestrian crossings of the Burbank Branch LRT Alternative transit tracks would be implemented at at-grade crossing locations. It is possible that implementation of the transit system, with the introduction of fenced right-of-way in some locations and the frequency with which the vehicles would pass, could still affect walking patterns of individuals during religious periods.

d. Maybe: The Burbank Branch Alternatives pass by religious institutions which may be affected by noise and/or vibration generated from the rail transit vehicles, as well as potential inconvenience in walking to religious services.

21. Mandatory Findings of Significance

a. No: None of the rail transit alternatives would reduce the number of rare or endangered plants or animals. It is also not anticipated that the project would substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, or eliminate important examples of the major periods of California history or prehistory.

b. No: While short-term impacts during construction may be significant, the project will assist in the long-term goal of creating a balanced transportation system, with attendant contributions to air quality, transportation choice, and possible energy savings.

c. No: The effects determined to be insignificant would not have the potential to cumulatively affect the environment in a significant manner.

Attachment A (cont'd.)
SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

21. Mandatory Findings of Significance (cont'd)

d. **Maybe: Each of the rail transit alternatives may produce environmental effects which could cause substantial adverse effects on human beings, either directly or indirectly.**

ATTACHMENT E

A PROPOSAL TO ESTABLISH

RIGHT-OF-WAY PROTECTION POLICIES

FOR

HIGH-PRIORITY RAIL TRANSIT LINES

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

OCTOBER 1985

A PROPOSAL TO ESTABLISH
A
RIGHT-OF-WAY PROTECTION POLICIES
FOR
HIGH-PRIORITY RAIL TRANSIT LINES

I. INTRODUCTION AND BACKGROUND

The Los Angeles County Transportation Commission has embarked on a long-term program to construct a rail transit system throughout Los Angeles County. Certain line sections will necessarily precede others because the Commission's financial resources will not allow construction in all Proposition A rail corridors at once. While other sections await construction, however, land is being continually developed. In some areas this development pressure is intense and may block the rail project unless the Commission--along with local jurisdictions--establishes a program to protect the future rights-of-way.

One of the areas with potentially the most intense development is the Coastal Corridor from El Segundo to Marina del Rey. The Commission last year, at the request of the City of Los Angeles, completed its first route refinement study. This Coastal Route Refinement Study, Century Freeway to Marina Section, identified several pending conflicts, indicated certain potential joint development opportunities, and established the most probable light rail alignment and right-of-way.

The experience in the Coastal Corridor illustrates the need to protect right-of-way for representative routes in this and other high-priority corridors. Developments in these corridors are presently being planned, and soon buildings may be constructed which could obstruct the use of the particular right-of-way. At a minimum, obstruction of a certain alignment may significantly increase rail construction costs.

Consequently, staff recommends that the Commission adopt right-of-way protection policies for its high-priority routes to keep the most reasonable alignment alternative viable.

II. STEPS INVOLVED IN RIGHT-OF-WAY PROTECTION

Protection of high-priority routes is primarily a land use monitoring process. It would involve several steps. First, the Commission would undertake engineering studies, similar to the Coastal Route study, to refine high-priority route rights-of-way. The Commission would then provide the resulting engineering drawings of the route's horizontal and vertical alignment to municipalities, redevelopment agencies, and political subdivisions responsible for community and general plans. These jurisdictions would include the route in their up-dated plans. They would also establish procedures both 1) to determine when a proposed improvement might conflict with the needs of the rail line, and 2) to protect the rail transit right-of-way from consequent encroachment. In certain cities, particularly Los Angeles, planners are presently reviewing what procedures are available to protect right-of-way.

What follows is a description of the possible steps involved:

Step 1: Route Refinement Studies

Using the Coast Route refinement study as a guide, the Commission is now undertaking route refinement studies along the San Fernando Valley and Downtown Los Angeles-to-Pasadena routes). The results of these studies will provide sufficient information to select an alignment for the right-of-way protection program (e.g., engineering drawings of the most probable, or preferable, alignment). To the greatest extent possible this alignment will represent the consensus of the involved agencies, local jurisdictions, and communities.

The route refinement studies will not, however, substitute for the required environmental clearance process necessary prior to the time the Commission decides to proceed with project construction. The refinement studies will help to facilitate that process; much of the engineering and environmental impact information necessary for project approval will already have been gathered during the refinement study. By having this information readily available, the environmental process could focus on community involvement and possible mitigation measures.

Step 2: Adoption of Preferable Routes in Community and General Plans

It must primarily be the responsibility of the local jurisdiction to protect its future rail transit right-of-way because the Commission has no land use or zoning powers. This is particularly the case at

station sites where right-of-way needs expand from just that needed for the tracks. At the conclusion of the refinement studies, the involved municipalities, redevelopment agencies, and other jurisdictions will have drawings which show the selected alignment. The Commission will request local jurisdictions to amend the relevant plans to include the rail alignment. City planners of some cities are already assessing on their own various right-of-way protection strategies they may ask their city councils to adopt. A number of possible strategies are being evaluated from land dedications to the transferring of development rights to the establishment of new zoning categories. There may need to be a set of such tools developed to deal with different circumstances. These efforts show initiative and interest on the part of city agencies and should be encouraged by the Commission.

Often, rail transit alignments are along or within street rights-of-way. Agencies which deal with streets, typically the departments of transportation and engineering, must also be aware of rail protection. Driveways, turn lanes, street widenings, and utility relocations can all have a major impact on the rail facility and its operation. Here, as well, the needs of the rail line should be incorporated into appropriate or new street standards. Some transportation staffs are also already addressing new street standards which could define rail transit rights-of-way.

Step 3: Compatibility Check of Development Proposals with the Preferable Route

Once the selected rail transit alignment and right-of-way corridor is adopted by the municipality into its plans, conflicts with the rail project will be checked as part of the normal permit review process. This will be done by the planning, transportation and engineering departments. If a conflict is identified, the local jurisdiction will inform the Commission staff. The Commission staff will review the permit application and respond within a specific period whether there is in fact a conflict and how it might be avoided. The City of Los Angeles is presently developing the tools needed to protect the Coast Line alignment. The same procedures might be established for the San Fernando Valley Line and the Downtown-El Sereno portion of the Pasadena Line.

Typical examples of such conflicts might be these:

a) a planned addition to an existing structure encroaches 5-feet onto the right-of-way but could be avoided if site design is modified;

b) a gas station owner within a station site wishes to spend $10,000 to convert to a mini-market/ service station;

c) a new driveway is requested across the future rail right-of-way for a development which otherwise causes no conflict;

d) a major development is being planned on a cleared site designated for a future transit station precluding the station from being built at that location.

Actions to resolve such conflicts will vary. In certain cases, such as (b) above, the LACTC staff would recommend no action. In (a), let us say, the city agrees to ask the owner to modify the building's addition in order to obtain the permit, which the owner does. In (c) the driveway permit might be denied and a second entrance elsewhere allowed. Finally, in (d) the development cannot be allowed but the parcel must be purchased with public funds.

