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BOARD OF DIRECTORS~~PLANNING AND PROGRAMMING COMMITTEE~~
FEBRUARY 26,~~JANUARY 22,~~ 2004

SUBJECT: ~~SAN FERNANDO~~ METRO ORANGE LINE ~~RAPIDWAY~~ WARNER CENTER PARK-AND-RIDE FACILITY

ACTION: APPROVE ADDENDUM/ MODIFIED INITIAL STUDY PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

RECOMMENDATIONS

A. Approve and certify the Addendum/Modified Initial Study (Attachment A) to the Final Environmental Impact Report (EIR) for the San Fernando Valley East-West Transit Corridor (now known as Metro Orange Line) to construct the proposed Warner Center Park-and-Ride facility and possible minor modifications, subject to the clarifications listed in Attachment B. (Regarding Attachment A, the full Addendum is available for review at the Board Secretary's Office and in the MTA library, including the Technical Appendix/Traffic Study);

B. Authorize the Chief Executive Officer to file a Notice of Determination of the Addendum/Modified Initial Study with the Los Angeles County Clerk;

C. Approve the development of a surface park-and-ride at the Boeing property located along the MTA right-of-way (Option B-1), extension of the Metro Orange Line ~~Rapidway~~ concept to serve the park-and-ride, and the acquisition of the Boeing ~~-~~site subject to Board approval of final terms; and

D. ~~-~~Authorize the Chief Executive Officer to solicit and award a design/build contract ~~documents~~ for the preferred park-and-ride option.

ISSUE

In February 2002, the MTA Board adopted the San Fernando Valley East-West Transit Corridor ~~(now Metro Rapidway)~~ Final EIR and a year later approved the award of a design-build contract

for its implementation. The approved project scope did not include -park-and-ride at the Warner Center. As the western terminus of the Metro Orange Line-, a park-and-ride facility at Warner Center was deemed necessary. The City of Los Angeles, however, was concerned about its compatibility with the Warner Center Specific Plan. Since then, the Council Office and City staff re-examined this issue and concluded that a park-and-ride facility would be compatible with the Specific Plan. As a result, the MTA Board at its February 2003 meeting authorized the Chief Executive Officer to pursue development of a park-and-ride at Warner Center and to return to the Board with final terms and conditions for such a facility.

The addition of a park-and-ride lot at Warner Center required the preparation of an addendum to the Final EIR. Further, MTA staff identified three other possible minor modifications within the Metro Orange Line ~~Rapidway~~ right-of-way: (1) possible substitution of rubberized asphalt concrete pavement for the currently planned portland cement concrete and/or regular asphalt at select busway segments; (2) adding a recycled water pipeline to irrigate landscaping along the busway and the bike path/pedestrian walkway; and, (3) incorporating a surfacing option to differentiate the bike path from the pedestrian walkway. These minor modifications are also examined in the Addendum/Modified Initial Study.

POLICY IMPLICATIONS

The recommended action is consistent with MTA policy. In developing rail and transit lines, MTA has consistently provided park-and-ride lots where demand and opportunity to develop them exist to encourage transit use and enhance passenger convenience. The three other minor modifications within the ~~planned~~Metro Orange Line ~~Rapidway~~ mitigate environmental impacts and enhance system maintenance and safety, all of which are consistent with MTA's policies.

OPTIONS

The Board could choose not to adopt and certify the Addendum/Modified Initial Study to the ~~Metro Rapidway~~ San Fernando Valley East-West Transit Corridor Final EIR. Staff is not recommending this option as the Addendum/Modified Initial Study is necessary to include the park-and-ride lot in the overall Project.

In addition, the Board could also choose not to approve a park-and-ride option as part of the Metro Orange Line ~~Rapidway~~ Project. Staff recommends including a park-and-ride lot as part of the Project as it would increase passenger convenience and encourage transit use.

The Board could also choose one of the other Boeing options. Staff is not recommending this, however. Option A would not be as convenient to riders requiring a long walk from the park-and-ride site to the bus stop. Option B-2 does not fit within the allotted budget.

FINANCIAL IMPACT

The budget for the Metro Orange Line ~~Rapidway~~ Project includes $16.5 million for a park-and-ride facility at the western terminus. This will accommodate the recommended park-and-ride facility (Option B-1) including construction- and ~~and~~ site acquisition on the Boeing site. Based

on the current estimate, staff believes the existing budget could also accommodate the development of additional satellite parking on MTA-owned property north of Vanowen and across the street from the Boeing property. The current budget was based on obtaining a parking easement for 1,000 spaces in the planned Topanga Canyon Plaza mall parking structure, which would not have required property acquisition or extension of the Orange Line on a dedicated busway.

DISCUSSION

In February 2003, the MTA Board adopted the Metro Orange Line ~~Rapidway~~ Project budget for an environmentally cleared project consisting of a 14-mile busway with 13 stations. The Project as environmentally cleared included no parking for patrons at the western terminus of the Metro Orange Line ~~Rapidway~~ near the Warner Center Transit Hub. The adopted budget included $16.5 million allowance for new scope for a park-and-ride facility and related improvements at the Metro Orange Line's ~~Rapidway's~~ western terminus in Warner Center. This allowance was planned for the design and construction costs and did not include real estate costs as the concept, at that time, was to add floors to a proposed private parking structure at a nearby shopping mall. Because the parking facility and related improvements were still in the conceptual planning stage, an accurate cost estimate and construction schedule were not available. At the time, the Board report noted that the opening -of the park-and ride might not coincide with the Revenue Operation Date of August 2005 for the Metro Orange Line ~~Rapidway~~ Project.

Since that time, with the initial assessment of the City of Los Angeles Department of Transportation (LADOT) and assistance from the City of Los Angeles Department of Planning staff, MTA identified and evaluated several potential park-and-ride sites. These included a parking easement on two levels of a planned parking structure at Topanga Canyon Shopping Plaza and possible acquisition of individual parcels including the Boeing property adjacent to the MTA right-of-way (ROW), the Valley Indoor Swapmeet site, a portion of the Blue Cross property along Canoga Avenue, and the Catalina Yachts located on Victory Boulevard and Variel Avenue.

After negotiations with the Topanga Canyon Shopping Plaza and an evaluation of the impacts of that location to the current Metro Orange Line ~~Rapidway~~ route, staff concluded that the short-term savings in construction were significantly outweighed by the cost of parking replacement when the easement expired, the recurring operating costs of a longer route, and the distance of the shopping mall parking structure relative to the MTA ROW should a Metro Orange Line ~~Rapidway~~ extension from Warner Center be developed. The other candidate sites were similarly evaluated using a set of criteria that included parcel size, availability, cost, constructability, feasibility of additional bus stop and passenger convenience, and impacts on approved route, project schedule, future transit extension and the environment. Based on these criteria, the Boeing site was deemed the most suitable.

Simultaneously, three park-and-ride development options were evaluated for the Boeing site:

- Option A: Metro Orange Line ~~Rapidway~~ route exits exclusive right-of-way (ROW) at Variel Avenue and continues on street along Victory Boulevard with surface park-and-

ride along the MTA ROW north of Variel and, on the Boeing site. (Attachment C.) ~~and on an MTA-owned parcel north of Vanowen.~~

- Option B: Extension of the Metro Orange Line ~~Rapidway~~ concept along the MTA ROW, including landscaping, bike and pedestrian ways, to the Boeing property with either (B-1) surface parking on the Boeing site and the, MTA ROW. (Attachment D) ~~and property north of Vanowen~~ or (B-2), a parking structure on the Boeing site (Attachment E).

The number of parking spaces for each of these Boeing site alternatives and the parking construction cost (excluding site acquisition) are shown in the following table:

OPTION	# SPACES	EST. CONSTRUCTION COST (Excluding Real Estate Costs)
A: On-street service from Variel Ave. along Victory Blvd. and Canoga Ave.: at-grade parking on MTA ROW ~~, property north of Vanowen~~ and Boeing site	850~~1,075~~	$7,400,000
B-1: ~~Variel Ave.~~ Extend busway through MTA ROW with at-grade parking on Boeing site, and MTA ROW. ~~and property north of Vanowen~~	490~~690~~	$10,600,000
B-2: ~~Variel Ave~~ Extend busway through MTA ROW with parking structure on Boeing site	944	$22,900,000

The estimated costs above do not include site acquisition as the cost of the Boeing site will not be available until negotiations are completed. The above costs include the construction of the parking lot or structure as well as a new station with all amenities including two platforms, canopies and ticket vending machines. In addition, the costs of Option B-1 and B-2 include a 1,600-foot busway extension from Variel Avenue through the MTA ROW and the Boeing site. For Option A, additional real estate acquisition for a bus stop/station, not included in the current estimated cost, might be required if full station amenities were desired.

Option A provides the highest parking capacity and could be implemented within the current park-and-ride budget but it is the least convenient option for transit riders who would park at the Boeing site and walk a long distance to proposed bus stop locations along Canoga Avenue south of Victory Boulevard. Option B-1 provides the least parking capacity among the three options but would be very convenient to transit users as full stations would be located at the park-and-ride site and, like Option A, could be implemented within the current approved park-and-ride budget. Option B-2 provides the ~~second~~ highest parking capacity and offers the same convenience as Option B-1 but would require approximately $6.4 million additional funds.

At its January 2004 meeting, the Board approved the Chair's motion for a 30-day continuation of this item to allow Boeing representatives additional time to review the Addendum. Following Board direction, staff met with Boeing representatives and their consultants, LADOT and City Planning staff on January 28, February 9, and February 11, 2004 to discuss Boeing's comments

on the Addendum and the staff report. At these meetings, Boeing raised the following concerns: (1) that the satellite parking site on the MTA-owned property north of Vanowen was not included in the Addendum; (2) that the busway route at the Warner Center park-and-ride segment remain as described in the Addendum; (3) that MTA go through the Project Permit Compliance Review process of the Warner Center Specific Plan, (4) that the MTA implement required dedications and street and intersection improvements as required by the Warner Specific Plan; and (5) that any future extension of the Orange Line be required to go through a subsequent environmental and project approval process.

In response to Boeing's concerns, MTA staff (1) agreed to prepare a subsequent addendum specifically on the proposed satellite parking site on the MTA-owned property north of Vanowen, (2) assured Boeing that the route of the Metro Orange Line would not change if satellite parking was added on MTA property across the street to the north; (3) that the MTA would go through the Project Permit Compliance Review process as required by the Plan and other City codes as applicable, (4) agreed to make standard street/intersection dedications and improvements as typically required of projects by the Warner Center Specific Plan consistent with all the rights and privileges conferred by the Plan; and (5) that the MTA would conduct a new environmental review and project approval process for any future extension of the Orange Line to the north. These proposed MTA commitments are summarized in Attachment B, which is now part of the staff recommendation.

Also at the January 2004 Board meeting, Ms. Kymberleigh Richards expressed her concern that no massive parking structure be built on the MTA right-of-way that would need to be torn down should the Orange Line be extended beyond Warner Center. In response to her concerns, staff would like to underscore that the recommended park-and-ride option is surface parking. A short segment of the MTA right-of-way adjacent to the northerly portion of the Boeing property will be paved for additional parking and only this portion might need to be removed if the Metro Orange Line continues north at some future date. Further, any structure which may be constructed on the Boeing property in the future would be designed to accommodate use of the MTA ROW for extension of transit north to Chatsworth.

MANDATORY FINDINGS OF SIGNIFICANCE AND RECOMMENDED MITIGATIONS UNDER CEQA

MTA staff and its consultant team prepared this Addendum/ Modified Initial Study to evaluate the environmental impacts of minor project modifications to the previously adopted San Fernando Valley East-West Corridor Project FEIR.–

~~MTA is conducting the public review process concurrently with the January Board agenda preparation cycle.~~ The Addendum/Modified Initial Study was filed with the County Clerk and was available for public review for a period of 30 days. The public comment period began officially on December 10, 2003 and ended on January 9, 2004. All comments from agencies or interested parties received during the comment period, at the January 2004 Board meeting, and during the 30-day continuation through the February Board meeting have been addressed and form ~~will be considered as~~ part of MTA's determination on the Addendum/Modified Initial

Study and the Metro Rapidway park-and-ride facility at Warner Center. Another opportunity for the public to provide input will be at the February 26. ~~January 29,~~ 2004 Board Meeting.

On the basis of the data and analyses contained in the Addendum/Modified Initial Study, no potential adverse environmental effects from the proposed Metro Orange Line ~~Rapidway~~ park-and-ride facility at Warner Center were identified. For each of the environmental categories, the Addendum/Modified Initial Study shows that either the impacts would not be potentially significant or the mitigation measures incorporated in the approved San Fernando Valley East-West Transit Corridor Final EIR reduce impacts to below significant or that the mitigation measures in the Addendum/Modified Initial Study would reduce impacts to less than significant. The same was true for the three minor modifications included in the Addendum. Based on the Addendum/-Modified Initial Study, MTA staff made the following findings:

1. None of the events listed in Section 21166 of the California Public Resources Code, or in Section 15162 of the State CEQA Guidelines, has occurred; therefore no subsequent or supplemental environmental impact report shall be required by MTA.

2. Only minor technical changes or additions are necessary to make the February 2002 Final EIR adequate under CEQA to cover the proposed modifications.

3. The changes to the 2002 Final EIR made by the Addendum/Modified Initial Study do not raise important new issues about significant effects on the environment.

NEXT STEPS

~~Any comments received from the public review period will be resolved prior to Board approval of the Addendum. Responses, if needed, will be provided to the Board at the Committee meeting.~~ MTA staff will file a Notice of Determination with the Los Angeles County Clerk. Further, staff will initiate the preparation of an Addendum to address impacts of the satellite parking lot at the MTA property north of Vanowen.

Staff will take the approved park-and-ride option into the final design process and complete acquisition of the Boeing property subject to Board approval of the final terms. Other potential minor modifications included in the Addendum~~EIR~~ will be evaluated by -MTA staff for potential inclusion in the Metro Orange Line ~~Rapidway~~ Project.–

ATTACHMENTS

A. ~~A.~~ Addendum
B. Additional Clarifications ~~Park~~
C. Park-and-Ride Option A
D. ~~B.~~ Park-and-Ride Option B-1
E. ~~C.~~ Park-and-Ride Option B-2

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Countywide Planning and Development

Roger Snoble
Chief Executive Officer

ATTACHMENT A

ADDENDUM AND MODIFIED INITIAL STUDY

TO THE FINAL ENVIRONMENTAL IMPACT STATEMENT

FOR THE SAN FERNANDO VALLEY EAST-WEST TRANSIT CORRIDOR

Prepared for

Los Angeles County
Metropolitan Transportation Authority

DECEMBER 2003

Prepared by

Manuel Gurrola, Environmental Specialist
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Willdan

NOTICE OF AVAILABILITY
ADDENDUM/MODIFIED INITIAL STUDY
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
SAN FERNANDO VALLEY EAST-WEST TRANSIT CORRIDOR

1. Project Description:

The objective of the proposed project is to implement four modifications (Proposed Additions 1, 2, 3, and 4) to the Full BRT Alternative. The purpose of the first modification (Proposed Addition 1) is to develop a park-and-ride facility in the vicinity of the Warner Center Transit Hub to serve users at the western terminus of the planned Corridor and to replace the planned parking spaces not realized at the Van Nuys station park-and-ride facility. The goal of Proposed Addition 2 is to reduce busway noise at select busway segments by substituting RAC for the currently planned PCC. Also, Proposed Addition 2 would eliminate the planned painting or striping of the busway where it crosses surface streets. Proposed Addition 3 would add a Recycled Water Pipeline (RWP) to irrigate enhanced landscaping along the busway and a bike path/pedestrian walkway. Proposed Addition 4 would incorporate one of three roadway surfacing options to help users differentiate between the bike path and the pedestrian walkway. Proposed Addition 4 also would include construction of an additional traffic signal to ensure safety of users (bicyclists and pedestrians) as they transition to and from the bike path/pedestrian walkway.

2. Project Location:

The proposed project consists of four modifications to the Full BRT Alternative in the previously adopted FEIR. The Full BRT Alternative and the proposed modifications would be located in the West San Fernando Valley, County of Los Angeles, California.

The first modification, referred to as Proposed Addition 1, would be developed at one of three park-and-ride site alternatives in the vicinity of the Warner Center Transit Hub. The three park-and-ride site alternatives are:

Site Alternative 1: Topanga Canyon Shoppingtown Plaza Parking Easement: A new parking structure is planned for development on the northeastern portion of the Topanga Canyon Shoppingtown Plaza property, and the proposed park-and-ride facility would be located on the upper level of this new parking structure. Topanga Canyon Shoppingtown Plaza encompasses a block bound by Vanowen Street to the north, Victory Boulevard to the south, Owensmouth Avenue to the east, and Topanga Canyon Boulevard to the west.

Site Alternative 2: Boeing North American, Inc.: Boeing owns a triangular-shaped parcel of land bound by MTA ROW to the north and east, commercial property to the south, and Canoga Avenue to the west. A park-and-ride facility would be located in place of an existing structure on the Boeing site.

Site Alternative 3: Valley Indoor Swapmeet: The Swapmeet site is located on the a parcel bound by commercial development to the north, Kittridge Street to the south, Variel Avenue to the east, and Eaton Avenue to the west. A MTA ROW is southwest of the Swapmeet property. A park-and-ride facility would be located in place of existing structures and surface parking at the Swapmeet site.

The remaining three modifications (Proposed Additions 2, 3, and 4) would be located along the Corridor for the Full BRT Alternative.

NOTICE OF AVAILABILITY
ADDENDUM/MODIFIED INITIAL STUDY
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY
SAN FERNANDO VALLEY EAST-WEST TRANSIT CORRIDOR

3. Review Period:

The MTA, as lead agency, will receive comments on the proposed Addendum/Modified Initial Study beginning December 10, 2003 and ending at 5:00 p.m. on January 9, 2004 pursuant to Section 15105 of the State CEQA Guidelines. Please address all comments to: Manuel Gurrola, Environmental Compliance, Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza (MS 99-17-2), Los Angeles, California, 90012. The Addendum/Modified Initial Study will be available for public review at: the City of Los Angeles Planning Department, located at 6251 Van Nuys Boulevard, Van Nuys, California, 91401; the MTA's 15th Floor Library, One Gateway Plaza, Los Angeles, California, 90012; and, via the internet on www.mta.net.

4. Finding:

On the basis of the data and analyses contained in the Addendum/Modified Initial Study, no potential adverse environmental effects from the proposed new additions to the approved project within the Sepulveda Basin were identified. For each of the environmental categories, the Addendum/Modified Initial Study has shown that either the impacts would not be potentially significant or the mitigation measures incorporated in the approved San Fernando Valley East-West Transit Corridor Final EIR reduce impacts to an insignificant impact. The project site is not included on the list of hazardous materials sites pursuant to Government Code Section 65962.5. Other supporting studies, which constitute the basis for the decision to adopt an Addendum/Modified Initial Study, are available for review at the MTA's 15th Floor Library, One Gateway Plaza, Los Angeles, California, 90012.

1.0 INTRODUCTION

1.1 Purpose of the Modified Initial Study and Addendum

The Los Angeles County Metropolitan Transportation Authority (MTA) is preparing this Addendum and Modified Initial Study (Modified IS) to evaluate the environmental impacts of minor project modifications to the previously adopted *Final Environmental Impact Report for the San Fernando Valley East-West Transit Corridor* (FEIR), California State Clearinghouse No. 1995101050. On February 28, 2002, the MTA Board of Directors certified this FEIR for the original project and adopted the Findings of Fact and Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program, along with the original project. Since then, the original project has been modified, and neither the modifications nor their potential impacts were evaluated by the FEIR. In July 2003, a Modified IS and Addendum to the FEIR was prepared to evaluate the potential environmental impacts of installing fiber optic communications trunk routing in three segments of the San Fernando Valley East-West Transit Corridor (Corridor). These three segments were not analyzed as fiber optic routes by the approved FEIR, although the intervening portions of the linear project were evaluated.

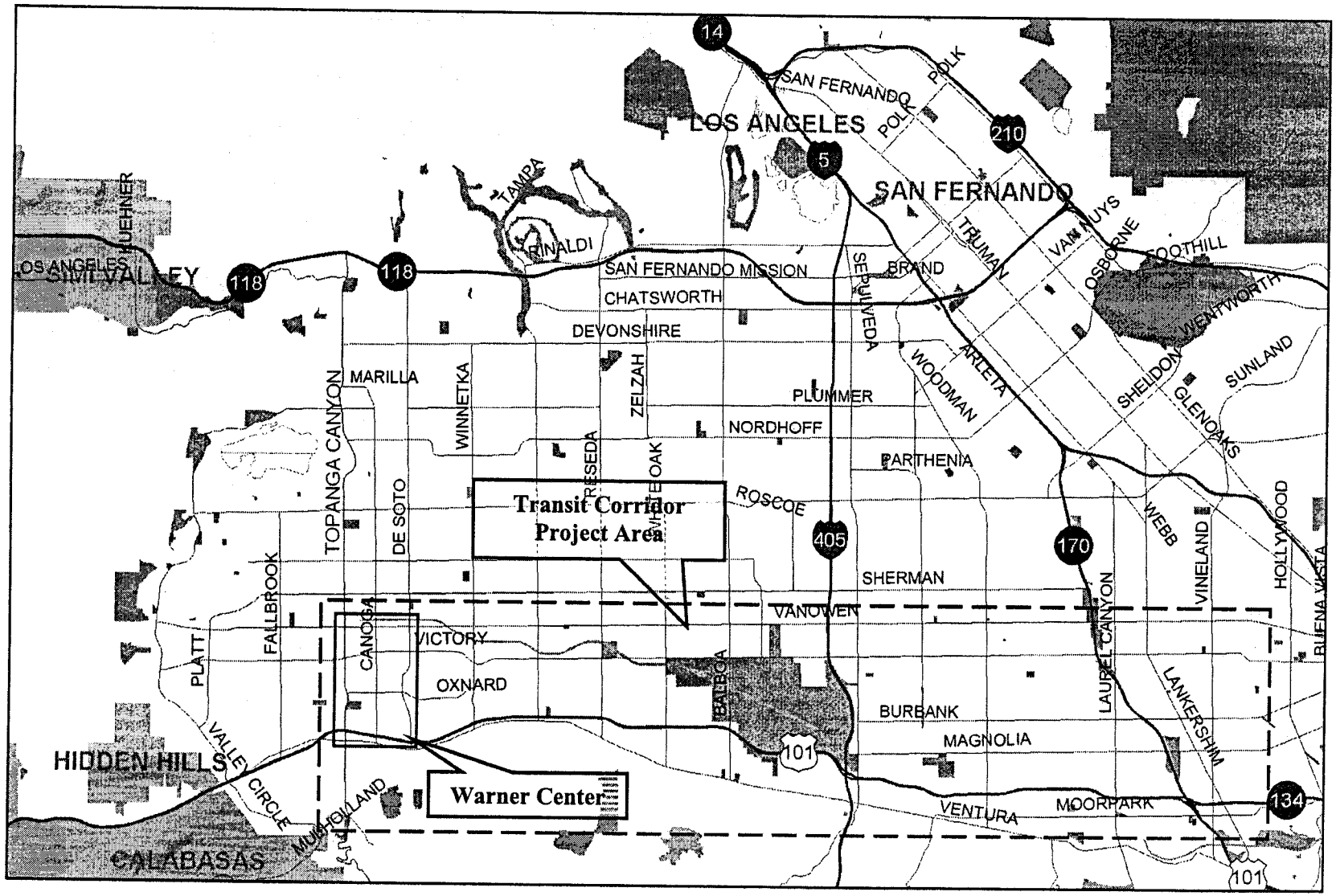
This Modified IS and Addendum to the FEIR evaluates the potential environmental impacts of additional minor project modifications, using the criteria established within the California Environmental Quality Act (CEQA). This Modified IS and Addendum has been prepared in accordance with the requirements of CEQA and the *Guidelines for Implementation of the California Environmental Quality Act* (*State CEQA Guidelines*), for the purpose of analyzing the direct, indirect, and cumulative environmental effects of the proposed project. The *State CEQA Guidelines* are codified as §15000 *et seq.* of the California Code of Regulations (CCR).

1.2 Project Background and Overview

The Corridor is located in the central part of Los Angeles County, as shown in **Figure 1-1** (Regional Map). In June 1999, MTA initiated a Major Investment Study (MIS) for the Corridor to consider the most appropriate transit option to alleviate severe arterial congestion projected to develop within the San Fernando Valley by the year 2020. The MIS considered a range of transportation alternatives, including Bus Rapid Transit (BRT), Light Rail Transit (LRT), and Heavy Rail Transit (HRT). In July 2001, the MTA Board selected the Full BRT (a variation of the BRT Alternative, running between North Hollywood and Warner Center), as the Locally Preferred Alternative (LPA) for the Corridor. The Full BRT Alternative consists of primarily exclusive bus lanes on the MTA right-of-way (ROW) between the North Hollywood Metro Red Line station and the planned Warner Center Transit Hub, as shown in **Figure-1-2** (Full Bus Rapid Transit (BRT) Alternative).

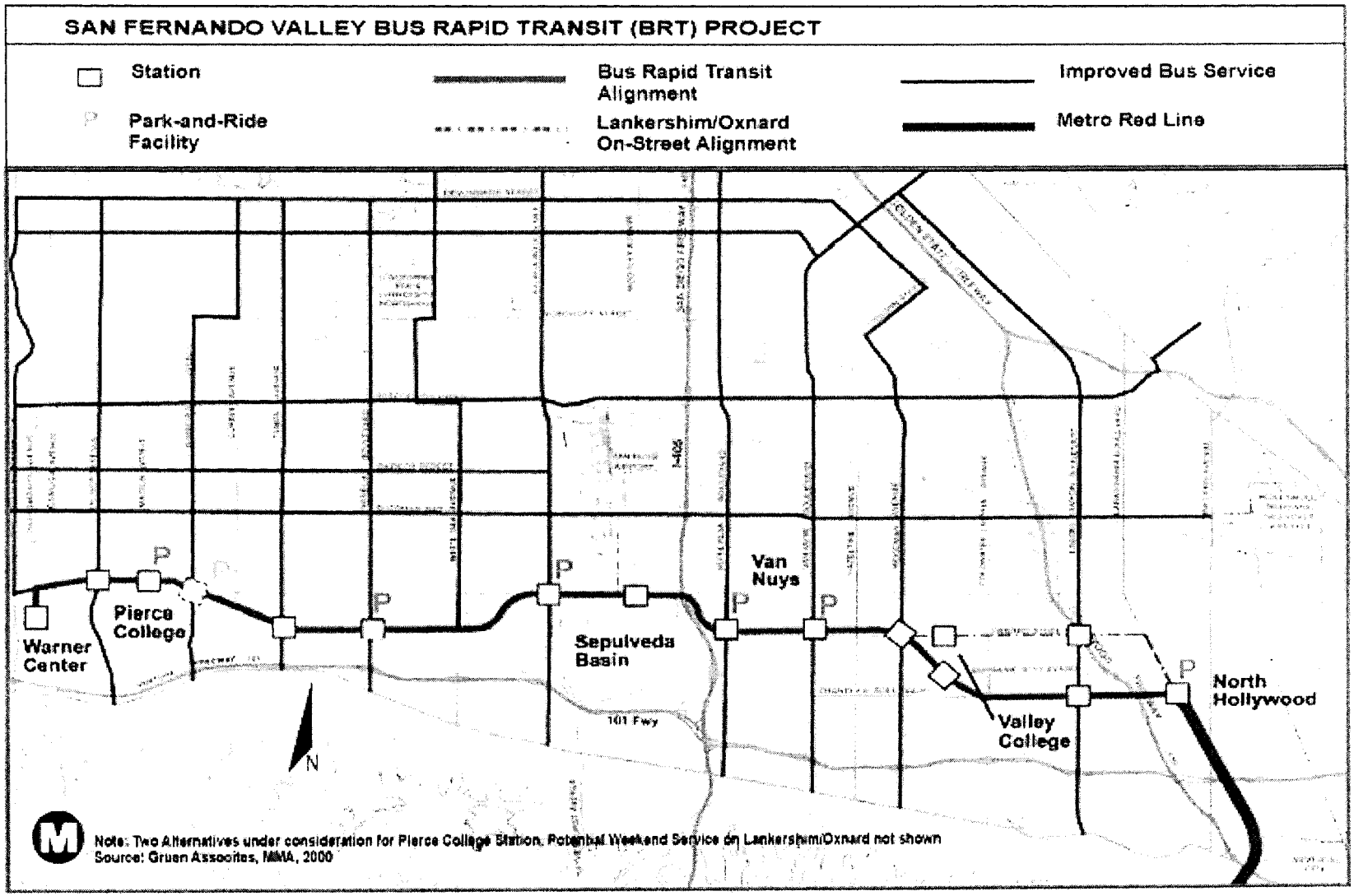
The Full BRT Alternative represents an improvement over conventional on-street bus service in that the exclusive bus lanes would remove buses from street traffic, thereby allowing buses to avoid traffic congestion, utilize limited stops, have signal priority at intersections, and generally increase travel speed. The busway would include two 13-foot, at-grade travel lanes generally located in the center of the 100-foot MTA ROW. Buses would stop at thirteen bus stations along the Corridor. Six stations would provide park-and-ride facilities, supplying commuters with 2,900 to 3,200 new parking spaces in addition to the existing parking spaces at the North Hollywood Metro Red Line station and at Balboa Boulevard, for a total of 4,000 to 4,300 spaces. Landscaping and amenities for pedestrians and bicyclists would be provided along the busway, at the stations, and at park-and-ride facilities.

At present, one section of land originally planned as part of the approved Full BRT Alternative has been omitted. The property, located at Tyrone Avenue and Bessemer Street, was to be developed into a portion



Scale: 1 inch = 2.5 miles
Source: *GeoFinder*

Figure 1-1: REGIONAL MAP



Source: Gruen Associates, 2000 (from *Final Environmental Impact Report for the San Fernando Valley East-West Transit Corridor*, 2002)

Figure 1-2: FULL BUS RAPID TRANSIT (BRT) ALTERNATIVE (for San Fernando Valley East-West Transit Corridor)

of the Van Nuys station park-and-ride facility. Deleting this area from the Van Nuys station park-and-ride facility requires the elimination of 55 parking spaces. In view of this recent decision and considering the availability of additional funding, MTA proposes an additional park-and-ride facility at Warner Center (see **Figure 1-1**).

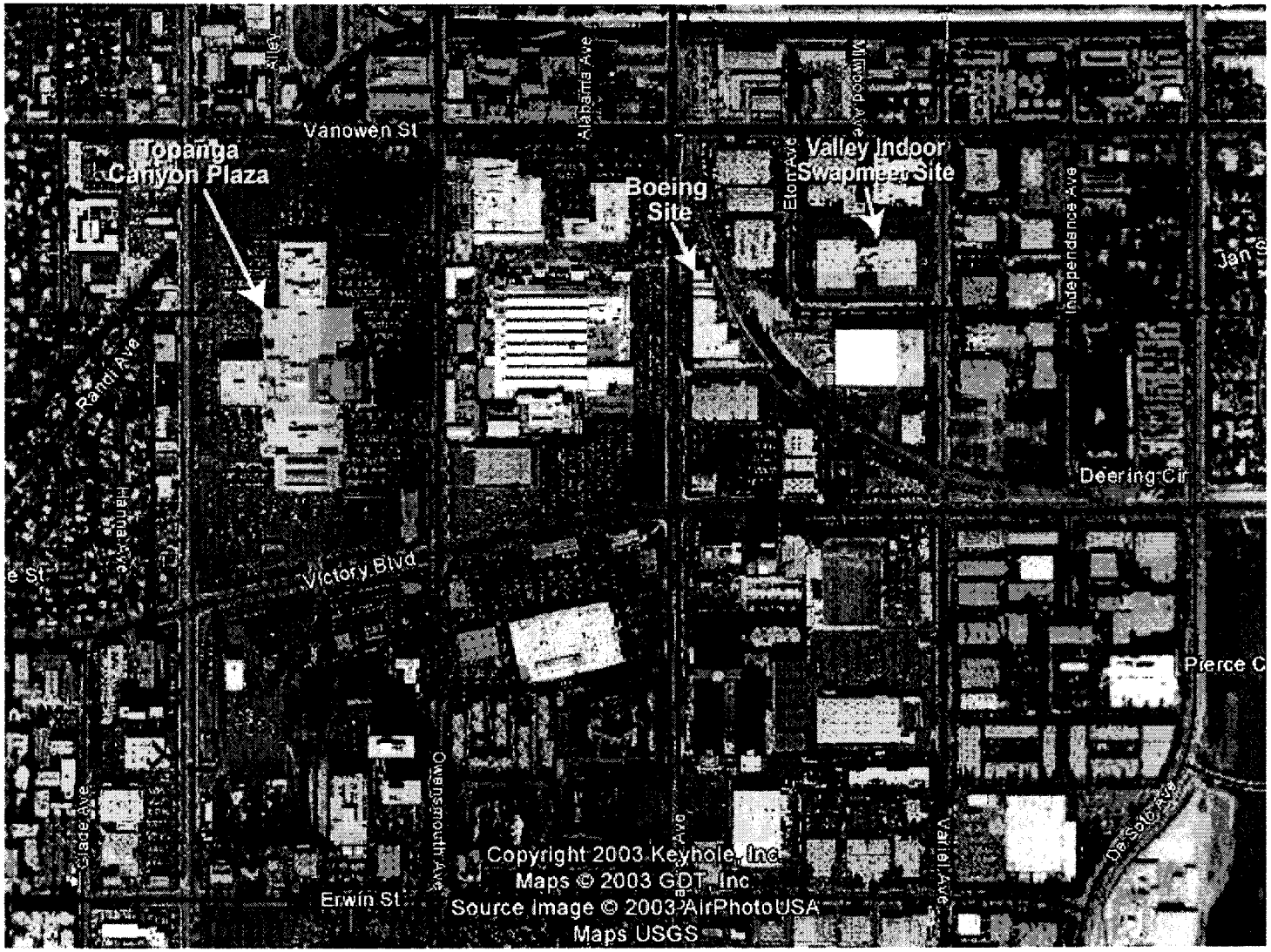
The proposed additional park-and-ride facility, henceforth referred to as Proposed Addition 1, would serve patrons at the western terminus of the Corridor and would replace the 55 approved parking spaces not realized at the Van Nuys station. Proposed Addition 1 would provide 1,000 new parking spaces and would be developed at one of three site alternatives: Topanga Canyon Shoppingtown Plaza Parking Easement, Boeing Property, or Valley Indoor Swapmeet Property. Please reference **Figure 1-3** (Three Site Alternatives Aerial Photograph) and **Figure 1-4** (Three Site Alternatives at Warner Center) for the locations of the three site alternatives. The potential environmental impacts of developing a park-and-ride facility at each of the three site alternatives are analyzed in this Modified IS and Addendum to the FEIR.

Besides recommending a new park-and-ride facility at Warner Center, MTA proposes modifications to the roadway surface of the Full BRT Alternative planned busway. A second proposed modification (Proposed Addition 2) would substitute rubberized asphalt concrete (RAC) for the currently planned portland cement concrete (PCC) at select busway segments. Use of RAC is one of several alternatives being considered to reduce noise at certain locations along the busway. In addition, Proposed Addition 2 would eliminate the planned painting or striping of the busway where it crosses surface streets. The potential environmental impacts of selectively substituting RAC for PCC and of eliminating the previously planned busway striping are also evaluated in this Modified IS and Addendum.

Besides recommending a new park-and-ride facility at Warner Center, MTA proposes modifications to the roadway surface of the Full BRT Alternative planned busway. As discussed in a MTA document, recent investigations by a noise specialist (WIG) identified certain busway segments that would benefit appreciably from noise reduction. One of the several alternatives being considered for noise reduction, the second proposed modification (Proposed Addition 2) would substitute rubberized asphalt concrete (RAC) for the currently planned portland cement concrete (PCC) at select busway segments. In addition, Proposed Addition 2 would eliminate the planned painting or striping of the busway where it crosses surface streets. The potential environmental impacts of selectively substituting RAC for PCC and of eliminating the previously planned busway striping are also evaluated in this Modified IS and Addendum.

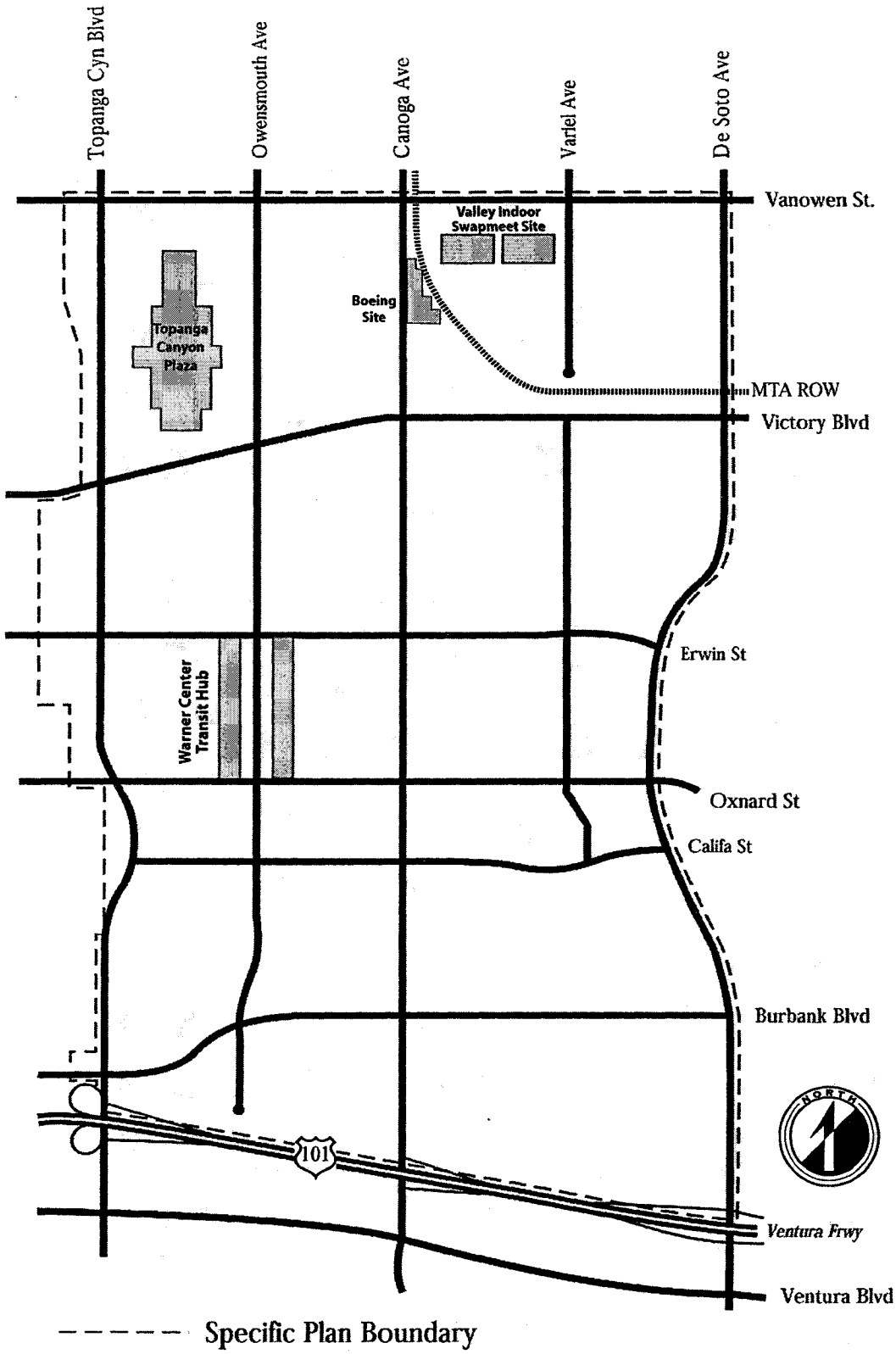
A third proposed addition (Proposed Addition 3) would add a Recycled Water Pipeline (RWP) to irrigate landscaping along the busway and a bike path/pedestrian walkway. The potential environmental impacts of Proposed Addition 3 were previously addressed in a City of Los Angeles Department of Transportation (LADOT) Initial Study/Negative Declaration for the "West Valley Water Recycling Project" prepared in April 2003. Accordingly, the potential environmental impacts of Proposed Addition 3 are <u>not</u> analyzed in this Modified IS and Addendum.

A fourth proposed addition (Proposed Addition 4) would incorporate one of three surfacing options to help users (bicyclists and pedestrians) differentiate between the bike path and the pedestrian walkway. Proposed Addition 4 also would include construction of an additional traffic signal to ensure safety of users as they transition to and from the bike path/pedestrian walkway. The potential environmental impacts of Proposed Addition 4 were previously addressed in LADOT Categorical Exemption Class 4 Category 13 for the "San Fernando Valley East-West Bike Path (W.O. E1904136)" filed with the County Clerk on August 7, 2002. Consequently, the potential environmental impacts of Proposed Addition 4 are <u>not</u> analyzed in this Modified IS and Addendum.



Scale: 1 inch = 1/6 mile
Source: Keyhole, Inc., 2003.

Figure 1-3: THREE SITE ALTERNATVIES AERIAL PHOTOGRAPH (for Proposed Addition 1 in Warner Center)



Scale: 1 inch = 4/15 mile
Source: *Warner Center Specific Plan*, Amended 2002

Figure 1-4: THREE SITE ALTERNATIVES at WARNER CENTER (for Proposed Addition 1)

1.3 Statutory Authority

1.3.1 The California Environmental Quality Act

According to §15164 of the *State CEQA Guidelines*, "the lead agency...shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in §15162 calling for the preparation of a subsequent EIR have occurred."

§15162 lists the conditions that require the preparation of a Subsequent EIR rather than an Addendum. These include the following:

(a) *When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:*

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effect; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce on or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative;

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the conditions described in §15162 calling for the preparation of a subsequent EIR have occurred. Therefore, an Addendum is the appropriate environmental document to evaluate the proposed project.