If the local jurisdiction and LACTC disagree on what measures to take on a conflict, or no resolution can be found for the conflict, it or the Commission can either purchase the parcel or an easement or allow the improvement to take place. The latter action may mean the abandonment of a particular station site or even the rail alignment through the area. The effect of this may be so costly it is worthwhile to purchase the property.

Step 4: Acquisition of Property for Right-of-Way

As already noted, right-of-way protection through application of land use controls, especially within designated station areas, is the primary responsibility of the local jurisdictions. A city, however, may further wish to purchase land for a station site on its own. If so it may use some of its Proposition A Local Return Funds for this purpose with Commission concurrence.

If such is the case, the Commission must be clear on just what interim uses are possible. The Commission staff must also approve any improvements but as a general rule no structure will be allowed. For environmental clearance reasons, parks also cannot be allowed. Fencing, paving for parking, or minimal landscaping will be allowed on unimproved parcels. Net rental income from existing units or from interim uses would revert back to the local jurisdiction's Local Return account. If a potential renter is willing to construct a modest structure on a short-term lease basis, that might be possible, with LACTC staff approval as well. No Local Return funds can be used for improvements other than fencing and minimal landscaping.

There is a small possibility that a rail transit alignment could shift as part of the environmental clearance process after some parcels have been purchased to protect that right-of-way. The land must then sold and the proceeds returned to the Local Return account if that fund was used for acquisition.

III. POLICY GUIDELINES FOR THE PURCHASE OF RIGHT-OF-WAY

Sometimes the last resort will be necessary; the right-of-way can only be protected through acquisition by LACTC. In such cases, Commission staff may recommend purchase of the disputed parcel based on justification and acquisition priorities as outlined below.

The Commission staff will focus its efforts on high-priority rail lines where a development has a potentially significant impact on project cost; because light rail is

primarily at-grade and metro rail is by definition grade-separated, conflicts are expected to arise more frequently on light rail corridors.

In making a recommendation to the Commission to purchase a parcel, staff will provide the following information:

a. the specific use to which the parcel in question be put;

b. steps which have been taken by both the local jurisdiction and the Commission to reserve the parcel short of acquisition;

c. the impact on the rail project's design and cost of not acquiring the parcel; and

d. the price range the Commission can expect to pay for the parcel.

Staff identifies the following priority categories for consideration of right-of-way acquisition within future high-priority rail transit corridors:

Maintenance Yard Sites: These larger sites are difficult to find and protect over time; yet they have major long-term impacts on operating costs. The protection of these sites--once identified and deemed environmentally acceptable--is so important that the Commission may have to acquire sites even in advance of a development conflict. Because of the issue of inverse condemnation, there may be no way a local jurisdiction can protect such large parcels through land use controls.

Trackway Sections: A small shift in a rail alignment may affect the alignment for some distance up and down the line. This could significantly change the line's environmental impacts, capital costs and/or operating costs. Therefore, trackway sections should be second priority for protection.

Station Sites: Parcels immediately adjacent to the platforms on projected station sites are important because they affect platform access and site circulation. Development of parcels which are part of planned park-and-ride areas may be less of a concern. Moreover, at the route refinement stage, it may be difficult to delineate a definitive station boundary. Station area acquisition should be third priority.

IV. RECOMMENDED POLICIES TO PROTECT RIGHT-OF-WAY

A right-of-way protection program can succeed ultimately only if the Commission has an established policy for purchasing disputed parcels for future rail lines. Commission staff recommends the following policies with regard to right-of-way protection for the future rail transit lines in high-priority corridors:

1. The Commission should request local jurisdictions to adopt right-of-way protection ordinances as necessary for future rail lines which serve them once route

refinement studies have been done. Local Return funds may be used for such purposes with Commission concurrence.

2. The Commission should adopt a policy to purchase land in high-priority corridors when it cannot otherwise be protected; LACTC would purchase a parcel only after determining that it meets specified criteria adhering to the following priorities: 1) maintenance yard sites, 2) trackway sections and 3) station sites.

3. The Commission should support the affected cities in the implementation of their right-of-way protection programs. This would be in the form of technical guidance, streamlined review of potential conflicts, and timely action when protection may require the Commission to acquire certain properties.

SAN FERNANDO VALLEY RAIL TRANSIT PROJECT
CALIFORNIA ENVIRONMENTAL QUALITY ACT
INITIAL STUDY

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
403 WEST EIGHTH STREET, SUITE 500
LOS ANGELES, CALIFORNIA 90014
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APRIL 1989

1.0 INTRODUCTION

BACKGROUND AND IDENTIFICATION OF ALTERNATIVES

In February of 1987, LACTC authorized the preparation of an Environmental Impact Report (EIR) for a rail transit project connecting the West San Fernando Valley to the Metro Rail subway in either North Hollywood or Universal City. The Commission selected five (5) alternative routes to be studied in the EIR in addition to the "no project" alternative. These alternatives were studied in a report entitled Initial Alternatives Evaluation Report (Gruen Associates, September, 1987) relative to key engineering and environmental issues.

On November 18, 1987, the Commission voted to defer further environmental study of the project and requested assistance from elected local officials to decide whether to continue with a rail transit project in the East/West San Fernando Valley corridor and, if so, where the project should be located. The Los Angeles City Council formed the San Fernando Valley Citizens Advisory Panel, which prepared a report entitled Transportation Solutions (August 1, 1988). That report recommended that the Commission proceed with an EIR for two alternative routes. In response to the citizens report and Los Angeles City Council action on September 28, 1988, the Commission authorized the resumption of the EIR process.

In January of 1989 the LACTC Transit Committee recommended to the Commission that the Notice of Preparation (NOP) for the EIR be released. At the January 25th LACTC meeting the Commission voted to defer issuance of the NOP pending staff review of additional comments received from the City of Los Angeles Chief Legislative Analyst, elected officials and members of the public. LACTC staff proceeded to review proposed project alternatives with these bodies as well as the LACTC Transit Committee and the Commission. On March 8, 1989, the LACTC approved issuance of the NOP for project alternatives along two basic routes, described below:

A. Southern Pacific (SP) Burbank Branch Route: This route alternative begins at Topanga Canyon Boulevard/Victory Boulevard and proceeds along the north side of Victory Boulevard in an easterly direction to Variel Avenue. The route continues eastward within SP rights-of-way (ROW) to North Hollywood. Depending on the alternative selected, the route then either links with the Metro Rail North Hollywood Station at Chandler and Lankershim, or proceeds from Chandler Boulevard to Vineland Avenue, then along the eastern edge of the Hollywood Freeway to connect with the Metro Rail Universal City Station.