1.3.2 Appropriate Environmental Document

Section 2 of this FEIR Addendum describes the proposed project modifications. MTA has reviewed these proposed project modifications in light of the relevant sections in the *State CEQA Guidelines*. In

addition, MTA has assessed the proposed project modifications in this Modified IS. As the CEQA lead agency, the MTA has determined that this FEIR Addendum is the appropriate environmental documentation for the proposed project modifications.

1.4 Incorporation by Reference

Pursuant to §15150 of the *State CEQA Guidelines*, this Modified IS incorporates by reference all or portions of other technical documents that are a matter of public record. Those documents either relate to the proposed project or provide additional information concerning the environmental setting in which the project is proposed. Where all or a portion of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the text of this Modified IS.

The information contained in this Modified IS is based, in part, on the following related technical studies that include the project site or provide information addressing the general project area:

- *Traffic Impact Analysis, Warner Center MTA Park-and Ride Facility, City of Los Angeles*, Willdan, November 2003.
- *Warner Center Specific Plan*, City of Los Angeles, October 2002.
- *Warner Center Specific Plan Draft Supplemental Environmental Impact Report*, City of Los Angeles, February 1999.
- *Warner Center Specific Plan Final Supplemental Environmental Impact Report*, City of Los Angeles, May 1999.
- *Final Environmental Impact Report on San Fernando Valley East-West Transit Corridor,* Metropolitan Transit Authority (MTA), February 2002.
- *Initial Study/Negative Declaration for the "West Valley Water Recycling Project"*, City of Los Angeles, Department of Transportation, April 2003.
- *Categorical Exemption Class 4 Category 13 for the "San Fernando Valley East-West Bike Path"* (W.O. E1904136), City of Los Angeles, Department of Transportation, August 7, 2002.
- *Project Permit Approval Modification, Case No. DIR 2002-0938 (SPP) (MOD)*, City of Los Angeles, Department of City Planning, April 30, 2003.
- *Earthquake Hazards Associated with the Verdugo-Eagle Rock and Benedict Canyon Fault Zones, Los Angeles County, California*, F.H. Weber, J.H. Bennett, R.H. Capman, G.W. Chase, and R.B. Saul, California Department of Conservation , Division of Mines and Geology, Open File Report 80-10LA, 1980.
- *Geotechnical Investigation for Limited Preliminary Engineering Program, San Fernando Valley East-West Segment, Metro Red Line Project*, Earth Technology Corporation, Volume I. Prepared for Engineering Management Consultants, 1993.
- *Reconnaissance Seismic Hazard Maps of Portions of Los Angeles and Ventura Counties, California*, Charles R. Real, Mark J. DeLisle, Timothy P. McCrink, Richard B. Greenwood, Pamela J. Irvine, Ralph Loyd, Jack Mc Millan, Cynthia Pridmore, Michael Silva, Jerome A.

Treiman, Micahel Reichle, and Theodore C. Smith, California Department of Conservation, Division of Mines and Geology, Open File Report 96-01, 1996.

1.5 Entitlements and Regulatory Permits

Depending on the site alternative selected for the proposed additional park-and-ride facility, the project may require the following regulatory permits:

- Entitlement and ministerial permits (such as wall, grading permits) from the City of Los Angeles
- Construction Permit from the South Coast Air Quality Management District (SCAQMD)

1.6 Summary and Comparison of Impacts

Sections 3 and 4 of this FEIR Addendum present a thorough analysis of the potential impacts of Proposed Addition 1 and Proposed Addition 2 to the certified FEIR. The potential environmental impacts of the Proposed Addition 3 were previously discussed in a City of Los Angeles Department of Transportation (LADOT) Initial Study/Negative Declaration for the "West Valley Water Recycling Project" prepared in April 2003. The potential environmental impacts of Proposed Addition 4 were previously addressed in LADOT Categorical Exemption Class 4 Category 13 for the "San Fernando Valley East-West Bike Path (W.O. E1904136)" filed with the County Clerk on August 7, 2002.

In summary, none of the four proposed modifications is anticipated to result in significant adverse impacts beyond those impacts already disclosed in the FEIR for the Corridor. In addition, this modified project description and the less-than-significant impacts of such modifications do not reach the threshold for preparing a Subsequent or Supplemental EIR, per §15162 of the State CEQA Guidelines.

2.0 PROJECT DESCRIPTION

2.1 Project Location

The proposed project consists of four modifications to the Full BRT Alternative in the previously adopted FEIR. The Full BRT Alternative and the proposed modifications would be located in the West San Fernando Valley, County of Los Angeles, California, as shown in **Figure 1-1**.

The first modification, referred to as Proposed Addition 1, would be developed at one of three park-and-ride site alternatives in the vicinity of the Warner Center Transit Hub (**Figures 1-3** and **1-4**). The three park-and-ride site alternatives are:

Site Alternative 1: Topanga Canyon Shoppingtown Plaza Parking Easement: A new parking structure is planned for development on the northeastern portion of the Topanga Canyon Shoppingtown Plaza property, and the proposed park-and-ride facility would be located on the upper level of this new parking structure. Topanga Canyon Shoppingtown Plaza encompasses a block bound by Vanowen Street to the north, Victory Boulevard to the south, Owensmouth Avenue to the east, and Topanga Canyon Boulevard to the west.

Site Alternative 2: Boeing North American, Inc.: Boeing owns a triangular-shaped parcel of land bound by MTA ROW to the north and east, commercial property to the south, and Canoga Avenue to the west. A park-and-ride facility would be located in place of an existing structure on the Boeing site.

Site Alternative 3: Valley Indoor Swapmeet: The Swapmeet site is located on the a parcel bound by commercial development to the north, Kittridge Street to the south, Variel Avenue to the east, and Eaton Avenue to the west. A MTA ROW is southwest of the Swapmeet property. A park-and-ride facility would be located in place of existing structures and surface parking at the Swapmeet site.

The remaining three modifications (Proposed Additions 2, 3, and 4) would be located along the Corridor for the Full BRT Alternative, shown in **Figure 1-2**.

2.2 Project Objectives

The objective of the proposed project is to implement four modifications (Proposed Additions 1, 2, 3, and 4) to the Full BRT Alternative. The purpose of the first modification (Proposed Addition 1) is to develop a park-and-ride facility in the vicinity of the Warner Center Transit Hub to serve users at the western terminus of the planned Corridor and to replace the planned parking spaces not realized at the Van Nuys station park-and-ride facility. The goal of Proposed Addition 2 is to reduce busway noise at select busway segments by substituting RAC for the currently planned PCC. Also, Proposed Addition 2 would eliminate the planned painting or striping of the busway where it crosses surface streets. Proposed Addition 3 would add a Recycled Water Pipeline (RWP) to irrigate enhanced landscaping along the busway and a bike path/pedestrian walkway. Proposed Addition 4 would incorporate one of three roadway surfacing options to help users differentiate between the bike path and the pedestrian walkway. Proposed Addition 4 also would include construction of an additional traffic signal to ensure safety of users (bicyclists and pedestrians) as they transition to and from the bike path/pedestrian walkway.

2.3 Environmental Setting

Proposed Addition 1 would be located in one of three proposed alternative sites in the vicinity of the Warner Center Transit Hub, a mixed-use urban environment bounded generally by Vanowen Street, the

Ventura Freeway, De Soto Avenue, and Topanga Canyon Boulevard (**Figure 1-4**). Proposed Addition 1 would be developed in accordance with the provisions of Chapter 1 of the Los Angeles Municipal Code and the provisions of the *Warner Center Specific Plan* (City of Los Angeles, October 2002). Pursuant to the *Warner Center Specific Plan*, the Topanga Canyon Shoppingtown Plaza site is designated as (WC)C4 Commercial Land Use, the Boeing site is designated as (WC)C/I Commercial/Industrial Land Use, and the Swapmeet site is designated as (WC)C/I Commercial/Industrial Land Use. (WC)C4 and (WC)C/I land uses both permit development of parking structures and surface parking lots.

Proposed Additions 2, 3, and 4 would be located along the alignment of the Full BRT Alternative. The Full BRT Alternative is generally located within an urban environment that includes residential (both single-family and multi-family), schools, commercial, industrial, and institutional (including public agencies, nonprofit organizations, and religious facilities) land uses. In the area of the Sepulveda Flood Control Basin, located between Encino Avenue and Interstate 405, the alignment of the Full BRT Alternative is immediately adjacent to recreational and agricultural land uses. A complete description of adjacent land uses is provided in the Section 4-1.1.2a of the FEIR.

The proposed additions are located within the South Coast Air Quality Management District (SCAQMD) and are subject to SCAQMD Construction and Operation Emissions Thresholds used to assess impacts on regional air quality. The air monitoring station most representative of existing air quality conditions in the vicinity of Proposed Addition 1 is the West San Fernando Valley Air Monitoring Station.

The region has a generally mild Mediterranean climate. The project area lies inland and is remote from the ameliorating climatological effects of the ocean. According to the Western Regional Climate Center (www.wrcc.dri.edu), historical data collected at the Canoga Park Pierce College weather station (located approximately 1.5 miles east of the Warner Center Transit Hub) indicate average annual total precipitation of 16.55 inches, average maximum temperatures of 68 to 95 degrees Fahrenheit, and average minimum temperatures of 39 to 57 degrees Fahrenheit.

2.4 Project Description

The project includes four modifications (Proposed Additions 1, 2, 3, and 4) to the FEIR. The potential environmental impacts of two of the modifications (Proposed Additions 1 and 2) are analyzed in this Addendum and Modified IS. Potential environmental impacts of the two other modifications (Proposed Additions 3 and 4) were previously addressed in separate environmental documents, and consequently, are <u>not</u> considered in this document.

2.4.1 Proposed Addition 1

The approved Full BRT Alternative includes park-and-ride facilities at the North Hollywood Transit Center, Van Nuys Transit Center, Sepulveda Transit Center, Balboa Boulevard Station, Reseda Boulevard Station, and Pierce College Station (**Figure 1-2**). The first modification (Proposed Addition 1) would be a seventh park-and-ride facility in addition to the planned six park-and-ride facilities. The additional park-and-ride facility would provide approximately 1,000 parking spaces in the vicinity of the Warner Center Transit Hub, which is the western terminus of the planned Corridor. Three sites are under consideration for the additional park-and-ride facility: Topanga Canyon Shoppingtown Plaza, Boeing, and the Swapmeet. The three site alternatives would require different types of park-and-ride facilities and different busway routes. The potential environmental impacts of the different sites and routes are considered in this Addendum and Modified IS.

<u>Site Alternative 1: Topanga Canyon Shoppingtown Plaza Parking Easement</u>: At the Topanga Canyon Shoppingtown Plaza site, park-and-ride passengers would utilize approximately 1,000 parking spaces on

the upper level of Topanga Canyon Shoppingtown Plaza's Owensmouth Parking Structure, which is planned for development in January 2004 on the eastern portion of the Topanga Canyon Shoppingtown Plaza lot. Approval for development of a park-and-ride facility on the upper level of the Owensmouth Parking Structure has been secured in a Project Permit Approval Modification dated April 30, 2003 (Case No. DIR 2002-0938 (SPP) (MOD)) by the City of Los Angeles, Department of City Planning.

Developing a park-and-ride facility at Topanga Canyon Shoppingtown Plaza would require extending the original Full BRT Alternative busway route. For a map of the originally planned route, please refer to **Figure 2-1** (Original Bus Route). As shown in **Figure 2-2** (Bus Routes for Topanga Canyon Plaza Site), two route alternatives are under consideration for a new park-and-ride facility at Topanga Canyon Shoppingtown Plaza:

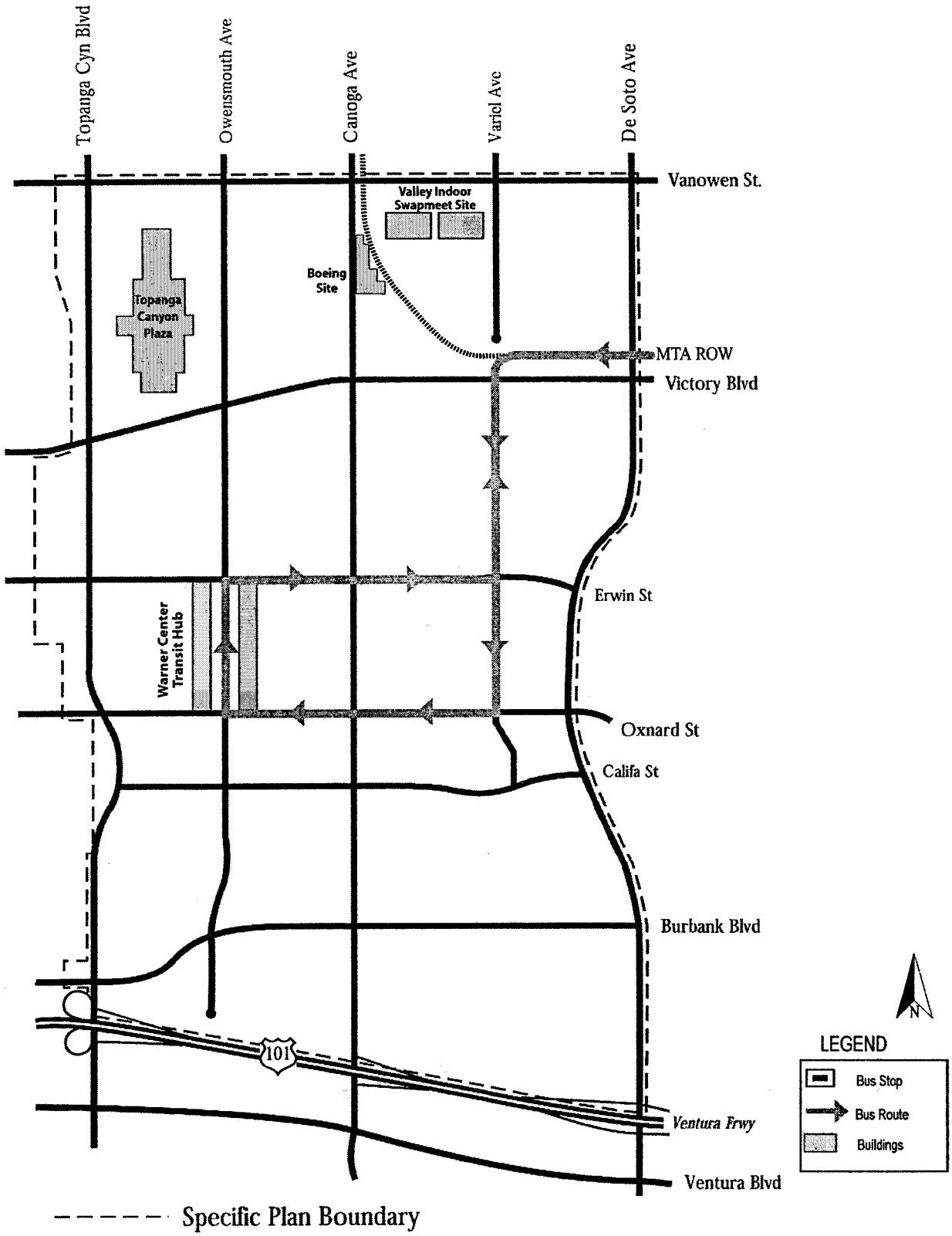
1. Topanga Canyon Shoppingtown Plaza Route Alternative 1: To travel to the Warner Center Transit Hub, buses would drive northwest along the MTA ROW and exit at Vanowen Street. Turning left onto Vanowen Street, buses would travel west to Owensmouth Avenue, turn left onto Owensmouth Avenue, and continue south to a bus stop on Owensmouth Avenue adjacent to the park-and-ride lot. After dropping off westbound park-and-ride passengers, buses would resume traveling south on Owensmouth Avenue, continue to Erwin Street, turn left on Erwin Street, and continue to Canoga Avenue. Buses would turn right on Canoga Avenue and proceed to Oxnard Street where they would enter the original busway "loop" (shown in **Figure 2-1**) leading to the Warner Center Transit Hub on the east side of Owensmouth Avenue. To return from the Warner Center Transit Hub, buses would travel north along Owensmouth Avenue and pick up eastbound passengers at an on-street bus stop opposite the park-and-ride facility. Buses would then proceed north to Vanowen Street, turn right on Vanowen Street, and turn right to re-enter the MTA ROW.

2. Topanga Canyon Shoppingtown Plaza Alternative 2: To travel to the Warner Center Transit Hub, buses would exit the MTA ROW at Variel Avenue and turn right on Victory Boulevard. Buses would continue west on Victory Boulevard, turn left on Owensmouth Avenue, and continue south to a bus stop on Owensmouth Avenue, south of Victory. After dropping off westbound park-and-ride passengers, buses would resume traveling south on Owensmouth Avenue, continue to Erwin Street, turn left on Erwin Street, and continue to Canoga Avenue. Buses would turn right on Canoga Avenue and proceed to Oxnard Street where they would enter the original busway loop leading to the Warner Center Transit Hub on the east side of Owensmouth Avenue. To return from the Warner Center Transit Hub, buses would travel north along Owensmouth Avenue and pick up eastbound passengers at an on-street bus stop south of Victory. Buses would then proceed north to Victory Boulevard, turn right on Victory Boulevard, and turn left to re-enter the MTA ROW at Variel Avenue.

Site Alternative 2: Boeing North American, Inc.: At the Boeing site, a new parking facility would be constructed in place of the existing 105,270 square foot, 30-foot high, single-story, corrugated metal building. Two alternatives exist for the parking facility. One option is a surface parking lot that would provide approximately 600 parking spaces. A second option is a four-level, four-bay concrete parking structure with double-helix scissor ramps would provide up to approximately 1,000 parking spaces.

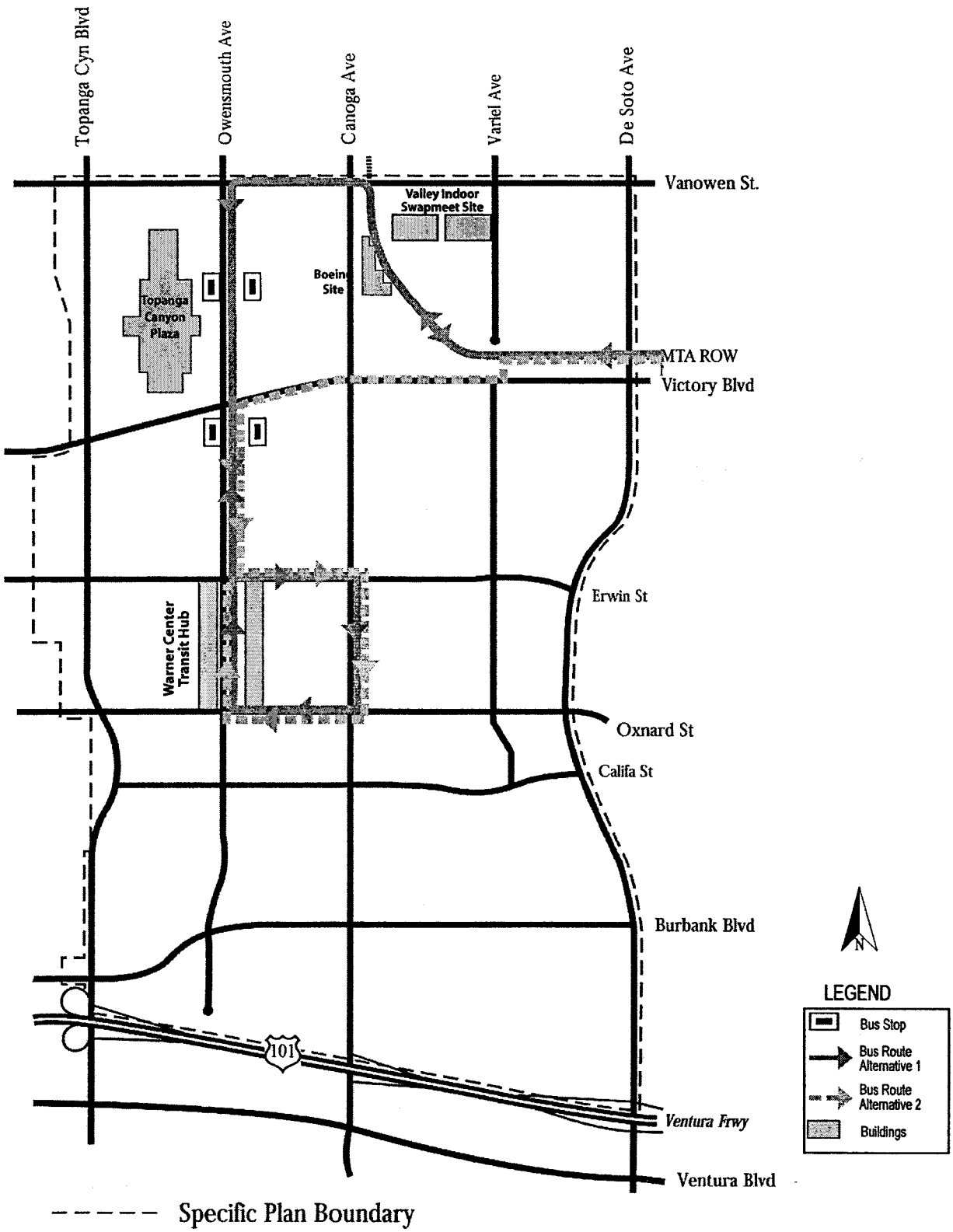
Developing a park-and-ride facility at the Boeing site would require extending the original Full BRT Alternative busway route. As shown in **Figure 2-3** (Bus Routes for Boeing Site), two route alternatives are under consideration for a park-and-ride at Boeing:

1. Boeing Route Alternative 1: To travel to the Warner Center Transit Hub, buses would exit the park-and-ride facility onto Canoga Avenue, turn left, and proceed south on Canoga Avenue to Oxnard Street. At Oxnard Street, buses would enter the original busway loop and continue to the



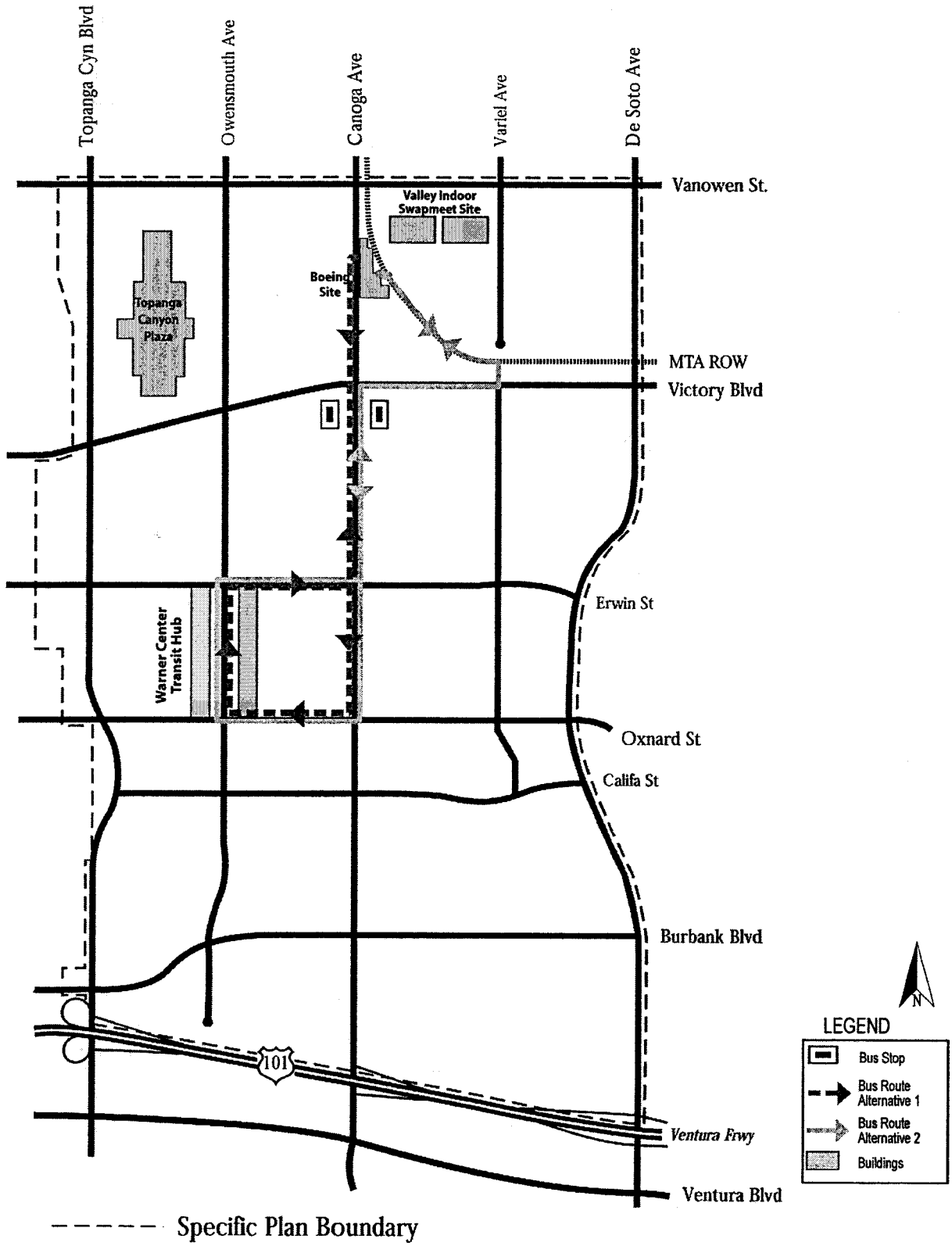
Scale: 1 inch = 2/7 mile
Source: *Warner Center Specific Plan*, Amended 2002

Figure 2-1: ORIGINAL BUS ROUTE



Scale: 1 inch = 2/7 mile
Source: *Warner Center Specific Plan*, Amended 2002

Figure 2-2: BUS ROUTES for TOPANGA CANYON PLAZA SITE



Scale: 1 inch = 2/7 mile
Source: *Warner Center Specific Plan*, Amended 2002

Figure 2-3: BUS ROUTES for BOEING SITE

Warner Center Transit Hub. To return to the park-and-ride from the Warner Center Transit Hub, buses would travel back along the busway loop, turn left on Canoga Avenue, and continue north to re-enter the MTA ROW from Canoga Avenue. If this route alternative is selected, it may be necessary to add a second driveway on the Boeing site so as to improve operations along Canoga Avenue.

2. Boeing Route Alternative 2: To travel to the Warner Center Transit Hub, buses would exit the MTA ROW at Variel Avenue. Buses would turn right on Victory Boulevard, turn left on Canoga Avenue, and stop at an on-street bus stop on Canoga Avenue, south of Victory. Buses would next proceed south down Canoga Avenue to Oxnard Street and enter the original busway loop at Oxnard Street to reach the Warner Center Transit Hub. To return to the park-and-ride from the Warner Center Transit Hub, buses would travel back along the busway loop, turn left on Canoga Avenue and travel north to an on-street bus stop on Canoga, south of Victory. After picking up eastbound passengers, buses would turn right on Victory, continue to Variel, and turn left at Variel to re-enter the MTA ROW.

Site Alternative 3: Valley Indoor Swapmeet: At the Swapmeet site, a surface parking lot would be constructed in place of the two existing buildings and existing surface parking lot. As shown in **Figure 2-4** (Bus Route for the Swapmeet Site), a park-and-ride facility at the Swapmeet site would use the original Full BRT Alternative busway route. An additional bus stop would be constructed just east of Variel Avenue. Buses would travel along the original busway route, stop at the additional bus stop to drop off westbound park-and-ride passengers, and then resume travel along the original route to the Warner Center Transit Hub. To return from the Warner Center Transit Hub, buses would travel back along the original busway route, stop at the bus stop to pick up eastbound park-and-ride passengers, and resume traveling east on the original route.

2.4.2 Proposed Addition 2

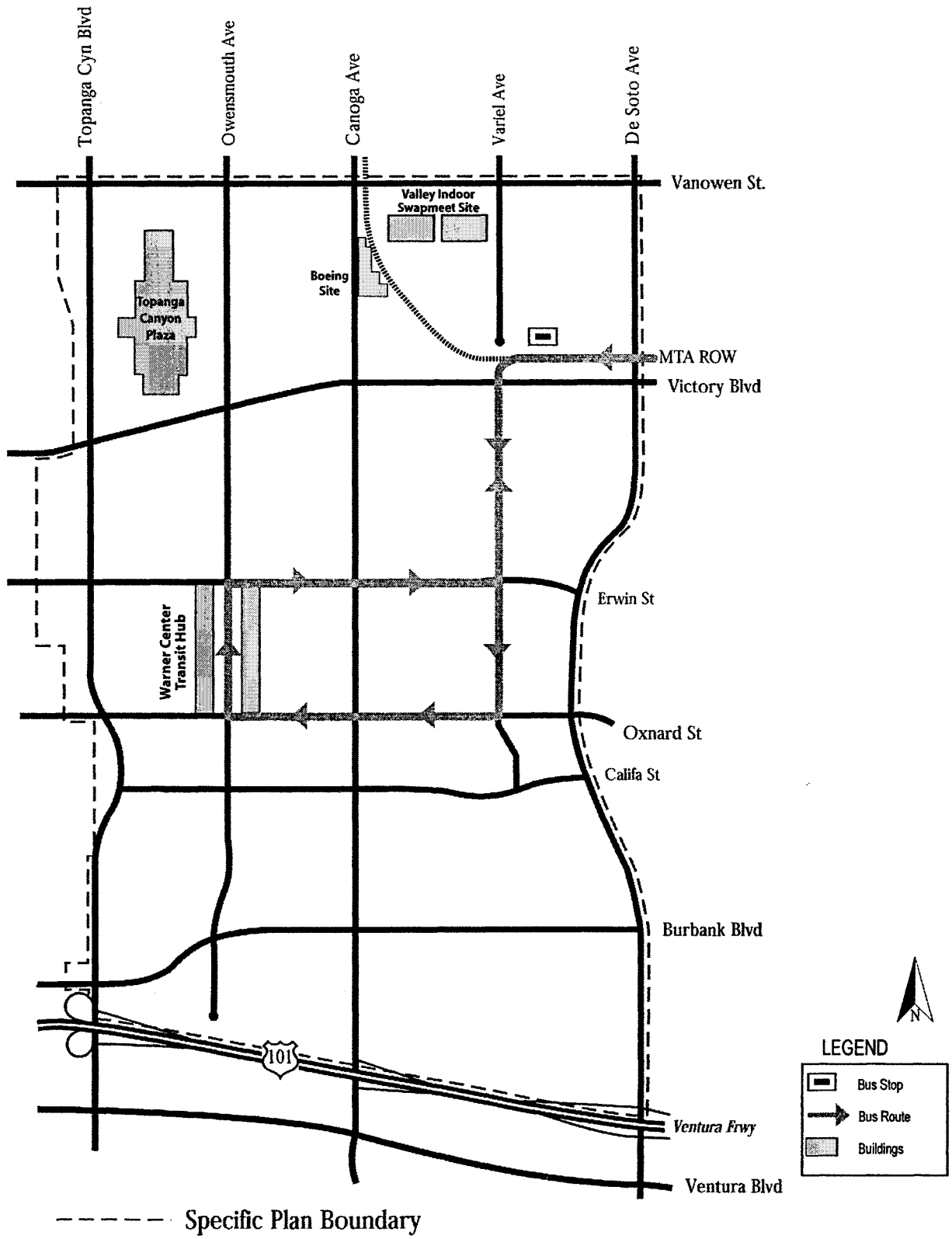
As one of several alternatives being considered to reduce noise of the Full BRT Alternative busway, Proposed Addition 2 would modifying the wearing course (surface) along certain segments of the busway. Rubberized asphalt concrete (RAC) would be substituted for the planned portland cement concrete (PCC) on approximately 12% of the length of the Corridor. Proposed Addition 2 also would eliminate the planned painting or striping of the busway where it crosses surface streets. The potential environmental impacts of Proposed Addition 2 are considered in this Modified IS and Addendum.

2.4.3 Proposed Addition 3

Proposed Addition 3 would construct a City of Los Angeles Department of Water and Power (DWP) Recycled Water Pipeline (RWP) placed generally under the planned bike path/walkway that follows the alignment of the BRT Alternative. The potential environmental impacts of Proposed Addition 3 were previously addressed in a City of Los Angeles Department of Transportation (LADOT) Initial Study/Negative Declaration for the "West Valley Water Recycling Project" prepared in April 2003. Accordingly, the potential environmental impacts of Proposed Addition 3 are not analyzed in this Modified IS and Addendum.

2.4.4 Proposed Addition 4

Proposed Addition 4 would modify the surface of the planned bike path/pedestrian walkway in order to help users differentiate between the bike path and the pedestrian walkway. Proposed Addition 4 would also include construction of an additional traffic signal at the intersection of Chandler Boulevard (South) and Leghorn Avenue to ensure safety of users as they transition to and from the bike path/pedestrian



Scale: 1 inch = 2/7 mile
Source: *Warner Center Specific Plan*, Amended 2002

Figure 2-4: BUS ROUTE for SWAPMEET SITE

walkway. The potential environmental impacts of Proposed Addition 4 were previously addressed in LADOT Categorical Exemption Class 4 Category 13 for the "San Fernando Valley East-West Bike Path (W.O. E1904136)" filed with the County Clerk on August 7, 2002. Consequently, the potential environmental impacts of Proposed Addition 4 are not analyzed in this Addendum and Modified IS.

3.0 MODIFIED ENVIRONMENTAL CHECKLIST FORM

3.1 Introduction

1. Project title:	Proposed Additions to the Approved San Fernando Valley East-West Transit Corridor Project
2. Lead agency name and address:	Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012-2932
3. Contact person and phone number:	Manuel R. Gurrola, (213) 922-7305
4. Project location:	A portion of the Project would be located at one of three site alternatives in the vicinity of the Warner Center Transit Hub in the West San Fernando Valley. The remaining part of the proposed project would be located along the alignment of the originally Approved San Fernando Valley East-West Transit Corridor Project.
5. Project sponsor's name and address:	Los Angeles County Metropolitan Transportation Authority One Gateway Plaza Los Angeles, CA 90012-2932
6. General plan designation:	Public Facility
7. Zoning:	Public Facilities (PF)

8. Description of project: (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

The proposed project includes four modifications (referred to as Proposed Additions 1, 2, 3, and 4) to the approved San Fernando Valley East-West Transit Corridor (Corridor) project (**Figure 2-2**) in the County of Los Angeles, California (**Figure 1-2**).

The first modification (Proposed Addition 1) would be the addition of a seventh park-and-ride facility to the six park-and-ride facilities already planned as part of the Corridor project. The seventh park-and-ride facility would be located at one of three site alternatives in the vicinity of the Warner Center Transit Hub (**Figures 1-3** and **1-4**). The three park-and-ride site alternatives are described below:

Site Alternative 1: Topanga Canyon Shoppingtown Plaza Parking Easement: A new parking structure is planned for development on the northeastern portion of the Topanga Canyon Shoppingtown Plaza property, and the proposed park-and-ride facility would be located on the upper level of this new parking structure. Topanga Canyon Shoppingtown Plaza encompasses a block bound by Vanowen Street to the north, Victory Boulevard to the south, Owensmouth Avenue to the east, and Topanga Canyon Boulevard to the west.

Site Alternative 2: Boeing North American, Inc.: Boeing owns a triangular-shaped parcel of land bound by a MTA ROW to the north and east, commercial property to the south, and Canoga Avenue to the west. A park-and-ride facility would be located in place of the existing structure on the Boeing site.

Site Alternative 3: Valley Indoor Swapmeet: The Swapmeet site is located on the a parcel bound by commercial development to the north, Kittridge Street to the south, Variel Avenue to the east, and Eaton Avenue to the west. A MTA ROW is southwest of the Swapmeet property. A park-and-ride facility would be located in place of the existing structures and surface parking at the Swapmeet site.

The remaining three modifications would follow the alignment of the approved Corridor project. The second modification (Proposed Addition 2) is one of several alternatives being considered to reduce noise along the Corridor by substituting RAC for PCC along certain sections of the planned busway. Proposed Addition 2 also would eliminate the planned painting or striping of the busway where it crosses surface streets. Proposed Addition 3 would construct a City of Los Angeles Department of Water and Power (DWP) RWP generally under the planned bike path/walkway that follows the alignment of the approved Corridor project. Proposed Addition 4 would modify the surface of the planned bike path/pedestrian walkway in order to help users differentiate between the bike path and the pedestrian walkway. Proposed Addition 4 would also include construction of an additional traffic signal at the intersection of Chandler Boulevard (South) and Leghorn Avenue to the ensure safety of users (bicyclists and pedestrians) as they transition to and from the bike path/pedestrian walkway.

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

Proposed Addition 1 would be located in one of three proposed alternative sites in the vicinity of the Warner Center Transit Hub, a mixed-use urban environment bounded generally by Vanowen Street, the Ventura Freeway, De Soto Avenue, and Topanga Canyon Boulevard. Proposed Addition 1 would be developed in accordance with the provisions of Chapter 1 of the Los Angeles Municipal Code and the provisions of the *Warner Center Specific Plan* (City of Los Angeles, October 2002). Pursuant to the *Warner Center Specific Plan*, the Topanga Canyon Shoppingtown Plaza site is designated as (WC)C4 Commercial Land Use, the Boeing site is designated as (WC)C/I Commercial/Industrial Land Use, and the Swapmeet site is designated as (WC)C/I Commercial/Industrial Land Use. (WC)C4 and (WC)C/I land uses permit development of parking structures and surface parking lots.

Proposed Additions 2, 3, and 4 would be located along the alignment of the approved Corridor project. The approved Corridor project is generally located within an urban environment that includes residential (both single-family and multi-family), commercial, industrial, and institutional (including public agencies, nonprofit organizations, and religious facilities) land uses. In the area of the Sepulveda Flood Control Basin, located between Encino Avenue and Interstate 405, the alignment of the approved Corridor project is immediately adjacent to recreational and agricultural land uses.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

City of Los Angeles Department of Transportation
Los Angeles Regional Water Quality Control Board
State of California Department of Transportation.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by that project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards and Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☐ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☐ Transportation/ Traffic
☐ Utilities/Service Systems	☐ Mandatory Findings of Significance	

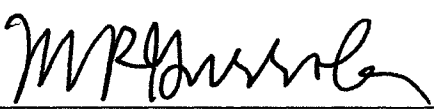
DETERMINATION:

On the basis of this initial evaluation:

☐ Consistent with *State CEQA Guidelines* §15162, I find that the proposed Project Enhancements to the San Fernando Valley East-West Transit Corridor project could substantially change the project and require major revisions of the previous EIR due to the involvement of new significant environmental effects or increase in the severity of previously identified significant effects; could substantially change the circumstances under which the project is undertaken, which will require major revision of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, and significant effects, mitigation measures and/or alternatives are substantially changed; and therefore, a Subsequent EIR will be prepared.

☐ Consistent with *State CEQA Guidelines* §15163, I find that the proposed Project Enhancements to the San Fernando Valley East-West Transit Corridor project would meet any of the conditions described in §15162 and would require the preparation of a subsequent EIR; and only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed condition; and therefore, a Supplemental EIR will be prepared.

☑ Consistent with *State CEQA Guidelines* §15164, I find that the proposed Project Enhancements to the San Fernando Valley East-West Transit Corridor project could change or additions are necessary, but none of the conditions described in §15162 calling for preparation of a subsequent EIR have occurred; and therefore, an Addendum to the EIR will be prepared.



Signature

12/10/03

Date

Signature

Date

3.2 Completed Checklist

This section of the FEIR Addendum and Modified IS summarizes the environmental effects that could result from two modifications (Proposed Additions 1 and 2) to the original project, and compares them with those of the original project in the FEIR. Proposed Additions 1 and 2 are evaluated for all Modified IS topical issues and categorized under one or more of three column headings:

- *Impact Potential?* —A checkmark indicates that the Proposed Additions have the potential to produce a significant environmental effect (an impact that would be above the threshold of significance).
- *If Yes, Discussed in Previous EIR?* —A checkmark indicates whether the significant environmental effect of the Proposed Additions is discussed in the FEIR.
- *If Yes, Substantial Revisions Required to Previous EIR?* —A checkmark indicates that the Proposed Additions contain substantial changes in the project that will require major revisions of the FEIR.

Each of these column headings requires a response of "Yes" or "No."

Potential environmental impacts of the two other modifications (Proposed Additions 3 and 4) were previously addressed in separate environmental documents, and consequently, are not considered in this document.