B. Ventura Freeway Route: This route alternative begins at the intersection of Vanowen Street and Canoga Avenue. From that point it proceeds down Canoga Avenue to the Ventura Freeway, after which it proceeds east along or under the freeway to the Universal City station of Metro Rail.

A number of alternate profiles and technologies are to be studied for each of these two basic alignments.

A. On the SP Burbank Branch Route:

- An aerial/subway alternative which is in full subway within residential areas only and which includes a Metro Rail extension option and an automated rail transit option ("Burbank Metro/ART").

- A mitigated light rail alternative with shallow trenches/berms ("LRT"), deep trench ("LRT Trench"), and deep bore ("LRT Subway") options through residential areas, and having at least a deep trench along the "diagonal" segment.

B. On the Ventura Freeway Route:

- A mitigated aerial rail guideway alternative along the Ventura Freeway; a Metro Rail extension option and an automated rail transit option will be studied ("Ventura Aerial Metro/ART").

- An alternative which is in full subway within residential areas only and aerial elsewhere; a Metro Rail extension option and an automated rail transit option will be studied ("Ventura Subway Metro/ART").

Phasing alternatives are to be addressed for each alternative as Minimum Operable Segments (MOS's). MOS's are the minimum segments which can be built as practical and meaningful transit operations. MOS's will include study of interim terminal stations located near the 405 Freeway which will include parking, bus drop-offs and related facilities similar to those employed at the El Monte Busway Station.

All alternatives will include a rail yard. The purpose of the yard is to provide for maintenance and/or storage of transit cars. For full line alternatives the yard will be located at the northeast corner of Canoga Avenue and Vanowen Street. For MOS's, the yard will be located in the vicinity of Sepulveda Boulevard and either the Ventura Freeway or the Southern Pacific Burbank Branch ROW.

Technologies under study are defined as follows:

Light Rail Transit (LRT): is the same system that LACTC is developing for the Los Angeles/Long Beach line. Power is supplied via an overhead catenary system. The system is manually operated on non-exclusive rights-of-way (ROW).

Automated Rail Transit (ART): will be similar to the system which LACTC is developing for the Century/El Segundo line. Power is supplied via a "third rail" rather than an overhead catenary system. The system is automated, meaning there are no drivers, and the system will operate on exlusive ROW's. Trains will be controlled at a central facility by a computer.

Metro Rail (Metro): a segment of this system is currently being built by SCRTD in downtown Los Angeles. The system is referred to generically as a heavy rail system. Power is supplied via a "third rail". This system will be operated both manually and by computer. The system operates on exclusive ROW's.

The EIR will also evaluate other technology options including monorail and magnetic levitation where appropriate on both route alternatives. Finally, the EIR will include a "No Project" Alternative for comparative purposes.

Figures 1 through 5 present the different approximate profile alternatives to be studied. The figures indicate the profiles proposed for each track segment by alternative and the station configuration. Table 1 provides a summary of the characteristics of each alternative profile to be studied. Table 2 provides a summary of the station characteristics of each alternative.

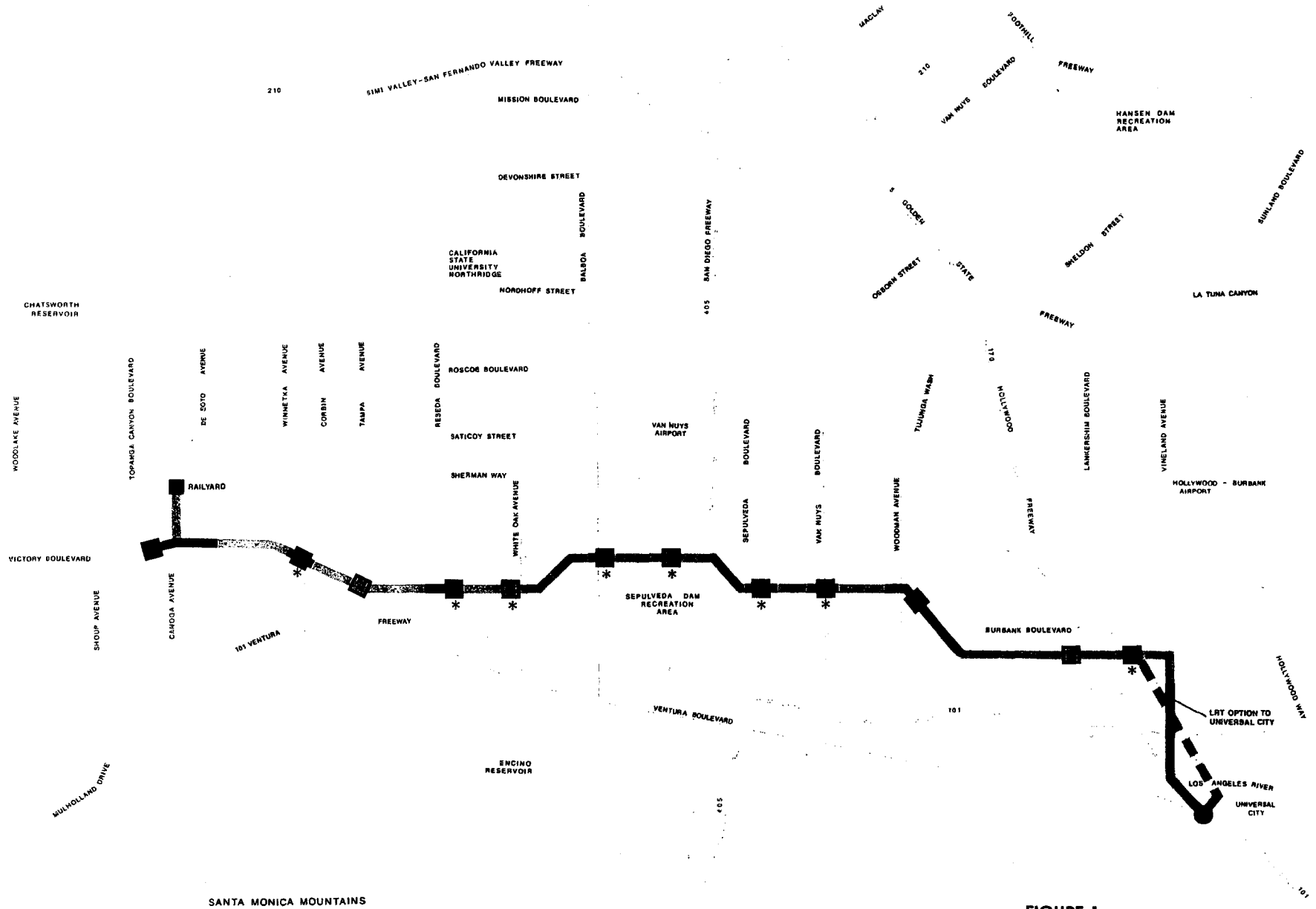
For the Ventura Freeway alternatives, the route varies along the freeway corridor according to the profile. The Ventura Aerial Metro/ART alternative remains along the south side of the freeway, whereas the Ventura Subway Metro/ART alternative is able to vary between the north and south side to optimize parking and access opportunities at stations along the route. These variations in locations are noted in Table 2.