	Potentially Significant Impact?		If Yes, Discussed in Previous EIR?		Substantial Revisions Required to Previous EIR?	
	Yes	No	Yes	No	Yes	No
I. AESTHETICS—Would the project:						
a. Have a substantial adverse effect on a scenic vista?	☐	☑	☐	☐	☐	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☑	☐	☐	☐	☐
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☑	☐	☐	☐	☐
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☑	☐	☐	☐	☐
II. AGRICULTURAL RESOURCES—In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agricultural farmland. Would the project:						

	Potentially Significant Impact?		If Yes, Discussed in Previous EIR?		Substantial Revisions Required to Previous EIR?	
	Yes	No	Yes	No	Yes	No
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☑	☐	☐	☐	☐
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☑	☐	☐	☐	☐
c. Involve other changes in the existing environment, which, due to their location or nature, could individually or cumulatively result in loss of Farmland, to non-agricultural use?	☐	☑	☐	☐	☐	☐
III. AIR QUALITY—Where available, the significance criteria established by the applicable air quality management or pollution control district may be relied upon to make the following determinations. Would the project:						
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☑	☐	☐	☐	☐
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☑	☐	☐	☐	☐
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emission which exceed quantitative thresholds for ozone precursors)?	☐	☑	☐	☐	☐	☐
d. Expose sensitive receptors to substantial pollutant concentrations?	☐	☑	☐	☐	☐	☐
e. Create objectionable odors affecting a substantial number of people?	☐	☑	☐	☐	☐	☐
IV. BIOLOGICAL RESOURCES—Would the project:						
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☑	☐	☐	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☑	☐	☐	☐	☐
c. Have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal	☐	☑	☐	☐	☐	☐

	Potentially Significant Impact?		If Yes, Discussed in Previous EIR?		Substantial Revisions Required to Previous EIR?	
	Yes	No	Yes	No	Yes	No
pool, coastal, etc.) either individually or in combination with the known or probable impacts of other activities through direct removal, filling, hydrological interruption, or other means?						
d. Interfere substantially with the movement of any resident or migratory fish or wildlife species or with established resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	☐	☑	☐	☐	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☑	☐	☐	☐	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☑	☐	☐	☐	☐
V. CULTURAL RESOURCES—Would the project:						
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☑	☐	☐	☐	☐
b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	☐	☑	☐	☐	☐	☐
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐	☐	☐
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐	☐	☐
VI. GEOLOGY AND SOILS—Would the project:						
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:						
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☑	☐	☐	☐	☐
ii) Strong seismic ground shaking?	☐	☑	☐	☐	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☑	☐	☐	☐	☐
iv) Landslides?	☐	☑	☐	☐	☐	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☑	☐	☐	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and	☐	☑	☐	☐	☐	☐

	Potentially Significant Impact?		If Yes, Discussed in Previous EIR?		Substantial Revisions Required to Previous EIR?	
	Yes	No	Yes	No	Yes	No
potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?						
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994) creating substantial risks to life or property?	☐	☑	☐	☐	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☑	☐	☐	☐	☐
VII. HAZARDS AND HAZARDOUS MATERIALS—Would the project:						
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☑	☐	☐	☐	☐
b. Create a significant hazard to the public or the environment through the reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment?	☐	☑	☐	☐	☐	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☑	☐	☐	☐	☐
d. Be located on a site, which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☑	☐	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☑	☐	☐	☐	☐
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☑	☐	☐	☐	☐
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☑	☐	☐	☐	☐
h. Expose people or structures to the risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☑	☐	☐	☐	☐
VIII. HYDROLOGY AND WATER QUALITY—Would the project:						

	Potentially Significant Impact?		If Yes, Discussed in Previous EIR?		Substantial Revisions Required to Previous EIR?	
	Yes	No	Yes	No	Yes	No
a. Violate any water quality standards or waste discharge requirements?	☐	☑	☐	☐	☐	☐
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (i.e., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☑	☐	☐	☐	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	☐	☑	☐	☐	☐	☐
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	☐	☑	☐	☐	☐	☐
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems to provide substantial additional sources of polluted runoff?	☐	☑	☐	☐	☐	☐
f. Otherwise substantially degrade water quality?	☐	☑	☐	☐	☐	☐
g. Place housing within a 100-year floodplain, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☑	☐	☐	☐	☐
h. Place within a 100-year floodplain structures that would impede or redirect flood flows?	☐	☑	☐	☐	☐	☐
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☑	☐	☐	☐	☐
j. Inundation by seiche, tsunami, or mudflow?	☐	☑	☐	☐	☐	☐
IX. LAND USE AND PLANNING—Would the project:						
a. Physically divide an established community?	☐	☑	☐	☐	☐	☐
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☑	☐	☐	☐	☐

	Potentially Significant Impact?		If Yes, Discussed in Previous EIR?		Substantial Revisions Required to Previous EIR?	
	Yes	No	Yes	No	Yes	No
c. Conflict with any applicable habitat conservation plan or natural communities conservation plan?	☐	☑	☐	☐	☐	☐
X. MINERAL RESOURCES—Would the project:						
a. Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state?	☐	☑	☐	☐	☐	☐
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☑	☐	☐	☐	☐
XI. NOISE—Would the project result in:						
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☑	☐	☐	☐	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☑	☐	☐	☐	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☑	☐	☐	☐	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☑	☐	☐	☐	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☑	☐	☐	☐	☐
f. For a project within the vicinity of a private airstrip would the project expose people residing or working in the project area to excessive noise levels?	☐	☑	☐	☐	☐	☐
XII. POPULATION AND HOUSING—Would the project:						
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and business) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☑	☐	☐	☐	☐
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☑	☐	☐	☐	☐

	Potentially Significant Impact?		If Yes, Discussed in Previous EIR?		Substantial Revisions Required to Previous EIR?	
	Yes	No	Yes	No	Yes	No
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☑	☐	☐	☐	☐
XIII. PUBLIC SERVICES						
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:						
Fire protection?	☐	☑	☐	☐	☐	☐
Police protection?	☐	☑	☐	☐	☐	☐
Schools?	☐	☑	☐	☐	☐	☐
Parks?	☐	☑	☐	☐	☐	☐
Other public facilities?	☐	☑	☐	☐	☐	☐
XIV. RECREATION						
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☑	☐	☐	☐	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on -the environment?	☐	☑	☐	☐	☐	☐
XV. TRANSPORTATION/TRAFFIC—Would the project:						
a. Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	☐	☑	☐	☐	☐	☐
b. Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	☐	☑	☐	☐	☐	☐
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☑	☐	☐	☐	☐

	Potentially Significant Impact?		If Yes, Discussed in Previous EIR?		Substantial Revisions Required to Previous EIR?	
	Yes	No	Yes	No	Yes	No
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☑	☐	☐	☐	☐
e. Result in inadequate emergency access?	☐	☑	☐	☐	☐	☐
f. Result in inadequate parking capacity?	☐	☑	☐	☐	☐	☐
g. Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	☐	☑	☐	☐	☐	☐
XVI. UTILITIES AND SERVICE SYSTEMS— Would the project:						
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☑	☐	☐	☐	☐
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☑	☐	☐	☐	☐
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☑	☐	☐	☐	☐
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☑	☐	☐	☐	☐
e. Result in a determination by the wastewater treatment provider, which serves or may serve the project determined that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☑	☐	☐	☐	☐
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☑	☐	☐	☐	☐
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☑	☐	☐	☐	☐
XVII. 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?	☐	☑	☐	☐	☐	☐

	Potentially Significant Impact?		If Yes, Discussed in Previous EIR?		Substantial Revisions Required to Previous EIR?	
	Yes	**No**	**Yes**	**No**	**Yes**	**No**
b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.	☐	☑	☐	☐	☐	☐
c. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, effects of other current projects, and the effects of probable future projects.)	☐	☑	☐	☐	☐	☐
d. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☑	☐	☐	☐	☐

4.0 ENVIRONMENTAL EVALUATION

This section provides substantive information based upon the environmental topical issues described in Section 3.0 (*Modified Environmental Checklist Form*). For ease of reference, this evaluation is a Modified IS checklist, as modified by MTA.

The environmental analysis of each environmental issue is organized by the same categories of impact as are enumerated in the checklist form. Any environmental effect that would result from the implementation of the Proposed Additions is compared with that described in the certified FEIR for the Full BRT Alternative, and, where possible, will be mitigated by the measures adopted in the FEIR or suggested in this document.

For ease of reference, note that:

- *Full BRT Alternative:* Refers to the original project described in the FEIR.
- *Proposed Addition 1:* Refers to a proposed park-a-ride facility at Warner Center, including proposed bus routes connecting the facility with the Warner Center Transit Hub. Three site alternatives are under consideration for the park-and-ride facility.
- *Proposed Addition 2:* Refers to minor modifications of certain segments of the busway wearing course (roadway surface).

I. AESTHETICS

a) Would the project have a substantial adverse effect on a scenic vista?

Impact Thresholds. The visual environment of a project area is comprised of both the built environment features (including development patterns, buildings, parking areas, and circulation elements) and natural features (such as hills, vegetation, rock outcroppings, drainage pathways, and soils). Views are characterized by visual quality, viewer groups and sensitivity, duration, and visual resources.

- **Visual quality** refers to the general aesthetic quality of a view. This environmental analysis attempts to assess the quality of a view in an objective fashion through the use of the use of the following descriptive categories: vividness, intactness, and unity. Vividness is the visual power or memorability of landscape components as they combine in striking and distinctive patterns. Intactness is the visual integrity of the natural and built landscape and its freedom from encroachment. Unity is the visual coherence and compositional harmony of the landscape considered as a whole.
- **Viewer groups and sensitivity** identify who is most likely to experience the view and what are the associated sensitivities of the viewer (sensitivity receptor) and land use. Residents are considered to have high sensitivity as a viewer group. High-sensitivity land uses are schools, playgrounds, religious institutions, and passive outdoor spaces such as parks, playgrounds, and recreation areas. Motorists and transit patrons have varying sensitivity, depending on the nature of their trips. Motorists on pleasure trips are generally considered to be more sensitive than are persons who are commuting to work, school, or other regular travel destinations.

- **Duration** of a view is the amount of time that a particular view can be seen by a specific viewer group. Two duration categories are used in this analysis: fleeting or intermittent views (such as those experienced by motorists and cyclists), and long-term or constant views (including views from residences).

- **Visual resources** within a view may include unique views, views identified in local plans, views from scenic highways, or views of specific unique structures or landscape features, including distinct groups of mature trees.

Project Impacts: No Impact.

Full BRT Alternative. The Full BRT Alternative is divided into fifteen visual assessment units, as shown on Figure 4-28 of the FEIR. Each of these visual assessment units is based on common visual characteristics, and provides a framework for analyzing the existing visual and aesthetic conditions in the San Fernando Valley East-West Transit Corridor (Corridor). A complete discussion of each assessment unit is provided in Section 4-6 of the FEIR.

In general, the approved Full BRT Alternative would consist primarily of at-grade elements that would not materially change the visual character of the urban areas. The only new vertical elements introduced along the Corridor would be stations, landscaping, lighting at stations, sound walls, and street furniture, and these new elements would not break the current line of sight by area residents across the project area nor interrupt any existing distant views of the Santa Susana Mountains or the Santa Monica Mountains. Most stations would be located in areas adjoining existing streets with multifamily, commercial, or industrial development. All stations would be in scale with existing arrangements and would not obstruct the character of key views. Also, the design of landscaping, walls, bikeways and pedestrian walkways would further reduce the potential for negative impact on views. Thus, the Full BRT Alternative would be compatible with the existing visual and landscape character of the area and would present no impact on scenic vistas.

Although construction of the proposed Full BRT Alternative would require temporary installation of fences and sound walls that could block key views, the construction activities would be temporary and short-term. Thus, visual impacts during the 2-year construction phase would be temporary and not adverse.

Proposed Addition 1; Site Alternative 1: Topanga Canyon Shoppingtown Plaza. The project area for Proposed Addition 1, including the proposed bus routes, is contained within the Visual Assessment Unit N of the FEIR. Canoga Park High School is a high-sensitivity land use and located immediately adjacent to the Topanga Canyon Site. Development of a park-and-ride facility at Topanga Canyon Shoppingtown Plaza would not impact scenic vistas because the facility would be on the upper level of a parking structure that has already been approved for construction as a separate project. Moreover, the proposed bus routes would be on existing heavily traveled roads that do not directly front Canoga Park High School. No significant adverse impacts on scenic vistas would occur.

Proposed Addition 1; Site Alternative 2: Boeing. The project area for the Boeing site, including the proposed bus routes, is contained within the Visual Assessment Unit N of the FEIR. At the Boeing site, either a surface parking lot or a four-story parking structure would be constructed in place of the existing 30-foot high, single-story, corrugated metal building. Surrounding land uses are predominantly commercial and industrial, and there are few viewers of high sensitivity in the area. Moreover, the proposed bus routes would be on existing roads in this area. Thus, development of a park-and-ride facility at the Boeing site would be compatible with the existing visual and landscape character of the area and would present no significant adverse impacts on scenic vistas.

Proposed Addition 1; Site Alternative 3: Swapmeet. The project area for the Swapmeet Site, including the proposed bus routes, is contained within the Visual Assessment Unit N of the FEIR. A park-and-ride facility at the Swapmeet site would be an at-grade parking lot. Surrounding land uses are predominantly commercial and industrial, so the park-and-ride facility would be compatible with the existing visual and landscape character of the area and would present no impact on scenic vistas. Moreover, the proposed bus routes would be on existing roads in this area, and would also present no significant adverse impacts on scenic vistas.

Proposed Addition 2. Proposed Addition 2 would modify certain segments of the planned at-grade busway wearing course (surface) and would not add any vertical structures. Therefore, Proposed Addition 2 would have no significant adverse impacts under on scenic vistas.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Project Impacts: No Impact.

Full BRT Alternative. The Full BRT Alternative would be constructed along the existing MTA ROW in a developed urban area. The MTA ROW has approximately 1,300 existing trees, of which approximately 800 are mature trees. Though existing trees would be maintained wherever feasible, development of the Full BRT Alternative would result in the loss of up to 420 of the trees. However, approximately 4,000 new trees would be planted along the length of the project, which is considerably more than the number of trees that would be removed.

No scenic rock outcroppings are present within the project area. Also, because the Full BRT Alternative would be constructed along the existing MTA ROW, no historic resources would be adversely affected. Therefore, no significant adverse impacts on scenic resources would occur.

Proposed Addition 1 (All Site Alternatives). A park-and-ride facility at any of the three site alternatives would be constructed on developed, paved areas that do not contain scenic resources. The proposed bus routes would be on existing roads. Therefore, no significant adverse impacts on scenic resources would occur.

Proposed Addition 2. Proposed Addition 2 would modify certain segments of the busway surface along the existing MTA ROW. Therefore, no significant adverse impacts on scenic resources would occur.

Mitigation Measures. Although mitigation measures are not required to reduce significant adverse impacts, the following measures (from the FEIR) are proposed to further enhance preservation of scenic resources within the project area:

> **V&A-1:** A certified arborist has been retained to conduct a thorough inspection of the eucalyptus trees located between the North Hollywood Metro Red Line Station and Coldwater Canyon Avenue to determine the condition, quality, and estimated life span of the trees and to identify measures that should be taken in the engineering and construction phases to ensure that the trees would be preserved. This report shall be submitted to the MTA Planning and Construction Divisions, and the City of Los Angeles Department of Public Works, Street Tree Division. In the event that the arborist or project engineers determine that implementation of the project would prevent preservation of the trees, or that the health of the trees necessitates their removal, the trees shall be replaced in the Chandler Boulevard median with trees of similar qualities

(evergreen, vertical, fast-growing) of 24-inch box size or greater at the rate of one new tree for each tree removed.

V&A-2: During the Design/Build phase, the alignment of the busway, and placement of elements such as sound walls, fences, and berms, that have been developed in Preliminary Engineering will be followed, and the project will continue to take into account existing mature trees in the right-of-way and avoid their removal where possible.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. As discussed in section a), above, the Full BRT Alternative and Proposed Additions would not substantially change the visual character of the project areas. Therefore, no significant adverse impacts on existing visual character would occur.

d) Would the project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

Project Impacts: No Impact.

Full BRT Alternative. Construction of the Full BRT Alternative would create new sources of light from bus stations, park-and-ride facilities, and bus headlights. Only limited additional light would be developed along the ROW between station areas. At bus stations and park-and-ride facilities, impacts from new sources of light would be minimal because there are existing nighttime street lighting in the surrounding areas. Also, new street trees would be planted to further minimize the impact of new lights at stations and parking facilities. In residential areas, lighting would be designed and placed so as to minimize glare and nighttime light intrusion on residences. Landscaping, fences, and walls would be arranged to minimize the impact of bus headlights on residents along the busway. Thus, no significant adverse impacts on views would occur.

Proposed Addition 1 (All Site Alternatives). Construction of a park-and-ride facility would create new sources of light; however impacts from the new sources of light would be minimal because there is a substantial amount of existing nighttime lighting in the project area including, building lighting, signs, and street lighting. Also, light from bus headlights along the bus routes would not present additional impacts because the bus routes would follow existing roads. Therefore, no significant adverse impacts on views would occur.

Proposed Addition 2. Proposed Addition 2 would modify certain segments of the busway surface along the existing MTA ROW. Proposed Addition 2 would not require any additional lighting and would not generate substantial light or glare. Therefore, no significant adverse impacts on views would occur.

II. AGRICULTURAL RESOURCES

a) Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The proposed projects and the surrounding areas are situated in a highly urbanized setting that does not contain land that is designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance. No significant adverse impacts would occur.

b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The proposed project areas are not zoned for agricultural use, and there are no Williamson Act contracts on any of the alternative sites. No significant adverse impacts would occur.

c) Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The proposed projects would not involve any changes that would affect agricultural uses. No significant adverse impacts would occur.

III. AIR QUALITY

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Project Impacts: Less than Significant Impact.

Regional air quality plans, designed to improve air quality, include a variety of strategies to reduce emissions from motor vehicles and minimize emissions from stationary sources. Projects that are consistent with the projections of employment and/or population forecasts identified in the Growth Management Chapter of Southern California Association of Government's Regional Comprehensive Plan and Guide (RCPG) are considered consistent with the air quality management plan (AQMP) growth projections. This is because the Growth Management Chapter forms the basis of the land use and transportation control portion of the AQMP. Therefore, the proposed project needs to be evaluated to determine whether it would generate population and employment growth and, if so, whether that growth would exceed the growth rates forecast in the relevant air plans.

Full BRT Alternative. The proposed project would not increase population in the region, but would accommodate the current and projected population growth within the area. The total number of new employment (jobs) for the entire Corridor, including the Full BRT Alternative, is projected to be about 22,000 which is consistent with the projected population growth in the region, as estimated by SCAG and incorporated in the adopted 1999 AQMP. No significant adverse impacts would occur.

Proposed Addition 1 (All Site Alternatives) and Proposed Addition 2. The proposed park-and-ride facility and the modification of a portion of busway would not increase population. The projects would not

involve the adoption or implementation of a specific plan. Any increase in employment would be negligible. The proposed projects would be consistent with the 1997 AQMP and so would have no adverse regional impact. No significant adverse impacts would occur.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Air quality impacts are divided into short-term and long-term. Short-term impacts are the result of construction activities, including grading operations; long-term impacts are associated with the operations of the project.

Short-Term (Construction) Impacts: Less than Significant Impact with Mitigation Incorporated.

Full BRT Alternative. The analysis contained in the FEIR indicates that, through all phases of the construction activities, the proposed project would not exceed applicable thresholds for CO, ROGs, NO_X, and SO_X. However, PM_{10} generation would exceed the applicable threshold by approximately 1,075 pounds per day. Through mitigation, PM_{10} concentrations could be reduced to 235.26 pounds per day. This would still exceed the SCAQMD thresholds and is considered an unavoidable significant short-term impact.

Proposed Addition 1 (All Site Alternatives). The proposed park-and-ride project is a minor modification within the original *Warner Center Specific Plan.* The *Warner Center Specific Plan* environmental documentation determined that construction-related impacts on ambient PM_{10} concentrations experienced at Canoga Park High School (near Site Alternative 1) could exceed the SCAQMD threshold (reference *Warner Center Specific Plan Draft Supplemental EIR*, February 1999, Section II.A, Air Quality). Therefore, project-related construction impacts were determined to be significant. However, with implementation of the recommended mitigation measures, it was determined that no significant unavoidable adverse construction air quality impacts would result.

Proposed Addition 2. Proposed Addition 2 would modify certain segments of the busway surface along the existing MTA ROW, and would not involve extensive construction operations as with the Full BRT Alternative or Proposed Addition 1. Therefore, no significant adverse impacts would occur.

Mitigation Measures: The following mitigation measures (from the FEIR) are proposed to reduce the significant air quality impacts associated with construction of the Full BRT Alternative:

AQ-C1 Low-sulfur fuel shall be used for construction equipment. Consistent with the CARB's diesel-fuel regulations (Title 13, California Code of Regulations, Section 2281 and 2282), the fuel sulfur content shall be less than 0.05 percent. Construction contracts shall explicitly stipulate that all diesel-powered equipment shall be properly tuned and maintained.

AQ-C2 Haul truck staging areas shall be approved by the City of Los Angeles Department of Transportation. Haul trucks shall be staged in non-residential areas, away from school buildings and playgrounds.

AQ-C3 Site wetting shall occur often enough to maintain a ten percent surface soil moisture content during construction, particularly during any site grading or excavation activity. Additionally, watering shall occur often enough such that visible emissions would not extend to more than 100 feet beyond the active construction area. All unpaved parking or staging areas shall be watered at least once every 2 hours of active operations.

All on-site stockpiles of debris, dirt, or rusty material shall be covered or watered at least twice per hour of operation.

AQ-C4 All trucks hauling dirt, sand, soil, or other loose substances and building materials shall be covered, and shall maintain a minimum freeboard of two feet between the top of the load and the top of the truck bed sides.

AQ-C5 Within thirty minutes of visible dirt depositions (tracked-out debris), street-sweeping equipment shall be used at all site access points and all adjacent streets used by haul trucks or vehicles that have been in the construction area.

AQ-C6 A fugitive dust control program consistent with the provisions of SCAQMD Rule 403 shall be maintained during construction, particularly construction activities that involve grading and earthmoving operations.

AQ-C7 Construction activities on any unpaved surface shall be suspended during first- and second-stage smog alerts, and during high winds, i.e., greater than 25 miles per hour.