Attachment A (cont'd.)
SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

21. Mandatory Findings of Significance (cont'd)

d. Maybe: Each of the rail transit alternatives may produce environmental effects which could cause substantial adverse effects on human beings, either directly or indirectly.



SANTA MONICA MOUNTAINS

San Fernando Valley Rail Transit Project

LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

LEGEND

- AT-GRADE (BERM AND TRENCH IF REQUIRED)
- AT-GRADE (BERM IF REQUIRED)
- DEEP-TRENCH
- CUT AND COVER
- AERIAL
- SUBWAY
- STATIONS
- * STATIONS WITH PARKING

FIGURE 1

BURBANK BRANCH

LIGHT RAIL ALTERNATIVE

0 4000' 10000'

Scale in feet

NORTH

4 • 4 • 1989

San Fernando Valley Rail Transit Project

LACTC LOS ANGELES COUNTY TRANSPORTATION COMMISSION

NOTE: FOR LRT TRENCH ALTERNATIVE SUBSTITUTE DEEP TRENCH PROFILE FOR SUBWAY.

LEGEND

- AT-GRADE (BERM AND TRENCH IF REQUIRED)
- AT-GRADE (BERM IF REQUIRED)
- DEEP TRENCH
- CUT AND COVER
- AERIAL
- SUBWAY
- STATIONS
- * STATIONS WITH PARKING

FIGURE 2

BURBANK BRANCH

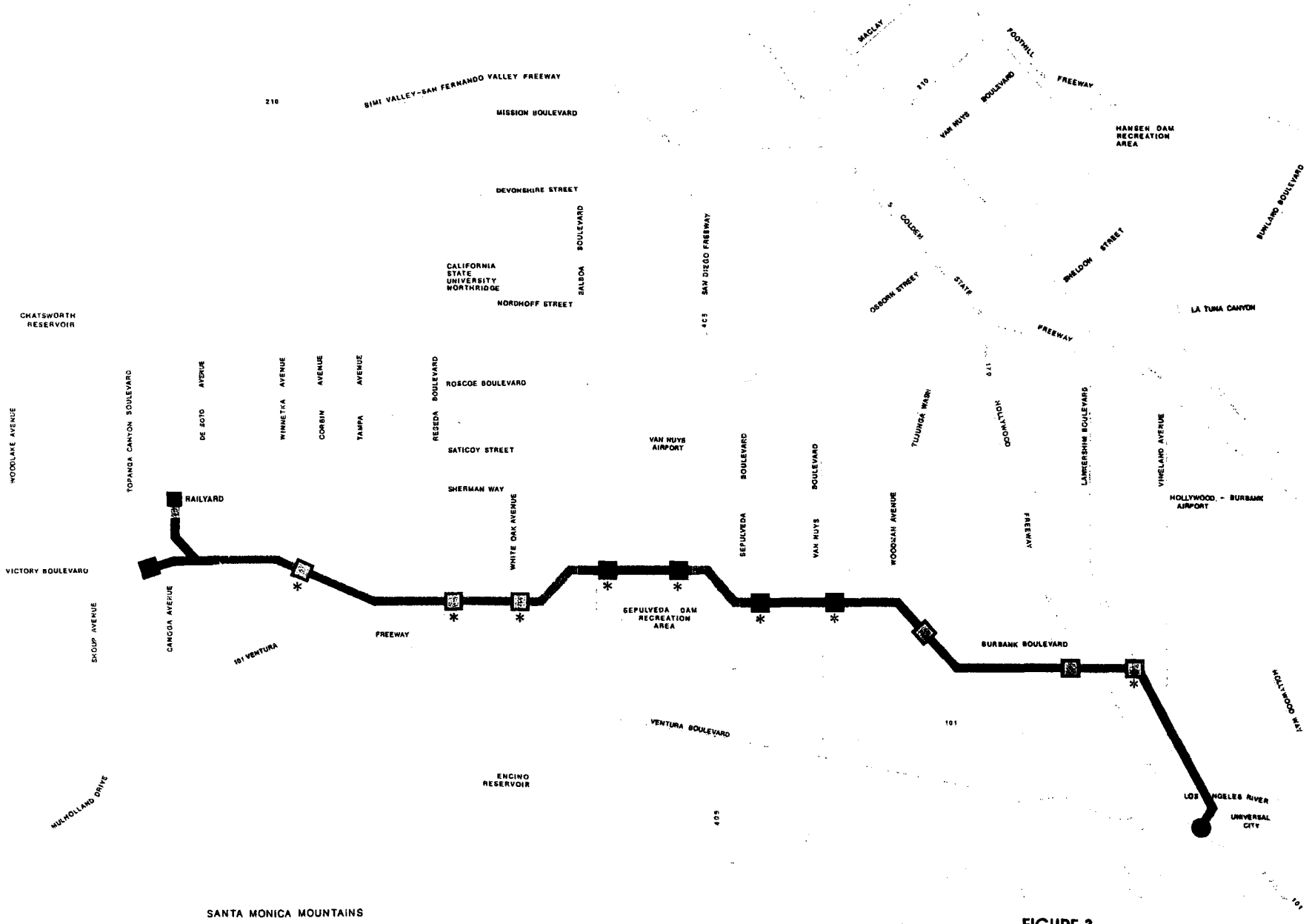
LIGHT RAIL SUBWAY ALTERNATIVE

0 4000' 10000'

Scale in feet

NORTH

4-4-1989



SANTA MONICA MOUNTAINS

San Fernando Valley Rail Transit Project

LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

LEGEND

- AT-GRADE (BERM AND TRENCH IF REQUIRED)
- AT-GRADE (BERM IF REQUIRED)
- DEEP-TRENCH
- CUT AND COVER
- AERIAL
- SUBWAY
- STATIONS
- * STATIONS WITH PARKING