AQ-C8 Water shall be applied to all disturbed surface areas on the last day of active operations prior to a weekend, holiday, or any other periods when construction operations will not occur for more than four consecutive days. The water shall be treated with a mixture of chemical stabilizer diluted to not less than 1/20 of the concentration required to maintain a stabilized surface for a period of six months.

AQ-C9 Chemical stabilizers shall be applied to all disturbed surface areas within five working days of grading completion.

AQ-C10 Vehicular speeds on unpaved roads shall be reduced to 15 miles per hour.

Long-Term (Operational) Impacts: Less than Significant Impact.

Full BRT Alternative. Criteria pollutant emissions for the Full BRT Alternative were estimated using two scenarios: lower bound BRT scenario (28.8-minute signal delay) and upper bound BRT scenario (40-minute signal delay). Slightly more background traffic is anticipated for the upper bound BRT scenario than the lower bound. The FEIR indicates that, under both BRT scenarios, vehicle miles traveled (VMT) are anticipated to decrease by 0.02 percent when compared to the No Build Alternative. Emissions of CO are projected to decrease under both BRT scenarios compared to the No Build Alternative. Under the lower bound scenario, the overall pollutant concentrations for all criteria pollutants, except ROGs, would decrease when compared to the No Build Alternative. (ROGs are expected to increase by approximately 0.01 percent or 3 tons per year.) Upper bound BRT emissions of NO_x, ROG and PM_{10} are anticipated to increase by approximately 4, 5, and 1 tons per year, respectively, when compared to the No Build Alternative.

The increase in criteria pollutant concentrations of the Full BRT Alternative over the No Build Alternative would not violate any State or federal standards. Thus, no significant adverse impacts would occur.

CO Hot Spot Analysis. Concentrations of carbon monoxide (CO) at intersections build up because of long vehicle idling times at congested intersections. CO 'Hot Spot' analyses were performed for 21 congested intersections near transit stations. The results reported in the FEIR indicate that no significant

increases in CO 1- and 8-hour concentrations would result from the implementation of the Full BRT Alternative.

Proposed Addition 1 (All Site Alternatives). The operational emissions from a park-and-ride facility would derive mainly from the vehicles entering and leaving the facility. Although the proposed project would facilitate the increased usage of the BRT service and result in an overall reduction in traffic volume along regional arterials in the area, localized increases in traffic near the park-and-ride access points / intersections could be anticipated. A traffic study completed as part of this Addendum and Modified IS (and included in **Appendix A**) found that the daily trip generation for the park-and ride facility would be a maximum of 4,500 per day. A preliminary analysis (using URBEMIS 2000 model) indicated that the project-related emissions of criteria pollutants, associated with the project trip generation would be below the significance thresholds determined by the SCAQMD.

Table 4-1
Maximum Daily Operational Emissions – Year 2005

	Pollutant (lbs/day)			
	ROGs	**NO_X**	**CO**	**PM_{10}**
Maximum Operational Emissions [1]	33	46	483	38
SCAQMD Significance Threshold	55	55	550	150
Is Threshold Exceeded?	No	No	No	No

[1]. Based on 4,500 project-generated daily trips, as estimated in traffic study.

CO Hot Spot Analysis. According to the traffic study, two of the intersections studied would operate at LOS of E or F at build-out of Proposed Addition 1 (assumed to be the year 2005). These intersections are the unsignalized intersection providing access into the north side of the proposed park-and-ride facility from Vanowen Street (Site Alternative 1, Topanga Canyon Shoppingtown Plaza) and the unsignalized intersection of Eton Avenue and Vanowen Street (Site Alternative 3, Swapmeet). However, the study indicates that installation of traffic signals at these intersections would mitigate the significant project impacts to LOS B and C, respectively. As discussed more fully in section XV (Transportation/Traffic), below, traffic signalization at these intersections is included in mitigation measures **ModIS-TT-1** and **ModIS-TT-2**. Therefore CO hot spots would not occur.

In the FEIR, a dispersion model analysis for six park-and-ride facilities along the Corridor was performed to estimate CO emissions at each facility. The results were added to 1- and 8-hour ambient CO concentrations. As reported in the FEIR, the concentrations are well below the State and federal 1- and 8-hour standards. Thus, no significant increases in CO concentrations at sensitive receptor locations would be expected; no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify certain segments of the busway surface along the existing MTA ROW, and would not involve any operational emissions. No significant adverse impacts would occur.

c) Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Project Impacts: Less than Significant Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The AQMP was prepared to accommodate growth, to reduce the high levels of pollutants within the South Coast Air Basin, to meet State and federal air quality performance standards, and to minimize the fiscal impact that pollution control measures have on the local economy. If the environmental analysis shows that an individual project is consistent with the AQMP performance standards, the project cumulative impact is considered less-than-significant. If the analysis shows that the proposed project does not comply with the standards, then cumulative impacts are considered to be significant, unless there is other pertinent information to the contrary.

As discussed above, the Full BRT Alternative and Proposed Additions would not interfere with attainment of the AQMP. In fact, the Full BRT Alternative has a beneficial impact on the air quality because it reduces the future VMT compared to the No Build Alternative. Therefore, the proposed projects would not result in a cumulatively considerable net increase in criteria pollutants, and no significant adverse impacts would occur.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Project Impacts: Less than Significant Impact with Mitigation Incorporated.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. Refer to the discussion and analysis in section b), above.

Mitigation Measures: Mitigation measures AQ-C1 through AQ-C10 (from the FEIR) are required.

f) Would the project create objectionable odors affecting a substantial number of people?

Project Impacts: Less than Significant Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. Construction activities occurring under the proposed projects would generate airborne odors associated with the operation of construction vehicles (i.e., diesel exhaust), asphalt operations, and the application of paints and coatings. These emissions would occur during daytime hours only, and would be isolated to the immediate vicinity of the construction site and activity. As such, they would not affect a substantial number of people. When completed, odors from the proposed projects would not significantly differ from other land uses and those associated with regular roadway traffic. The proposed projects would not involve new sources that could potentially generate objectionable odors. No significant adverse impacts would occur.

IV. BIOLOGICAL RESOURCES

a) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Project Impacts: No Impact.

Full BRT Alternative. Existing biological resources were assessed through reviews of project descriptions and project maps, reviews of pertinent documents listing candidate, sensitive, or special status species, and a survey of the project area conducted in September 2000. Given the disturbed, urban nature of the area, the Full BRT Alternative project area does not support habitat for any species identified as candidate, sensitive or special status in local or regional plans, policies or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Thus, no direct or indirect significant adverse impacts would occur due to development of the Full BRT Alternative.

Proposed Addition 1 (All Site Alternatives). All three site alternatives, including the proposed bus routes, would be located at the western terminus of the Full BRT Alternative in a disturbed, urban area. Thus, Proposed Addition 1 would not affect any candidate, sensitive, or special status species or the habitats of such species. No direct or indirect significant adverse impacts would occur.

Proposed Addition 2. All work for Proposed Addition 2 would occur in the same areas as the Full BRT Alternative. Therefore, Proposed Addition 2 would not affect any candidate, sensitive, or special status species or the habitats of such species. No direct or indirect significant adverse impacts would occur.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?

Project Impacts: Less Than Significant Impact with Mitigation Incorporated.

Full BRT Alternative. A survey of the project area conducted in September 2000 determined that the Full BRT Alternative and immediate vicinity do not support any riparian habitat or other sensitive natural communities. However indirect impacts on a riparian habitat could occur due to the fact that the planned Corridor crosses the Los Angeles River, which supports a riparian habitat downstream of the planned crossing. Incorporation of mitigation measures **BIO-1** and **BIO-C2** would ensure compliance with §401, §402, and §404 of the Clean Water Act and §1600 of the California Fish and Game Code. With these mitigation measures incorporated, no significant adverse impacts would occur.

Proposed Addition 1 (All Site Alternatives). The three site alternatives, including the proposed bus routes, would not cross the Los Angeles River. However, the Topanga Canyon Shoppingtown Plaza site alternative would cross Arroyo Calabasas, a tributary of the Los Angeles River. A park-and-ride facility at this site would be on the upper level of a parking structure approved for construction as a separate project; therefore, the park-and-ride would present no additional impacts to a riparian habitat. No significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify segments of the busway planned as part of the Full BRT Alternative. In the case where any of these busway segments crosses the Los Angeles River, incorporation of mitigation measures **BIO-1** and **BIO-C2** would ensure compliance with §401, §402, and §404 of the Clean Water Act and §1600 of the California Fish and Game Code. With these mitigation measures incorporated, no significant adverse impacts would occur.

Mitigation Measures. The following mitigation measures (from the FEIR) are proposed to lessen the potential for adverse effects on biological resources:

> **BIO-1:** The project will be required to comply with applicant provisions of Sections 401 and 402 of the Federal Clean Water Act, including adherence to NPDES standards and permit requirements to minimize adverse impacts under NEPA (significant impacts under CEQA) on vegetation downstream on the Los Angeles River. Included among the likely

permit requirements would be installation of best management practices (BMPs) and appropriate drainage provisions to minimize harmful runoff.

BIO-C2: MTA will comply with Section 404 of the Clean Water Act and Section 1600 of the California Fish and Game Code to ensure that construction of corridor crossings over the Los Angeles River and other drainages do not violate these laws.

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by §404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Project Impacts: Less than Significant Impact with Mitigation Incorporated.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. As discussed in section b), above, the proposed projects would incorporate mitigation measures **BIO-1** and **BIO-C2**. As a result, the proposed projects would comply with §401, §402, and §404 of the Clean Water Act and §1600 of the California Fish and Game Code. No significant adverse impacts would occur.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. There are no native resident or migratory wildlife corridors or nursery sites present on the urbanized project areas. Therefore, no significant adverse impacts would occur.

e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The project areas do not include any biological resources protected by local policies or ordinances. No significant adverse impacts would occur.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Project Impacts: Less than Significant Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The Conservation Plan of the City of Los Angeles General Plan does not identify the project areas as situated in an "Ecologically Important Area" for plants or animals. The project areas are not part of any other adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plans. Also, the project areas are not part of a coastal habitat. Therefore, no significant adverse impacts would occur.

V. CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Project Impacts: No Impact.

Full BRT Alternative. *State CEQA Guidelines* §15064.5 discusses general criteria for determining impacts on the environment. A project is typically found to have an impact on a historical resource if it causes a change in an otherwise eligible property that would prevent its inclusion in the National Register of Historic Places. The Full BRT Alternative would be developed primarily within an existing transportation ROW, and would not result in the direct or indirect use of any protected historic sites. Thus, pursuant to §15064.5, no significant adverse impacts would occur.

Proposed Addition 1 (All Site Alternatives). All three site alternatives are commercial properties that are not of historical significance. Also, the proposed bus routes would be on existing, heavily traveled roads. Pursuant to §15064.5, no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify the surface material of certain portions of the Full BRT Alternative busway. Thus, Proposed Addition 2 would not create any additional impacts to a historical resource, and no significant adverse impacts would occur.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Project Impact: Less Than Significant Impact with Mitigation Incorporated.

Full BRT Alternative. Although background studies and a Phase I archaeological survey and Class III inventory did not find evidence of archaeological resources, the ground surface in the vicinity of the Full BRT Alternative has been heavily disturbed such that any archaeological resources that might exist would probably not be visible. Moreover, the presence of period residential structures adjacent to the ROW increases the likelihood that extant remains may be in the project area. Given that any ground-disturbing activity has the potential to unearth previously unidentified archaeological resources, mitigation measures **CR-C1** from the FEIR would be implemented to reduce impacts to a less-than-significant level.

Proposed Addition 1; Site Alternative 1: Topanga Canyon Shoppingtown Plaza. A park-and-ride facility at Topanga Canyon Shoppingtown Plaza would be developed on the upper level of a parking structure already approved for development as a separate project. The proposed bus routes would follow existing roads. Therefore, development of park-and-ride facility at the Topanga Canyon Shoppingtown Plaza site would not involve additional ground-disturbing activities, and no significant adverse impacts would occur.

Proposed Addition 1; Site Alternative 2: Boeing. At the Boeing site, either a surface parking lot or a four-story parking structure would be constructed in place of the existing corrugated metal building. Development of a parking structure would involve additional ground-disturbing activities that could additionally impact an archaeological resource. Implementation of additional mitigation measure **ModIS-CR-C1** would reduce potential impacts to a less-than-significant level.

Proposed Addition 1; Site Alternative 3: Swapmeet. At the Swapmeet site, an at-grade parking lot would be constructed in place of the existing parking lot and two buildings. Therefore, development of a park-and-ride facility at the Swapmeet site would not involve substantial ground-disturbing activities, and no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify the surface material of certain portions of the Full BRT Alternative busway. Thus, Proposed Addition 2 would not require any additional ground-disturbing activities beyond those described for the Full BRT Alternative, and no significant adverse impacts would occur.

Mitigation Measures. Mitigation measure **CR-C1** (from the FEIR) shall be implemented during project construction:

> **CR-C1:** If buried cultural remains are encountered during construction activities, the activities will cease until a qualified archaeologist has evaluated the significance of the site and made a determination of the eligibility for listing in the National Register.

Implementation of mitigation measure **ModIS-CR-C1** during construction of Proposed Addition 1 at Site Alternative 2 would reduce potential impacts to a less-than-significant level. (The "ModIS" designation indicates that this mitigation measure is in this document only and is not in the FEIR.)

> **ModIS-CR-C1:** A qualified archaeological monitor shall be present on-site for all ground-disturbing activities necessary for construction of a park-and-ride facility at Site Alternative 2.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Project Impacts: Less Than Significant Impact with Mitigation Incorporated.

Full BRT Alternative. Refer to section b), above.

Proposed Addition 1; Site Alternative 1: Topanga Canyon Shoppingtown Plaza. A park-and-ride facility at Topanga Canyon Shoppingtown Plaza would be developed on the upper level of a parking structure already approved for development as a separate project. The proposed bus routes would be on existing roads. Therefore, development of a park-and-ride at the Topanga Canyon Shoppingtown Plaza site would not involve additional ground-disturbing activities, and no significant adverse impacts would occur.

Proposed Addition 1; Site Alternative 2: Boeing. There are no unique geologic features on the Boeing site. However, at the Boeing site, either a surface parking lot or a four-story parking structure would be constructed in place of the existing corrugated metal building. Development of the proposed parking structure would involve additional ground-disturbing activities that could additionally impact paleontological resources. Implementation of additional mitigation measures **ModIS-CR-C2** and **ModIS-CR-C3** would reduce potential impacts to a less-than-significant level.

Proposed Addition 1; Site Alternative 3: Swapmeet. At the Swapmeet site, an at-grade parking lot would be constructed in place of the existing parking lot and two buildings. Therefore, development of a park-and-ride facility at the Swapmeet site would not involve substantial ground-disturbing activities, and no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would alter the surface material of certain portions of the Full BRT Alternative busway. Thus, Proposed Addition 2 would not require any additional ground-disturbing activities beyond those described for the Full BRT Alternative. No significant adverse impacts would occur.

Mitigation Measures. In the event that paleontological resources are revealed during construction of Proposed Addition 1 at Site Alternative 2, implementation of the following mitigation measures would reduce this impact to a less-than-significant level:

> **ModIS-CR-C2:** A qualified paleontological monitor shall be present during subsurface work necessary for construction of a park-and-ride facility at Site Alternative 2.
>
> **ModIS-CR-C3:** If paleontological resources are encountered during construction activities, the activities shall cease until a qualified paleontologist has evaluated the resources and determined significance. If any significant resources are discovered, all resources shall be protected in compliance with *State CEQA Guidelines* §15064.5 (f).

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Project Impacts: Less Than Significant Impact with Mitigation Incorporated.

Full BRT Alternative. No known or recorded human remains are on the project site. However, given that any ground-disturbing activity has the potential to unearth previously unidentified human remains, incorporation of mitigation measure **CR-C2** (from the FEIR) would ensure that potential impacts would be less-than-significant.

Proposed Addition 1; Site Alternative 1: Topanga Canyon Shoppingtown Plaza. A park-and-ride facility at Topanga Canyon Shoppingtown Plaza would be developed on the upper level of a parking structure already approved for development as a separate project. The proposed bus routes would be on existing roads. Therefore, development of a park-and-ride facility at the Topanga Canyon Shoppingtown Plaza site would not involve additional ground-disturbing activities, and no significant adverse impacts would occur.

Proposed Addition 1; Site Alternative 2: Boeing. At the Boeing site, either a surface parking lot or a four-story parking structure would be constructed in place of the existing corrugated metal building. Development of the proposed parking structure would involve additional ground-disturbing activities that could additionally impact unknown human remains. Implementation of additional mitigation measure **CR-C2** (from the FEIR) would reduce potential impacts to a less-than-significant level.

Proposed Addition 1; Site Alternative 3: Swapmeet. At the Swapmeet site, an at-grade parking lot would be constructed in place of the existing parking lot and two buildings. Therefore, development of a park-and-ride facility at the Swapmeet site would not involve substantial ground-disturbing activities, and no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify the surface material of certain portions of the Full BRT Alternative busway. Thus, Proposed Addition 2 would not require any additional ground-disturbing activities beyond those described for the Full BRT Alternative. No significant adverse impacts would occur.

Mitigation Measure. The following mitigation measure (as specified in the FEIR) shall be implemented during project construction:

> **CR-C2:** If human remains are exposed during construction, pursuant to State Health and Safety Code §7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition, pursuant to PRC §5097.98.

VI. GEOLOGY AND SOILS

a) Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving;

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)

Project Impacts: Less Than Significant Impact with Mitigation Incorporated.

Full BRT Alternative. No Alquist-Priolo Earthquake Fault Zones cross the Corridor; the nearest such zone is the Mission Hills segment of the San Fernando Fault Zone, located approximately 7 miles north of the Corridor. The closest fault to the proposed project is an unnamed fault previously mapped by Weber, et al (1980). As mapped, the fault trends parallel to and 250 meters (approximately 800 feet) south of the Corridor; however, a hypothetical extension of this fault crosses the MTA ROW between Laurel Canyon and North Hollywood stations. Although previous investigations of aerial photographs and geomorphic evidence indicate that surface fault rupture is not considered likely on this fault, mitigation measure **GEO-1** (from the FEIR) would require that a comprehensive fault rupture hazard investigation be performed and any necessary design accommodations are made. Incorporation of **GEO-1** would ensure that potential impacts from rupture of a fault are less-than-significant.

Proposed Addition 1 (All Site Alternatives). The proposed park-and-ride facility, including the proposed bus routes, would not increase risk from surface rupture of a known earthquake fault. The Proposed Addition would be located at the western terminus of the Full BRT Alternative and would not intersect the unnamed fault previously mapped by Weber, et al. (1980). Though a hypothetical extension of this unnamed fault crosses the Corridor, it does so between the Laurel Canyon and North Hollywood stations which are approximately 12 miles east of Proposed Addition 1. No significant adverse impacts would occur.

Proposed Addition 2. The proposed modification of the surface of certain segments of the busway would not require the construction of additional surface structures. Thus, Proposed Addition 2 would not contribute to risk from the surface rupture of a fault. No significant adverse impacts would occur.

Mitigation Measure: The following mitigation measure (from the FEIR) is proposed to lessen the effects of potential impacts:

> **GEO-1:** The closest fault to the proposed alignments is an unnamed fault previously mapped by Weber, et al. (1980; see Figure 4-54 and Table 4-53 of the FEIR). This fault does not lie within a previously mapped Alquist-Priolo Earthquake Fault Zone. A comprehensive fault rupture hazard investigation will be performed as part of the Design/Build phase to determine if the fault exists, whether it is active, and whether the fault traverses a proposed station. Appropriate design accommodations will be made to allow for this geologic feature.

ii) Strong seismic ground shaking?

Project Impacts: Less Than Significant Impact.

Full BRT Alternative. While surface rupture is unlikely along the project corridor, substantial ground shaking could occur as a result of earthquakes on faults in the surrounding region (see Figure 4-54 of the FEIR). Design of aboveground structures, particularly bridges, would need to accommodate the maximum design earthquake. All structures would be constructed in accordance with Uniform Building Code (UBC) and State seismic safety standards. Adhering to these standard construction requirements would reduce the potential impact from seismic ground shaking to a less-than-significant level. No significant adverse impacts would occur.

Proposed Addition 1; Site Alternative 1: Topanga Canyon Shoppingtown Plaza. A park-and-ride facility at the Topanga Canyon Shoppingtown Plaza site would be constructed on the upper level of a multi-level parking structure approved for construction as a separate project. Thus, the park-and-ride would not present additional risk from seismic ground shaking. The proposed bus route alternatives would be on existing, at-grade roads, but they would require construction of a pair of at-grade, on-street bus stops (**Figure 2-2**). The bus stops would be constructed in accordance with UBC and State seismic safety standards, and, thus, no significant adverse impacts would occur.

Proposed Addition 1; Site Alternative 2: Boeing. At the Boeing site, either a surface parking lot or a multi-level, above ground parking structure would be constructed in place of the existing facility. At the Boeing site, a pair of at-grade, on-street bus stops would also be constructed (**Figure 2-3**). The proposed parking facility and the proposed bus stops would be constructed in accordance with UBC and State seismic safety standards, which would reduce potential impacts from seismic ground shaking to a less-than-significant level. The proposed bus route alternatives would follow existing, at-grade roads, and would not present additional risk from ground shaking. Therefore, no significant adverse impacts would occur.