FIGURE 3

BURBANK BRANCH

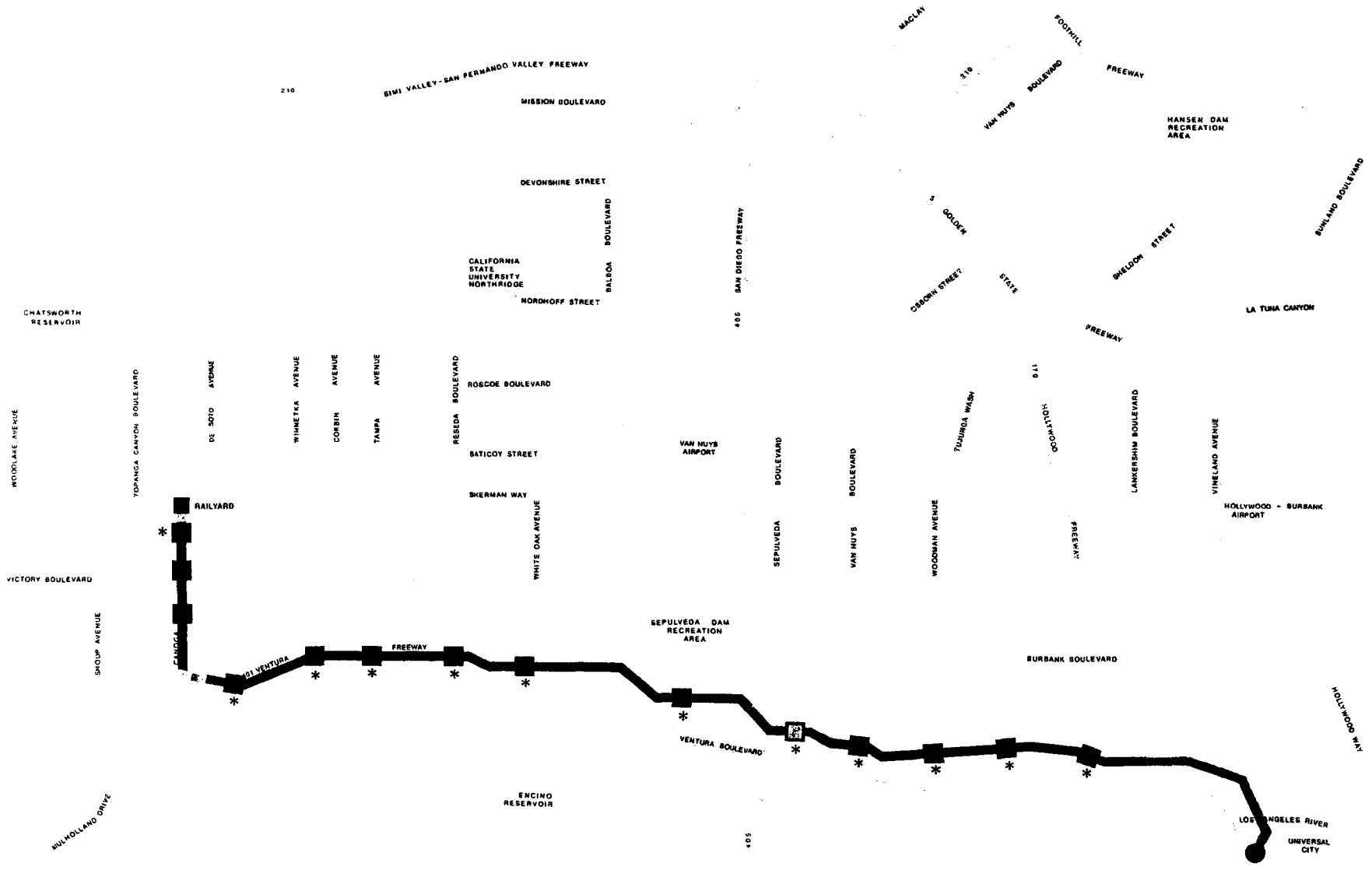
METRO RAIL EXTENSION AND ART ALTERNATIVES

0 4000' 10000'

Scale in feet

NORTH

4-4-1989



SANTA MONICA MOUNTAINS

San Fernando Valley Rail Transit Project

LACTC LOS ANGELES COUNTY TRANSPORTATION COMMISSION

LEGEND

- AT-GRADE (BERM AND TRENCH IF REQUIRED)
- AT-GRADE (BERM IF REQUIRED)
- DEEP-TRENCH
- CUT AND COVER
- AERIAL
- SUBWAY
- STATIONS
- STATIONS WITH PARKING

FIGURE 4

VENTURA FREEWAY

METRO RAIL EXTENSION AND ART AERIAL ALTERNATIVES

0 4000' 10000'

Scale in feet

NORTH

4-4-1989

SANTA MONICA MOUNTAINS

San Fernando Valley Rail Transit Project

LACTC

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

LEGEND

- AT-GRADE (BERM AND TRENCH IF REQUIRED)
- AT-GRADE (BERM IF REQUIRED)
- DEEP TRENCH
- CUT AND COVER
- AERIAL
- SUBWAY
- STATIONS
- STATIONS WITH PARKING

FIGURE 5

VENTURA FREEWAY

METRO RAIL EXTENSION AND ART SUBWAY ALTERNATIVES

0 4000' 10000'

Scale in feet

NORTH

4 • 4 • 1989

TABLE 1
SAN FERNANDO VALLEY RAIL TRANSIT
COMPARISON OF ALTERNATIVES
BURBANK AND VENTURA FREEWAY ROUTE ALTERNATIVES (1)

ALTERNATIVE	PROFILE CHARACTERISTICS (IN MILES) SUBWAY	%	AERIAL	%	AT-GRADE	%	LAYOVER YARD	MAINTENANCE YARD
BURBANK								
METRO/ART	**11.02**	(68)	3.32	(21)	1.76	(11)	YES	NO/YES (2)
LRT	1.69	(10)	4.51	(27)	**10.28**	(63)	YES	YES
LRT-SUBWAY (3)	**9.22**	(56)	2.84	(17)	4.42	(27)	YES	YES
VENTURA								
SUBWAY-METRO/ART	**11.30**	(69)	5.00	(31)	-		YES	NO/YES (2)
AERIAL-METRO/ART	2.54	(16)	**13.76**	(84)	-		YES	NO/YES (2)

(1) Preliminary, subject to study.
(2) Metro does not require a maintenance yard, ART requires a maintenance yard.
(3) The LRT Trench alternative has the same profile as the LRT Subway alternative except deep trench is generally substituted for subway.

Source: LACTC/Gruen Associates.

TABLE 2
SAN FERNANDO VALLEY RAIL TRANSIT
SUMMARY OF STATION CHARACTERISTICS
BURBANK AND VENTURA FREEWAY ROUTE ALTERNATIVES (1)

STATION		PROPOSED PARKING	STATION CONFIGURATION			
BURBANK BRANCH			LRT	LRT SUBWAY	LRT TRENCH	METRO/ ART
1.	Topanga	NO	AERIAL	AERIAL	AERIAL	AERIAL
2.	Winnetka	YES	AERIAL	SUBWAY	DEEP T	SUBWAY
3.	Tampa	NO	AT-GRADE	-	-	-
4.	Reseda	YES	AERIAL	SUBWAY	C & C	SUBWAY
5.	White Oak	YES	AT-GRADE	SUBWAY	C & C	SUBWAY
6.	Balboa	YES	AERIAL	AERIAL	AERIAL	AERIAL
7.	Woodley	YES	AT-GRADE	AT-GRADE	AT-GRADE	AERIAL
8.	Sepulveda	YES	AERIAL	AERIAL	AERIAL	AERIAL
9.	Van Nuys	YES	AERIAL	AERIAL	AERIAL	AERIAL
10.	Fulton/Burbank	NO	SUBWAY	SUBWAY	DEEP T	SUBWAY
11.	Laurel Cyn	NO	AT-GRADE	SUBWAY	DEEP T	SUBWAY
12.	N. Hollywood	YES	(2)	(2)	(2)	SUBWAY

VENTURA FREEWAY		PARKING		METRO/ART	METRO/ART
		AERIAL	SUBWAY	SUBWAY (3)	AERIAL
1.	Vanowen	YES	YES	AERIAL	AERIAL
2.	Victory	NO	NO	AERIAL	AERIAL
3.	Oxnard	NO	NO	AERIAL	AERIAL
4.	DeSoto	YES	YES	AERIAL	AERIAL
5.	Winnetka	YES	YES	AERIAL	AERIAL
6.	Tampa	YES	YES	AERIAL	AERIAL
7.	Reseda	YES	YES	SUBWAY	AERIAL
8.	White Oak	YES	NO	SUBWAY	AERIAL
9.	Hayvenhurst	YES	YES	AERIAL/N	AERIAL
10.	Sepulveda	YES	YES	SUBWAY/N	SUBWAY
11.	Van Nuys	YES	YES	SUBWAY	AERIAL
12.	Woodman	YES	YES	SUBWAY/N	AERIAL
13.	Coldwater Cyn	YES	NO	SUBWAY/N	AERIAL
14.	Laurel Canyon	YES	NO	SUBWAY/N	AERIAL
15.	Universal City	YES	YES	SUBWAY	SUBWAY

(1) Preliminary, subject to revision pending continuing studies.
(2) Station may be aerial or at-grade depending on final route selection.
(3) Stations are located on the south side of the Ventura Freeway unless noted by 'N' in which case the station is on the north side.
Source: LACTC/Gruen Associates.

SETTING AND SCOPE OF THE EIR

The proposed project is located in the City of Los Angeles and forms a part of a larger regional transit system. This segment of the system would serve the San Fernando Valley, linking it with Metro Rail service to downtown Los Angeles and beyond.

The proposed project will traverse six City of Los Angeles community plan areas, including the communities of Canoga Park/Winnetka/Woodland Hills; Encino/Tarzana; Van Nuys/North Sherman Oaks; Reseda/West Van Nuys; North Hollywood; and Sherman Oaks/Studio City/Toluca Lake.

The entire project lies within a developed urban setting. As such it has the potential to create varying degrees of adverse environmental impacts. The following key impacts, as well as others which may be identified during the formal environmental process, will be assessed in the EIR for this project:

- Noise/vibration effects associated with rail transit operations.
- Circulation and parking effects, including cross-street traffic conflicts, loss of existing street capacity, station access and possible spillover of station-area parking demand into nearby areas.
- Visual effects related to vehicles, an overhead catenary system (Burbank Branch LRT only), aerial (elevated) guideway structures and stations, and potential privacy effects.
- Land use effects including community and business disruption, property acquisition, and potential pressure for land use changes and economic impacts.
- Safety and security effects including pedestrian and vehicular accident potential, on-board security, and station-area security.
- Recreation and parkland impacts, including potential partial acquisition or effects on adjacent recreation areas.
- Construction impacts, including the temporary closure of traffic lanes, utility relocations, and noise and dust associated with heavy construction.

Some of the probable impacts of these issues can be mitigated via the incorporation of specific design and/or operational features. The EIR will discuss such mitigation measures and their effectiveness in reducing the impacts.

EIR SCHEDULE

The anticipated environmental review schedule is as follows:

Issuance of Draft Environmental Impact Report (DEIR):
October 2, 1989

Public Review Period: October to Mid-November, 1989 (45 days)

Public Hearing: Mid-November, 1989

Final Environmental Impact Report (FEIR): February, 1990

2.0 ENVIRONMENTAL CHECKLIST

The following checklist of environmental issues complies with Section 15063 of the California Environmental Quality Act (CEQA) guidelines.

ENVIRONMENTAL CHECKLIST

I. Background

1. Name of Proponent Los Angeles County Transportation Commission

2. Address and Phone Number of Proponent 403 West Eighth Street, Suite 500, Los Angeles, CA 90014
(213) 626-0370

3. Date of Checklist Submitted April 25, 1989

4. Name of Proposal San Fernando Valley Rail Transit Project

II. Environmental Impacts
(Explanations of all answers are provided in Attachment A sheets.)

	Yes	Maybe	No
1. Earth. Will the proposal result in:			
a. Unstable earth conditions or in changes in geologic substructures?	___	X	___
b. Disruptions, displacements, compaction or overcovering of the soil?	X	___	___
c. Change in topography or ground surface relief features?	___	___	X
d. The destruction, covering or modification of any unique geologic or physical features?	___	___	X
e. Any increase in wind or water erosion of soils, either on or off the site?	___	X	___
f. Changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion which may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	___	___	X
g. Exposure of people or property to geologic hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	___	X	___

	Yes	Maybe	No
. Air. Will the proposal result in:			
a. Substantial air emissions or deterioration of ambient air quality?	___	X	___
b. The creation of objectionable odors?	___	___	X
c. Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	___	___	X
3. Water. Will the proposal result in:			
a. Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	___	___	X
b. Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	___	___	X
c. Alterations to the course or flow of flood waters?	___	___	X
d. Change in the amount of surface water in any water body?	___	___	X
e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	___	___	X
f. Alteration of the direction or rate of flow of ground waters?	___	X	___
g. Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	___	X	___
h. Substantial reduction in the amount of water otherwise available for public water supplies?	___	___	X
i. Exposure of people or property to water related hazards such as flooding or tidal waves?	___	___	X

		Yes	Maybe	No
.	Plant Life. Will the proposal result in:			
	a. Change in the diversity of species, or number of any species of plants (including trees, shrubs, grass, crops, and aquatic plants)?	___	X	___
	b. Reduction of the numbers of any unique, rare or endangered species of plants?	___	X	___
	c. Introduction of new species of plants into an area, or in a barrier to the normal replenishment of existing species?	___	_____	X
	d. Reduction in acreage of any agricultural crop?	___	_____	X
5.	Animal Life. Will the proposal result in:			
	a. Change in the diversity of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms or insects)?	___	X	___
	b. Reduction of the numbers of any unique, rare or endangered species of animals?	___	_____	X
	c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	___	_____	X
	d. Deterioration to existing fish or wildlife habitat?	___	X	___
6.	Noise. Will the proposal result in:			
	a. Increases in existing noise levels?	X	_____	___
	b. Exposure of people to severe noise levels?	___	X	___