Proposed Addition 1; Site Alternative 3: Swapmeet. A park-and-ride facility at the Swapmeet site would require development of an at-grade parking lot, which would present less risk from ground shaking than do the existing buildings and parking lot. Construction of an additional, at-grade bus station just east of Variel Avenue would also be required (**Figure 2-4**). The bus station would adhere to UBC and State seismic safety standards, and thus potential impacts from seismic ground shaking would be less-than-significant. Lastly, the proposed bus route would follow existing, at-grade roads, and would not present additional risk from ground shaking. Therefore, no significant adverse impacts would occur.

Proposed Addition 2. The proposed modification of the busway asphalt would follow the alignment of the Full BRT Alternative and would not require the construction of additional surface structures. Thus, Proposed Addition 2 would be exposed to the same seismic activity as would the BRT Alternative, and no significant adverse impacts would occur.

iii) Seismic-related ground failure, including liquefaction?

Project Impacts: Less Than Significant Impact with Mitigation Incorporated.

Full BRT Alternative. Seismic ground shaking could cause ground settlement or liquefaction in areas underlain by loose, unconsolidated sediments. A preliminary geotechnical investigation revealed localized layers of soils subject to ground settlement along the entire length of the proposed Corridor (ETC, 1993). Furthermore, according to Reconnaissance Seismic Hazard Maps published by the California Department of Conservation, the soils underneath the entire Corridor are potentially liquefiable (Real et al., 1996). Liquefaction potential is greatest when the water table is within 10 feet of the ground surface, and a geotechnical survey described in the FEIR failed to find groundwater within 10 feet of the surface. However, due to the non-uniform nature of the subsurface soils, heavy rainfall could create local "perched" groundwater at depths shallower than that of the main water table and increase the liquefaction

hazard. Similarly, inundation of the Sepulveda Flood Control Basin, along the project corridor from Encino Avenue to Interstate 405, could potentially raise the water table and increase the liquefaction hazard. Seismic-related ground settlement and soil liquefaction could negatively impact aboveground structures, but compliance with the UBC and State seismic safety standards and the adoption of mitigation measure **GEO-2** (from the FEIR) would ensure that potential impacts would be less-than-significant.

Proposed Addition 1; Site Alternative 1: Topanga Canyon Shoppingtown Plaza. A park-and-ride facility at the Topanga Canyon Shoppingtown Plaza site would be constructed on the upper level of a planned multi-level parking structure approved for construction as a separate project; therefore, a park-and-ride facility at this site would present no additional seismic-related impacts. The proposed bus routes would be on existing, at-grade roads and would not present additional seismic-related risk. The bus routes would require construction of a pair of at-grade, on-street bus stops, but the bus stops would be constructed in accordance with UBC and State seismic safety standards. Therefore, no significant adverse impacts would occur.

Proposed Addition 1; Site Alternative 2: Boeing. At the Boeing site, either a surface parking lot or a a multi-level, above ground parking structure would be constructed in place of the existing facility. The proposed parking facility and the proposed bus stops would be constructed in accordance with UBC and State seismic safety standards; therefore, no significant adverse impacts would occur.

Proposed Addition 1; Site Alternative 3: Swapmeet. The Swapmeet Site Alternative would include development of a surface parking lot, which would present less risk from ground settlement and liquefaction than do the existing buildings and parking. The proposed Swapmeet Site Route would follow the planned route for the Full BRT Alternative, but would require construction of an additional, at-grade bus station just east of Variel Avenue. The bus station would be constructed in accordance with UBC and State seismic safety standards, which would ensure that potential seismic-related impacts would be less-than-significant. Therefore, no significant adverse impacts would occur.

Proposed Addition 2. The proposed modification of the busway asphalt would follow the alignment of the Full BRT Alternative and would not require the construction of additional surface structures. Thus, Proposed Addition 2 would not contribute additional risk from the seismic-related ground failure, and no significant adverse impacts would occur.

Mitigation Measure. The following mitigation measure is proposed to lessen the effects or potential impacts:

> **GEO-2:** Prior to construction of the proposed project, a detailed geotechnical investigation will be performed to delineate specific areas of potential liquefaction or settlement. The details of mitigation measures to address settlement along the proposed alignments will be developed in the Design/Build phase of the project, using proper engineering design and conformance with current building code requirements.

iv) Landslides?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. Both the Full BRT Alternative and the Proposed Additions, including the proposed bus routes, have relatively flat topography and are therefore not susceptible to landslides. Therefore, no significant adverse impacts would occur.

b) Would the project result in substantial soil erosion or the loss of topsoil?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. Both the approved Full BRT Alternative and the Proposed Additions would be completely paved and located on flat terrain. Therefore, the projects would not result in the loss of topsoil or substantial erosion, and no significant adverse impacts would occur.

c) Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Project Impacts: No Impact.

Full BRT Alternative. In the easternmost portion of the proposed Chandler alignment (east of Tujunga Avenue), a study by Weber, et al. (1980) found subsidence caused either by groundwater withdrawal or the natural tectonic downwarping of the San Fernando Valley. The subsidence occurred over a very broad area and there was no reported damage to surface structures. There is no evidence that subsidence is currently occurring in the vicinity of this proposed project, and groundwater extraction is no longer a threat because groundwater withdrawal is now regulated to prevent significant changes in groundwater levels over time. Although the Full BRT Alternative will require excavation into sloped embankments underneath the Interstate Highway 405, a geotechnical engineer will approve design slopes so as to avoid creating instability. Therefore, no significant adverse impacts would occur.

Proposed Addition 1 (All Site Alternatives). Because Proposed Addition 1 would be constructed in a fully developed area in place of existing facilities, would meet the permit requirements of the City of Los Angeles, and would conform to current building regulations, Proposed Addition 1 would not significantly impact the stability of underlying soils. Moreover, Proposed Addition 1 would be constructed in the same general area as the BRT Alternative, where there is no evidence that subsidence is currently occurring. Therefore, no significant adverse impacts would occur.

Proposed Addition 2. The proposed modification of the busway asphalt would follow the alignment of the Full BRT Alternative, and would not require additional excavation or significant work on unstable geologic units or soil. Thus, Proposed Addition 2 would not additionally impact the stability of a geologic unit or soil, and no significant adverse impacts would occur.

d) Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risk to life or property?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. All on-site structures would be designed and constructed consistent with the UBC, and any expansive soils would be removed or compacted during construction. No further risks related to expansive soils would be created due to project implementation. Therefore, no significant adverse impacts would occur.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. Neither the Full BRT Alternative nor the Proposed Additions would require connection to the City of Los Angeles sewer system. No further installation of wastewater removal systems would be required for these transportation projects. Therefore, no significant adverse impacts would occur.

VII. HAZARDS AND HAZARDOUS MATERIALS

a) Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Project Impact: Less Than Significant Impact with Mitigation Measure Incorporated.

Full BRT Alternative. The Full BRT Alternative would not involve the routine transport, use, or disposal of hazardous materials; therefore, operation of the Full BRT Alternative would not present a significant impact from hazardous materials. During the construction phase of the Full BRT Alternative, however, there is the potential for encountering hazardous materials. As shown in Figure 4-54 of the FEIR, contaminated properties and hazardous or potentially hazardous waste sites are known to be present in the project areas. Adherence to federal and State regulations and to standard construction practices, as described in mitigation measure **GEO-C1** (from the FEIR), would mitigate impacts to a less-than-significant level.

Proposed Addition 1 (All Site Alternatives) and Proposed Addition 2. The Proposed Additions would not involve the routine transport, use, or disposal of hazardous materials. Although the Boeing site may be a superfund site, any contamination with hazardous materials would be remediated prior to acquisition by MTA. However, the potential for encountering hazardous materials is present during any construction project, especially within an urban area. Adherence to federal and State regulations and to standard construction practices, as described in mitigation measure **GEO-C1**, would mitigate potential impacts to a less-than-significant level.

Mitigation Measure: Federal and State regulations require that certain levels of soil or groundwater contamination be remediated prior to or during construction of the project. The application of standard construction practices would result in no significant adverse impact. Implementation of the following mitigation measure during project construction would reduce the impacts to a less-than-significant level:

> **GEO-C1:** Federal and State regulations require that certain levels of soil or groundwater contamination be remediated prior to or during construction of the project. Cleanup activities will be conducted in accordance with all applicable regulations and guidelines governing the removal and disposal of hazardous materials. The application of standard construction practices would result in no significant adverse impact from exposure to hazardous materials. These practices include:
>
> - Exploration for hazardous materials in the soil;
> - Monitoring for hazardous materials during construction;
> - Excavation, segregation, and remediation of hazardous materials;
> - Use of drip pans under heavy equipment to minimize leakage of fluids into the soil;

- Hazardous materials training for employees; and
- Storage of chemicals in compliance with local hazardous and flammable material storage regulations.

b) Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Project Impacts: Less Than Significant Impact with Mitigation Incorporated.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. Because the Full BRT Alternative and the Proposed Additions would not involve the transport or use of hazardous materials, any reasonably foreseeable upsets and accidents would not involve the release of hazardous materials. Therefore, operation of the projects would not present a significant hazard involving the release of hazardous materials. However, as discussed in section a), above, the potential for accidents releasing hazardous materials is present during any construction project. Adherence to federal and State regulations and to standard construction practices, as described in mitigation measure **GEO-C1**, above, would mitigate impacts to a less-than-significant level.

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Project Impacts: Less Than Significant Impact with Mitigation Incorporated.

Full BRT Alternative. Forty-three existing or planned schools are located within ¼ mile of the Full BRT Alternative (please reference Table 4-9 of the FEIR for a listing of the schools). As discussed in section III (Air Quality), above, the Full BRT Alternative would not produce significant long-term hazardous emissions. Also, the Full BRT Alternative is a transportation project that would not involve handling hazardous materials, substances, or waste. Consequently, operation of the Full BRT Alternative would not emit or handle hazardous materials near schools.

During the construction phase of the Full BRT Alternative, however, there is the potential for significant hazardous air emissions, as discussed in section III (Air Quality), above. Also, as discussed in section a), above, the potential for encountering hazardous materials is present during any construction project. Incorporation of mitigation measures **AQ-C1** through **AQ-C10** (from the FEIR; listed in section III, a), above) and **GEO-C1** (from the FEIR; listed in section a), above), would mitigate impacts to a less-than-significant level.

Proposed Addition 1; Site Alternative 1: Topanga Canyon Shoppingtown Plaza. Canoga Park High School is located on the north side of Vanowen Street immediately adjacent to the Topanga Canyon Site. A park-and-ride facility at Topanga Canyon Shoppingtown Plaza would be on the upper level of a parking structure previously approved for construction as a separate project, and the proposed bus routes would be on existing roads that would not directly pass the school. Therefore, no significant adverse impacts would occur.

Proposed Addition 1; Site Alternative 2: Boeing. The Boeing site, including the proposed bus routes, is not within ¼ mile of a school. Therefore, no significant adverse impacts would occur.

Proposed Addition 1; Site Alternative 3: Swapmeet. The Swapmeet site, including the proposed bus route, is not within ¼ mile of a school. Therefore, no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify the surface of certain segments of the Full BRT Alternative busway and would not present additional adverse impacts to schools during operation of the Full BRT Alternative. Although the potential for encountering hazardous materials would be present during construction, adherence to federal and State regulations and to standard construction practices, as described in mitigation measure **GEO-C1**, would mitigate impacts to a less-than-significant level.

d) Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The Full BRT Alternative and the Proposed Additions are not included on the list of hazardous materials sites pursuant to Government Code §65962.5. Therefore, no significant adverse impacts would occur.

e) For a project located within an airport land use plan, or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Project Impacts: No Impact.

Full BRT Alternative. The Full BRT Alternative is located within the airport land use plan for Van Nuys Airport and is within two miles of Burbank Airport. The Full BRT Alternative would be an at-grade busway that would not include facilities that would pose a safety hazard. Therefore, no significant adverse impacts would occur.

Proposed Addition 1 (All Site Alternatives). Because Proposed Addition 1, including the proposed bus routes, would be located at the western terminus of the Corridor, Proposed Addition 1 would not be within the Van Nuys Airport land use plan or within two miles of Burbank Airport or any other airport. Therefore, Proposed Addition 1 would not result in a safety hazard for people residing or working in the project area, and no significant adverse impacts would occur.

Proposed Addition 2. Like the Full BRT Alternative, Proposed Addition 2 would be located within the airport land use plan for Van Nuys Airport and within two miles of Burbank Airport. However, Proposed Addition 2 would only modify the surface of certain segments of the Full BRT Alternative busway, and would not result in additional safety hazards for people residing or working in the project area. Therefore, no significant adverse impacts would occur.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The proposed projects would not be in the vicinity of a known private airstrip. Therefore, no significant adverse impacts would occur.

g) Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Project Impacts: Less Than Significant Impact with Mitigation Incorporated.

Full BRT Alternative. The Full BRT Alternative exclusive busway would not block or interrupt emergency access or evacuation routes. The limited on-street segments of the Full BRT Alternative would add buses to mixed-flow traffic, which also would not disrupt emergency access or evacuation routes. As discussed in sections XV (Transportation/Traffic) and XIII (Public Services), operation of the Full BRT Alternative would not substantially increase traffic at intersections or police and fire protection services emergency response times. In fact, operation of the Full BRT Alternative could present a beneficial impact to emergency access and evacuation routes. In the event of a substantial emergency of some kind, emergency vehicles could, with permission from MTA, use the busway as an emergency access route. Nonetheless, although mitigation measures are not required for the operation of the Full BRT Alternative, **S&S-1** (from the FEIR) is proposed as an additional enhancement.

During construction of the Full BRT Alternative, detours, street closures, and increased traffic at intersections would potentially produce significant effects under CEQA on emergency response. Incorporation of mitigation measures **S&S-C1**, **CF-C1**, and **CF-C2** (from the FEIR) would reduce potential impacts to a less-than-significant level by requiring consultations and communication with emergency service providers and school officials.

Proposed Addition 1; Site Alternative 1: Topanga Canyon Shoppingtown Plaza. A park-and-ride facility at Topanga Canyon Shoppingtown Plaza would be on the upper level of a planned parking structure previously approved for construction as a separate project, and the proposed bus routes would be on existing roads in existing mixed-flow traffic. Therefore, no significant adverse impacts would occur.

Proposed Addition 1; Site Alternative 2: Boeing. A park-and-ride facility at the Boeing site would be constructed in place of an existing building, and the proposed bus routes would be on existing roads in existing mixed-flow traffic. Therefore, no significant adverse impacts would occur during operation of Proposed Addition 1 at the Boeing site. Also, during construction of the project, adherence to mitigation measures **S&S-C1**, **CF-C1**, and **CF-C2** would reduce potential construction impacts on emergency access or evacuation routes to a less-than-significant level.

Proposed Addition 1; Site Alternative 3: Swapmeet. A park-and-ride facility at the Swapmeet would be constructed in place of an existing parking lot and two existing buildings, and the proposed bus routes would be on existing roads in existing mixed-flow traffic. Therefore, no significant adverse impacts would occur during operation of Proposed Addition 1 at the Swapmeet site. Also, during construction of the facility, adherence to mitigation measures **S&S-C1**, **CF-C1**, and **CF-C2** would reduce potential construction impacts on emergency access or evacuation routes to a less-than-significant level.

Proposed Addition 2. Proposed Addition 2 would modify the surface of certain segments of the Full BRT Alternative busway. In particular, Proposed Addition 2 would eliminate the road painting/striping described for mitigation measure **S&S-1** from the FEIR. Because mitigation measures are not required for the operation of the Full BRT Alternative and **S&S-1** is proposed only as an additional enhancement, Proposed Addition 2 would not cause additional significant adverse impacts to emergency access or evacuation routes.

Mitigation Measures: Although mitigation measures are not required for the operation of the Full BRT Alternative, **S&S-1** (from the FEIR) is proposed as an additional enhancement. During the construction phase, mitigation measures **S&S-C1**, **CF-C1**, and **CF-C2** (from the FEIR) would reduce impacts to a less-than-significant level.

S&S-1:

- Bus stop platforms and surrounding areas will be designed to minimize conflicts involving buses, auto traffic, and pedestrian traffic at intersections. Lighting, landscaping, and walkways will be provided for pedestrians.

- Stations will provide lighting, cover, and an open design conducive to surveillance by security personnel. Additional station safety measures may include bike lockers, emergency telephones, public announcement (PA) systems, LAPD patrols, and bus driver/dispatch communication.

- Communication systems will include an emergency radio on the buses to ensure quick response to incidents.

- Transit police will be assigned routine patrol routes along or in proximity of the busway.

- Crossing protection devices including signs, pedestrian "Z" (or similar) gates, and road painting/striping at intersections will be provided.

S&S-C1:

- Emergency services providers and school officials will be consulted regarding the construction process to reduce the intrusiveness of the construction process and provide for continuing two-way communication throughout the construction period.

- School officials will be consulted in order to ensure maintenance of safe student walk routes and access for passenger vehicles and school buses.

- Flagmen will be provided during intersection modifications in active pedestrian communities. Crossing guards or flag men will also be provided at construction sites in proximity to schools and where school pedestrian routes cross construction areas.

- Construction scheduling and haul routes will be sequenced to minimize conflicts with pedestrians, school buses and vehicular traffic during arrivals and dismissals of the school day.

CF-C1: To reduce the potential for restricting access to community facilities and services during construction of the proposed alternatives or alignments, the MTA and the construction contractor would adhere to local and state ordinances for areas under construction, and conduct construction under an approved traffic management plan.

CF-C2: Coordination will be conducted with City of Los Angeles Fire and Police Department personnel to provide adequate advance notice of construction activities and identify, as necessary, any special arrangements that may be needed to facilitate the delivery of emergency services.

h) Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The projects would be located in an urban area not adjacent to wildlands. Therefore, no significant adverse impacts would occur.

VIII. HYDROLOGY AND WATER QUALITY

a) Would the project violate any water quality standards or waste discharge requirements?

Project Impacts: Less Than Significant Impact with Mitigation Measures Incorporated.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The Corridor is located entirely within the San Fernando Basin, which supports a large, essentially urban watershed. New impervious surfaces caused by development of the Full BRT Alternative and Proposed Additions would produce additional runoff; however, the amount of new impervious surface that would be added and the resulting additional runoff would be small compared to the amount of runoff in the watershed as a whole. The proposed park-and-ride facilities, in particular, would be constructed on developed and paved surfaces already having high runoff. Furthermore, as described in mitigation measure **WR-1** (from the FEIR), the projects would install oil-water separators in storm drains at proposed parking lots in accordance with Best Management Practices. Oil is a potential stormwater contaminant that could degrade downstream water quality and adversely affect aquatic organisms. Thus, installation of oil-water separators would actually provide a beneficial impact by improving the current quality of stormwater runoff.

During construction, the projects would potentially impact water quality by adding sediment or contaminants into runoff to the storm water and/or surface systems. This would be of special concern in the vicinity of the biologically important Sepulveda Flood Control Basin, located between Encino Avenue and Interstate 405 as shown in Figure 4-58 of the FEIR. Potential significant impacts under CEQA would exist; however, these impacts would be reduced to a less-than-significant level with the incorporation of mitigation measures **WR-C1** and **WR-C2** (from the FEIR).

Finally, operation of the projects is not anticipated to have a significant impact under CEQA on groundwater resources because (a) groundwater recharge from the surface within the San Fernando Valley is limited by layers of impermeable rock, and (b) once constructed, the busway would be separated from the water table. By the same token, spills of contaminants to the ground are unlikely to penetrate deeply enough into the soil to affect water quality. During construction, the presence of hazardous materials onsite creates the potential for the accidental release of contaminants to local bodies of perched groundwater. However, adherence to Best Management Practices in the transportation, storage, and handling of hazardous materials would ensure that their presence at the construction sites would not negatively impact groundwater quality.

Mitigation Measures: The following mitigation measures (from the FEIR) shall be implemented during project construction:

> **WR-1:** Runoff from the busway constructed for [the BRT alternative] will be managed via Best Management Practices (BMPs) and an appropriate Storm Water Pollution Prevention Plan (SWPPP) as mandated by NPDES permit requirements. Consultation among the project proponent, U.S. Army Corps of Engineers, and the Regional Water Quality Control Board will be undertaken during the Design/Build phase to establish appropriate permit conditions. A drainage system will be constructed as part of the project that will direct stormwater runoff to the local drainage system. Because the area of new paved surface for [the BRT alternative] is small compared to the area of paved

surface in the region, the increase in runoff volume associated with the project would not negatively affect the local storm drainage system. Since Best Management Practices mandate the installation of oil-water separators in storm drains at proposed parking lots, operating of the project would actually improve the quality of stormwater runoff.

WR-C1: Construction will be conducted to comply with building codes, permit conditions, and other regulatory requirements to ensure that discharge of surface water runoff from construction sites will not result in increased erosion or siltation discharge to existing drainage facilities and would mitigate impacts to surface waters.