		Yes	Maybe	No
.	Light and Glare. Will the proposal produce new light or glare?	X		
8.	Land Use. Will the proposal result in a substantial alteration of the present or planned land use of an area?	X		
9.	Natural Resources. Will the proposal result in:			
	a. Increase in the rate of use of any natural resources?			X
10.	Risk of Upset. Will the proposal involve:			
	a. A risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?		X	
	b. Possible interference with an emergency response plan or an emergency evacuation plan?			X
1.	Population. Will the proposal alter the location, distribution, density, or growth rate of the human population of an area?		X	
12.	Housing. Will the proposal affect existing housing, or create a demand for additional housing?		X	
13.	Transportation/Circulation. Will the proposal result in:			
	a. Generation of substantial additional vehicular movement?	X		
	b. Effects on existing parking facilities, or demand for new parking?	X		
	c. Substantial impact upon existing transportation systems?	X		
	d. Alterations to present patterns of circulation or movement of people and/or goods?	X		

		Yes	Maybe	No
e.	Alterations to waterborne, rail or air traffic?	___	_____	X
f.	Increase in traffic hazards to motor vehicles, bicyclists or pedestrians?	___	X	___
14.	Public Services. Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:			
a.	Fire protection?	___	X	___
b.	Police protection?	___	X	___
c.	Schools?	___	X	___
d.	Parks or other recreational facilities?	X	_____	___
e.	Maintenance of public facilities, including roads?	___	_____	X
f.	Other governmental services?	___	_____	X
15.	Energy. Will the proposal result in:			
a.	Use of substantial amounts of fuel or energy?	X	_____	___
b.	Substantial increase in demand upon existing sources or energy, or require the development of new sources of energy?	___	_____	X
16.	Utilities. Will the proposal result in a need for new systems, or substantial alterations to utilities: (See response)	X	_____	___
17.	Human Health. Will the proposal result in:			
a.	Creation of any health hazard or potential health hazard (excluding mental health)?	___	_____	X
b.	Exposure of people to potential health hazards?	___	_____	X

		Yes	Maybe	No
18.	Aesthetics. Will the proposal result in the obstruction of any scenic vista or view open to the public, or will the proposal result in the creation of an aesthetically offensive site open to public view?	X		
19.	Recreation. Will the proposal result in an impact upon the quality or quantity of existing recreational opportunities?	X		
20.	Cultural Resources.			
	a. Will the proposal result in the alteration of or the destruction of a prehistoric or historic archaeological site?			X
	b. Will the proposal result in adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?			X
	c. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?		X	
	d. Will the proposal restrict existing religious or sacred uses within the potential impact area?		X	
21.	Mandatory Findings of Significance.			
	a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X

	Yes	Maybe	No
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future).	___	_____	X
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant).	___	_____	X
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	___	X	___

III. **Discussion of Environmental Evaluation**
(Narrative description of environmental impacts).

See Attachment A

. **Determination**
(To be completed by the Lead Agency).

On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. [ ]

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. A NEGATIVE DECLARATION WILL BE PREPARED. [ ]

I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. [X]

Neil Peterson
Executive Director
Los Angeles County
Transportation Commission

4-21-89
Date

Attachment A
SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

ENVIRONMENTAL CHECKLIST FORM

Responses to "Yes", "Maybe", and "No" Answers:

1. Earth

a. Maybe. Portions of all alternatives would be built under properties and streets using both tunnel and cut-and-cover methods of construction. Rock and alluvium are expected to be encountered and removed during excavation. Tunnels and subsurface stations would change the geologic substructure. The EIR will examine the geotechnical impacts of the excavations, including substructure changes, slope stability, soil and rock removal and the potential for subsidence of surface soils over tunneling activity.

b. Yes: Alternatives that would be situated on an embankment or below existing grade would require earthwork and would constitute a disruption or displacement of the soil. Paving of undeveloped areas for parking lots would also represent a disruption.

c. No: Topographic or ground surface relief feature changes would be minor in sloped portions of the corridors, the insignificant changes need not be analyzed further in the EIR.

d. No: Construction of any of the rail transit alternatives would not involve destruction, covering, or modification of any unique geologic or physical features.

e. Maybe: Earthwork required for the construction of any alternative may create the potential for soil erosion during the construction period. The EIR will examine the erosion potential and recommend erosion control measures.

f. No: None of the rail transit alternatives would alter the deposition or erosion of beach sands, or change siltation, deposition or erosion which would modify a river or stream or bed of the ocean or bay, inlet or lake.

g. Maybe: There may be the potential for damage resulting from possible surface soil subsidence over those alternatives which involve tunneling. The EIR will examine the issue and recommend mitigation, if needed.

Attachment A (cont'd.)
SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

2. Air

a. Maybe: The rail transit project would potentially create a beneficial impact to regional air quality by diverting vehicular trips to transit. However, any of the rail transit alternatives could potentially create localized "hot spots" around stations where slight increases in air emissions would occur. In addition, a temporary, construction-related increase in air emissions may occur from use of heavy construction equipment. Potential increases in dust emissions during construction activities are expected to be controlled by watering the soil.

b. No: None of the rail transit alternatives would create significant objectionable odors.

c. No: None of the rail transit alternatives would alter air movement, moisture, or temperature, or change climate, either locally or regionally.

3. Water

a. No: It is not anticipated that any of the rail transit alternatives would affect the direction of water movements.

b. No: The paving of undeveloped areas to create surface parking lots for any of the rail transit alternatives would insignificantly increase the impervious surface area.

c. No: Both of the route alternatives traverse portions of floodplains but none of the rail transit alternatives would alter the course or flow of floodwaters.

d. No: None of the rail transit alternatives would increase or decrease the amount of surface water in any water body.

e. No: The project does not include any element(s) that would be discharged into surface waters or that would alter surface water quality.

f. Maybe: The direction or rate of ground water flow could be altered by any alternative that would require significant cuts below grade in specific areas with a high water table.

Attachment A (cont'd.)
SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

3. Water (cont'd)

g. Maybe: Subway alternatives could alter the quantity of ground waters through interception of an aquifer by cuts or excavations.

h. No: The project would not include any element(s) that would reduce the amount of water available for public water supplies.

i. No: Because the rail transit alternatives would not contain water and would not affect the flow of floodwaters, the project is not expected to expose people or property to water related hazards.

4. Plant Life

a. Maybe: Although all alternatives would be developed in an urban area, there may be some plant species along each route that would be disrupted or removed during construction. This is particulary applicable to the biological resources in Bull Creek east of Balboa Boulevard with the Burbank Branch alternatives.

b. Maybe: See response to 4a.

c. No: The project would introduce landscaping along portions of some of the routes but it is not anticipated that this vegetation would introduce new species of plants into an area.

d. No: None of the project alternatives would result in a reduction of acreage of any agricultural crop.

5. Animal Life

a. Maybe: See response to 4a.

b. No: There are no state or federally designated rare, threatened, or endangered animal species located along the route alternative corridors.

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

5. Animal Life (cont'd)

c. No: The project would not include any element(s) that would introduce new species of animals into an area.

d. Maybe: See response to 4a.

6. Noise

a. Yes: Each of the rail transit alternatives would result in increases in existing noise levels at station locations, at at-grade crossings (Burbank LRT Alternative-depending on crossing controls), and along the entire route in areas particularly sensitive to noise such as residential neighborhoods.

b. Maybe: The use of certain types of construction equipment could potentially expose people adjacent to the construction site to substantial increases in noise levels during some construction periods. Such construction will adhere to City of Los Angeles ordinances affecting construction equipment noise and hours of operation. It is not anticipated that operation of the project, after incorporation of mitigation measures, would expose people to adverse noise levels.

7. Light and Glare

Yes: New sources of light and glare would be created by any of the rail transit alternatives for parking and operation of stations and by aerial sections and stations in residential areas.

8. Land Use

Yes: Rail transit alternatives would require the acquisition of property which would alter the present land use of the area. The potential also exists for rail transit to create potential land use changes; however, actual zoning changes can only be approved by the City of Los Angeles.

9. Natural Resources

a. No: The rate of use of any natural resource would not be increased significantly as a result of this project.

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

10. Risk of Upset

a. Maybe: Safety measures would be implemented to reduce the likelihood of conflicts, but it is possible that conflicts could occur between rail transit and automobiles or other vehicles (as is currently the case at existing rail crossings) which could constitute a risk of upset.

b. No: No impacts to local emergency response or evacuation plans are anticipated.

11. Population

Maybe: Each of the rail transit alternatives could alter the location, distribution, density, or growth rate of the human population due to greater transportation access to the areas served by the selected route. The rail transit system, particularly in station areas, may encourage more intensive commercial and/or residential development. Many of these factors, however, are dependent on growth and land use planning policies of the City of Los Angeles.

12. Housing

Maybe: Some residential displacement may occur with construction of any of the rail transit alternatives.

13. Transportation

a. Yes: Each of the rail transit alternatives would generate additional vehicular movement in highly localized areas to and from station locations.

b. Yes: Each of the rail transit alternatives would create a demand for new parking facilities at rail transit stations.

c. Yes: Some increase in vehicular traffic can be expected around stations during peak periods and during construction of the rail transit system.

d. Yes: The proposed rail transit alternatives would alter the present pattern of circulation as a result of traffic traveling to and from station locations.

Attachment A (cont'd.)
SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

13. Transportation (cont'd)

e. No: It is assumed that the Burbank Branch line will be abandoned by Southern Pacific in the future.

f. Maybe: Safety criteria of agencies that have control over safety would be implemented at at-grade crossings associated with the Burbank Branch LRT Alternative (such as speed reductions, crossing gates, bells, and traffic signal lights). Despite these measures, it is possible for conflicts to occur between rail transit vehicles and pedestrians or motorists.

14. Public Services

a. Maybe: See 10a.

b. Maybe: Although transit security personnel would be available, existing police protection may have to be enhanced.

c. Maybe: The walking patterns of school children may be altered by the Burbank Branch LRT alternative. Such pedestrian routes would only be allowed at protected crossings of the rail line.

d. Yes: Parkland would be used in the following locations for rail transit right-of-way: Burbank Branch Alternatives would affect the little league fields north of Pierce College and portions of the Sepulveda Basin recreation area; Ventura Freeway Alternatives would affect portions of the Sepulveda Basin recreation area around Hayvenhurst Avenue.

e. No: None of the alternatives would affect maintenance of public facilities including roads.

f. No: None of the rail transit alternatives would affect any other governmental services.

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

15. Energy

a. Yes: The project will result in the increased use of electrical energy. Gasoline consumption is expected to decrease from reduced automobile usage, which has the potential to offset the increased use of electricity needed to operate the transit system.

b. No: Operation of any of the rail transit alternatives may result in an increase in electrical use but the demand is not expected to be substantial nor is the demand expected to require the development of new sources of energy.

16. Utilities

Yes: Construction of any of the rail transit alternatives may require the relocation of utilities. Electrical utility substations will also be required to provide electric power to the transit system.

17. Human Health

a. No: The project would not include any element(s) that would create a health hazard or a potential health hazard.

b. No: The project would not include any element(s) that would expose people to potential health hazards.

18. Aesthetics

Yes: The introduction of the overhead catenary system with the Burbank Branch LRT Alternatives will create a new visual element for that route. Elevated guideways and stations of all alternatives will affect vistas, potentially create shadow effects on adjacent properties, and affect privacy of adjacent properties.

19. Recreation

Yes: See 14d.

Attachment A (cont'd.)
SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

ENVIRONMENTAL CHECKLIST FORM
Responses to "Yes", "Maybe", and "No" Answers:

20. Cultural Resources

a. No: Based on a review of existing data, it is not expected that construction of any of the rail transit alternatives would affect undiscovered prehistoric or historic archaeological sites which may be present in the Sepulveda Basin. Coordination with the U.S. Army Corps of Engineers regarding this issue will be maintained throughout the environmental process.

b. No: It is not expected that any of the rail transit alternatives would affect the physical or aesthetic environment of a prehistoric or historic resource.

c. Maybe: Measures to facilitate pedestrian crossings of the Burbank Branch LRT Alternative transit tracks would be implemented at at-grade crossing locations. It is possible that implementation of the transit system, with the introduction of fenced right-of-way in some locations and the frequency with which the vehicles would pass, could still affect walking patterns of individuals during religious periods.

d. Maybe: The Burbank Branch Alternatives pass by religious institutions which may be affected by noise and/or vibration generated from the rail transit vehicles, as well as potential inconvenience in walking to religious services.

21. Mandatory Findings of Significance

a. No: None of the rail transit alternatives would reduce the number of rare or endangered plants or animals. It is also not anticipated that the project would substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self sustaining levels, threaten to eliminate a plant or animal community, or eliminate important examples of the major periods of California history or prehistory.

b. No: While short-term impacts during construction may be significant, the project will assist in the long-term goal of creating a balanced transportation system, with attendant contributions to air quality, transportation choice, and possible energy savings.

c. No: The effects determined to be insignificant would not have the potential to cumulatively affect the environment in a significant manner.

NOTICE OF PREPARATION

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE SAN FERNANDO VALLEY RAIL TRANSIT PROJECT

The Los Angeles County Transportation Commission (LACTC) will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know your views as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. If your agency has an action related to the project, it will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the probable environmental effects are contained in the attached Initial Study.

Please send your response to Steve Lantz, Community Relations Manager, at the address above. We need the name for a contact person in your agency.

Project Title: San Fernando Valley Rail Transit Project

Neil Peterson
Executive Director

Date: 4-21-89

Reference: California Administrative Code, Title 14, Sections 10582 (1),
15103, 15375