WR-C2: In compliance with the Nation Pollutant Discharge Elimination System (NPDES) General Construction Permit, implementation of pollution control methods associated with construction activities will be required. As a component of the General Construction Permit, a Storm Water Pollution Prevention Plan (SWPPP) will specifically identify best management practices to mitigate water quality impacts on receiving waters due to surface water runoff from the project site. These practices may include the placement of sandbags around basins, construction of a berm to keep runoff from flowing into the construction site, and covering or stabilizing topsoil stockpiles. Construction industry standard stormwater best management practices can be found in the *State of California Storm Water Best Management Practices Handbook,* Construction Activity.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. Neither the Full BRT Alternative nor the Proposed Additions would substantially affect groundwater supplies in that they would not require large amounts of groundwater. Therefore, no significant adverse impacts would occur.

Mitigation Measure: The following mitigation measure (from the FEIR) may be implemented to further assure that no impact would result:

WR-2: Additional piezometers will be installed within the corridor and monitored prior to final design of the project to better monitor groundwater levels along the chosen alignment. Site-specific design accommodations to local patterns of groundwater flow may be required as a result of this monitoring, and, if so, will be incorporated into the Design/Build phase.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?

Project Impacts: No Impact.

Full BRT Alternative. The Full BRT Alternative would cross five flood control channels: Caballero Creek, the Los Angeles River, Bull Creek, and two branches of the Tujunga Wash. New bridges would

be required across some, and perhaps all, of these channels, and bridges would be designed so as not to interfere with the flow of floodwaters through the channel. Thus, the Full BRT Alternative would not substantially alter the existing drainage pattern of the project area, and no significant adverse impacts would occur.

Proposed Addition 1 (All Site Alternatives). The site alternatives and proposed bus routes would not cross over any of the five flood control channels described above; therefore, Proposed Addition 1 would not substantially alter their existing drainage patterns. Although the Topanga Canyon Shoppingtown Plaza crosses the Arroyo Calabasas, a stream that merges into the Los Angeles River, a park-and-ride facility at the Topanga Canyon Shoppingtown Plaza site would be on the upper level of a planned parking structure already approved for construction as a separate project. For this reason, a park-and-ride facility at the Topanga Canyon Shoppingtown Plaza site would not impact the drainage pattern of the Arroyo Calabasas or any other existing drainage patterns. Thus, the existing drainage patterns at any of the three site alternatives would not be substantially altered as a result of Proposed Addition 1, and no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify segments of the busway planned as part of the approved Full BRT Alternative. Accordingly, Proposed Addition 2 would present no additional impacts to drainage patterns. Therefore, no significant adverse impacts would occur.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Project Impacts: Less Than Significant Impact with Mitigation Measure Incorporated.

Full BRT Alternative. As discussed in section c), above, the Full BRT Alternative would cross five flood control channels. New bridges would be required across some, and perhaps all, of these channels, and the bridges would be designed so as not to interfere with the flow of floodwaters through the channel. The Full BRT Alternative would slightly increase impervious surfaces, which would slightly increase runoff; however, these slight increases would not substantially impact drainage patterns. Thus, operation of the Full BRT Alternative would not impact existing drainage patterns or substantially increase surface runoff. During the construction phase of the Full BRT Alternative, however, there is the potential for substantial increases in surface runoff. Incorporation of mitigation measure **WR-1** (from the FEIR; described above in section a) would ensure that discharge of surface water runoff from construction sites would not result in flooding. Thus, the Full BRT Alternative would not impact existing drainage patterns or substantially increase runoff, and no significant adverse impacts would occur.

Proposed Addition 1 (All Site Alternatives). The site alternatives and proposed bus routes would not cross over any of the five flood control channels described in section c), above; therefore, Proposed Addition 1 would not substantially alter their existing drainage patterns. Although the Topanga Canyon Shoppingtown Plaza crosses the Arroyo Calabasas, a tributary of the Los Angeles River, a park-and-ride facility at the Topanga Canyon Shoppingtown Plaza site would be on the upper level of a planned parking structure already approved for construction as a separate project and would not additionally impact the drainage pattern of the Arroyo Calabasas or any other existing drainage patterns. Furthermore, because all three site alternatives are already developed and paved, development of a park-and-ride facility would not substantially increase impervious surfaces and runoff. Similarly, the bus routes would follow existing paved roads and would not substantially increase impervious surfaces and runoff. Therefore, no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify segments of the busway planned as part of the Full BRT Alternative. Accordingly, Proposed Addition 2 would present no additional impacts to drainage patterns. Therefore, no significant adverse impacts would occur.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Project Impacts: Less Than Significant Impact with Mitigation Measures Incorporated.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The Full BRT Alternative and the Proposed Additions would be located entirely within the San Fernando Basin, which supports a large, essentially urban watershed. As discussed in section d), above, new impervious surfaces caused by development of the Full BRT Alternative and Proposed Additions would produce additional runoff. However, the amount of new impervious surface that would be added and the resulting additional runoff would be small compared to the amount of runoff in the watershed as a whole. Furthermore, mitigation measure **WR-1** (from the FEIR; described above in section a) provides for a drainage system to be constructed to direct stormwater runoff to the local drainage system, which would have sufficient capacity to handle the additional runoff.

The operation of the Full BRT Alternative and Proposed Additions would not provide substantial additional sources of polluted runoff. To the contrary, the projects would actually improve the quality of stormwater runoff. Oil is a potential stormwater contaminant that could degrade downstream water quality and adversely affect aquatic organisms, and mitigation measure **WR-1** states that the projects would install oil-water separators in storm drains in accordance with Best Management Practices.

During the construction phase, the projects would have the potential to impact water quality by possibly contaminating stormwater runoff. However, incorporation of mitigation measures **WR-C2** (from the FEIR; described above in section a) would ensure that construction of the projects would not significantly impact stormwater quality.

f) Would the project otherwise substantially degrade water quality?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The projects would have no additional impacts to water quality beyond those discussed in the preceding sections.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The proposed projects are transportation projects that do not involve relocating existing housing or constructing new housing. Furthermore, the proposed projects are not within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or flood Insurance Rate Map or other flood hazard delineation map. Thus, the proposed projects would not place housing within a 100-year flood hazard area, and no significant adverse impacts would occur.

h) Would the project place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The projects are not within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or flood Insurance Rate Map or other flood hazard delineation map. Thus, the proposed projects would not place any structures within a 100-year flood hazard area, and no significant adverse impacts would occur.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

Project Impacts: Less than Significant Impact with Mitigation Incorporated.

Full BRT Alternative. The proposed project would cross five flood control channels and new bridges would be required across some, and perhaps all, of these channels. A determination will be made in preliminary engineering regarding which bridges would require complete replacement. New bridges (if needed) for Caballero Creek, Bull Creek, and the two branches of the Tujunga Wash, would be complete spans and would not interfere with flow of floodwaters through the channels. As described in mitigation measure **WR-3** (from the FEIR), the bridge across the Los Angeles River would require five to six piers, similar to the existing condition. The final bridge design will be reviewed with the U. S. Army Corps of Engineers (USACOE) to ensure that it is compatible with hydraulic design capacity required for flow through the channel.

The Full BRT Alternative includes the area of the Sepulveda Flood Control Basin, located between Encino Avenue and Interstate 405, (shown in Figure 4-58 of the FEIR). The Sepulveda Flood Basin is used by the USACOE to manage flood levels on the Los Angeles River during major storm events. Since the maximum design flood for the Basin would have an elevation of 717 feet, only a small section of the project (the 1000 feet immediately west of the Woodley Station) would be affected by a maximum flood event, in which case the depth of floodwater in the immediate vicinity would be less than approximately 1 foot. With the incorporation of mitigation measure **WR-4** (from the FEIR), potential impacts from flooding would be less-than-significant.

Finally, the Full BRT Alternative is not within an inundation area of any levees or dams. Therefore, no impact from the failure of a levee or dam would occur.

Proposed Addition 1 (All Site Alternatives). The site alternatives and proposed bus routes would not cross over any of the five flood control channels described above. However, the Topanga Canyon Shoppingtown Plaza crosses Arroyo Calabasas, a tributary of the Los Angeles River. Because a park-and-ride facility at the Topanga Canyon Shoppingtown Plaza site would be on the upper level of a planned parking structure already approved for construction as a separate project, the park-and-ride facility would not present additional potential impacts from flooding. Therefore, no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify segments of the busway planned as part of the Full BRT Alternative. Accordingly, Proposed Addition 2 would present no additional impacts from flooding. Therefore, no significant adverse impacts would occur.

Mitigation Measures: The following mitigation measures (from the FEIR) shall be implemented:

WR-3: Construction of a bridge across the Los Angeles River (required as part of the BRT Alternative) will require the reconstruction or new construction of five to six piers within the channel. The final bridge design will be reviewed with the USACOE to ensure that it is compatible with required hydraulic capacity for flow through the channel.

WR-4: The USACOE requires that any permanent structures placed within the Sepulveda Flood Control basin be floodable. Site-specific design accommodations and drainage facilities may be required, including at the Balboa Boulevard and Woodley Avenue stations. Appropriate specifications will be incorporated into the Design/Build bid package to require coordination with the U.S. Army Corps.

j) Would the project be subject to inundation by seiche, tsunami, or mudflow?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. A seiche is an oscillation of a land-locked water body, such as a lake. Because no such bodies of water exist in the vicinity of the projects, the projects would not be subject to inundation by a seiche. A tsunami is large ocean wave associated with a seismic event. Because the project sites are outside areas that would be potentially affected by a tsunami, the projects would not be subject to inundation by a tsunami. Lastly, the projects are not within or adjacent to a hillside area subject to mudflows. Therefore, no significant adverse impacts would occur.

IX. LAND USE AND PLANNING

a) Would the project physically divide an established community?

Project Impacts: Less than Significant Impact.

Full BRT Alternative. The Full BRT Alternative is located within a transportation corridor area identified by the City of Los Angeles General Plan, and other specific plans and community plans listed in the FEIR. The residential neighborhoods and the Orthodox Jewish community along Chandler Boulevard have expressed concern that the busway could potentially divide their pedestrian communities. To address these concerns, the project along the Chandler Boulevard portion of the MTA ROW will limit project operating speeds to the posted street speed limit, use 40- to 60-foot buses operating on compressed natural gas or other clean fuels, construct no permanent sound walls in the median, provide low fences, retain existing and provide new landscaping, and provide additional pedestrian crossings. Therefore, no significant adverse impacts would occur.

Proposed Addition 1 (All Site Alternatives). The Proposed Addition, including the proposed bus routes, would be located at the western terminus of the Corridor and would not impact concerned communities along Chandler Boulevard. Furthermore, the Proposed Addition would be located in Warner Center, a predominantly commercial and industrial area. Thus, Proposed Addition 1 would not physically divide an established community, and no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would follow the approved alignment of the BRT Alternative and would be located within the identified transportation corridor. Consequently, Proposed Addition 2 would not physically divide an established community, and no significant adverse impacts would occur.

b) Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan,

specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Project Impacts: No Impact.

Full BRT Alternative. The Full BRT Alternative passes through or borders five community planning areas and two Specific Plans areas. The Corridor would conform not only to the City of Los Angeles General Plan (Transportation Element), but also to these five community plans and two specific plans in the neighborhoods it traverses. Therefore, the Full BRT Alternative would not conflict with any applicable adopted land use plan, policy, or regulation, and no significant adverse impacts would occur.

Proposed Addition 1 (All Site Alternatives). Proposed Addition 1, including the proposed bus routes, would conform to the Warner Center Specific Plan. Therefore, no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would follow the alignment of the Full BRT Alternative and would conform to the same plans as would the Full BRT Alternative. Therefore, no significant adverse impacts would occur.

c) Would the project conflict with any applicable habitat conservation plan or natural community conservation plan?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The Full BRT Alternative and the Proposed Additions, including the proposed bus routes, would be developed within an urbanized area. Because there is no habitat conservation plan or natural community plan in effect in the project areas, no conflict with such a plan would develop. Therefore, no significant adverse impacts would occur.

X. MINERAL RESOURCES

a) Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. Both the Full BRT Alternative and the Proposed Additions, including proposed bus routes, would be developed in an urbanized area not identified by the Conservation Plan of the City General Plan as having known mineral resources. Therefore, no significant adverse impacts would occur.

b) Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. Both the Full BRT Alternative and the Proposed Additions, including proposed bus routes, would be developed in an urbanized area not identified by the Conservation Plan of the City General Plan as having locally important mineral resources. Therefore, no significant adverse impacts would occur.

XI. NOISE

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The Los Angeles Municipal Code (LAMC) Chapter XI (Noise Regulation) establishes the noise standards for various noise sources generated on private property affecting neighboring properties. Parking lot noise sources are not specifically regulated by the LAMC. Article 6 (General Noise) is a "nuisance ordinance," in that it does not contain any specific noise restrictions for specific activities. In general, this type of ordinance is difficult to enforce because it does not define specific noise levels that are considered nuisances. However, the LAMC does set specific restrictions for specific activities. Three of these LAMC sections relate to the projects:

- *§112.02* regulates air conditioning, refrigeration, heating, pumping, and filtering equipment. Such equipment may not cause the noise level on any adjacent occupied property to exceed the ambient noise level by more than 5 dB.

- *§114.03* regulates loading and unloading of vehicles at loading docks. This section makes it illegal for a person to "load or unload any vehicle, or operate any dollies, carts, forklifts, or other wheeled equipment which causes any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building" between the hours of 7:00 a.m. and 10:00 p.m.

- *§41.40* regulates construction noise. §41.40(a) restricts any construction activity that generates "substantial" noise levels between 7:00 a.m. and 9:00 p.m. §41.40(c), for all construction within 500 feet of residences, restricts construction on Saturdays and national holidays to between 8:00 a.m. and 6:00 p.m., and prohibits construction on Sundays.

Please also see section d), below, for further discussion of the LAMC and its applicability in regulating noise levels. Therefore, no impact would occur.

b) Would the project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Impacts are divided into short-term construction impacts and long-term operational impacts.

Short-Term (Construction) Impacts: Less than Significant with Mitigation Incorporated.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. It is expected that groundborne vibration from construction activities would cause only intermittent, localized intrusion along the Corridor and/or on project sites. The construction activities most likely to cause vibration impacts are:

- **Heavy construction equipment**. Although all heavy, mobile construction equipment have the potential to cause at least some perceptible vibration when operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected

that heavy equipment such as bulldozers, front-end loaders, or cranes would operate close enough to any sensitive receptor to cause vibration impact.

- **Jackhammers and vibratory compaction equipment.** This type of equipment would be used for relatively short periods of time during demolition, preparation of the subgrade, and restoration of the final site. If residents complain about intrusive vibration, the contractor would be required to modify the procedure or arrange to complete the task in a manner that would cause the minimum amount of hardship for the affected sensitive receptors.
- **Impact pile driving.** If possible, impact pile driving would be avoided at distances less than 250 feet from any sensitive receptor. If no other approach is acceptable, the contractor would be required to monitor vibration levels at the sensitive receptor and modify the procedures if the vibration exceeds a threshold of 0.04 in/sec (peak particle velocity).
- **Trucks.** Trucks hauling excavated material from construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes would most likely eliminate the problem.

Incorporation of mitigation measure **N&V-C3** (from the FEIR) would lessen potential impacts to a less-than-significant level.

Mitigation Measure. The following mitigation measure (from the FEIR) is proposed to reduce groundborne vibration impacts associated with construction activities:

> **N&V-C3**: Impacts from construction vibration will be controlled by: (1) including specific vibration limits in contract documents, (2) limiting where and when high vibration activities such as pile driving can take place, and (3) requiring vibration monitoring for any construction process that could cause intrusive or damaging vibration.

Long-Term (Operational) Impacts: Less than Significant Impact.

Full BRT Alternative and Proposed Addition 2. The proposed projects are limited to rubber-tire bus operations. Rubber-tire vehicles rarely create groundborne vibration problems unless they are operating extremely close to vibration-sensitive buildings and there is a discontinuity, pothole, or bump in the roadway. Because the Full BRT Alternative buses would operate on smooth road surfaces, no significant vibration impact would occur. Therefore, no significant adverse impact would occur.

Proposed Addition 1 (All Site Alternatives). When completed, the proposed park-and-ride facility would have background vibration levels typical of any other parking facility and would not expose persons to or generate excessive groundborne vibration or groundborne noise levels. Therefore, no significant adverse impacts would occur.

c) Would the project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Project Impacts: Less than Significant with Mitigation Incorporated.

Full BRT Alternative. Noise associated with the Full BRT Alternative from the (long-term) operation of the busway is projected to impact 498 residential structures, primarily single-family residences. Residential structures are considered noise-sensitive receptors. Many of these impacts are severe, and so are considered significant.

Approximately half of the impacts occur in the West Valley, with most of these homes along the north side of the Topham/Oxnard Street segment of the alignment, between Winnetka Avenue and White Oak Avenue, where existing noise levels are the lowest. In the East Valley, more than half of the impacts occur at homes located along the relatively quiet diagonal section of the alignment between Oxnard Street and Chandler Boulevard. No impacts are projected in areas where busy roads separate the homes from the Full BRT Alternative alignment, such as the south side of Topham and Oxnard Streets between Winnetka Avenue and White Oak Avenue, and the north side of Victory Boulevard between Balboa Boulevard and the San Diego Freeway. The Chandler Boulevard segment (from Ethel Avenue to Lankershim Boulevard) would experience moderate impacts at 11 single-family residences and 29 multi-family residential buildings.

The results of the mitigation analysis for the Full BRT Alternative in the FEIR indicate that to eliminate essentially all significant long-term impacts of the Full BRT Alternative, a 3-dBA reduction in vehicle noise (new buses) together with the construction of 28,400 lineal feet (5.4 miles) of 12-foot-high sound wall (measured from the surface of the busway to the top of the sound wall and may include sections of 8-foot high sound wall build on top of 4-foot high earth berm) would be required. In addition, 1,070 lineal feet (0.02 mile) of 8-foot-high sound wall is proposed for construction along the north side of the Sepulveda Boulevard park-and-ride lot, adjacent to Erwin Street. If it is determined that additional vehicle noise control is feasible, the amount of required sound wall could be reduced. Without noise control on the Full BRT Alternative buses, an estimated 65 receptors could experience residual impacts. With sound insulation, no receptors would experience residual impacts over the long-term. Therefore, long-term impacts would be reduced to a less-than-significant level with the incorporation of mitigation measures.

Mitigation Measures: The following mitigation measures (from FEIR) are recommended to eliminate potential long-term noise impacts:

> **N&V-1:** *Quieter Vehicles*: Whenever practical, noise control at the source is the most desirable approach. In bus procurements intended for use in the corridor, noise limits will be included in the vehicle specifications that would require the bus supplier to minimize vehicle noise emissions. The present noise assessment was based on measurements of existing MTA Metro Rapid CNG buses, which were found to generate about 3 dBA more sound energy than the national average for buses. Thus, it is reasonable to specify noise limits that are at least 3 dBA lower than the existing buses; greater reductions will likely be feasible in the future when new technology buses become available. Although such limits will likely add to the vehicle cost, this approach would provide system wide noise benefit.
>
> **N&V-2:** *Sound Barriers*: In many cases, noise impacts can be reduced or eliminated by blocking the sound path between the source and receiver by using sound walls and/or berms located along the sides of the alignment. Such barriers are most effective when located close to either the source (bus) or the noise-sensitive receptor. To be effective, sound barriers must also break the direct line of sight from the source to the receiver, have a minimum surface density of 4 pounds per square foot, and have no holes, drainage gaps or access openings that act as "sound leaks." Barriers can be walls composed of masonry blocks, pre-cast concrete, wood, or metal, depending on aesthetic and cost factors. Where space permits, a barrier may also consist of a wall on top of an earth berm to reduce the amount of wall required. However, due to the height of some of the major bus noise sources (e.g. the exhaust and air-conditioning), the total sound barrier height will need to be on the order of 12 feet to provide a substantial noise reduction (in the range of 5 to 10 dBA). The actual noise reduction will depend on the specific site geometry. The locations of sound barrier walls to be constructed as part of the project are

listed on Table 4-51 and Table 4-52 and are shown on the engineering drawings. It should be noted that multiple reflections of sound (reverberations) between sound walls on either side of the alignment have the potential to degrade the performance of both barriers substantially (by about 3 to 7 decibels). This effect may be mitigated in several ways, including use of sound-absorptive materials for the barriers or using berm/wall combinations. This issue should be addressed during final design for all areas where sound walls are proposed for both sides of the alignment. In addition, the proposed designs of all sound walls should be reviewed by a qualified acoustician during final design to ensure that they provide the intended benefit.

The following measure (from the FEIR) shall be implemented if the first two mitigation measures do not reduce noise impacts to below the level of significance:

N&V-3: *Sound Insulation*: Although noise control at the receiver is typically the least desirable approach, improving the exterior-to-interior sound insulation of buildings is an option that may be applied in areas where other alternatives for noise mitigation are either impractical or not cost effective. This usually requires replacing or improving windows, weather stripping doors, and installing central air-conditioning systems. Central air-conditioning is needed because opening windows or using wall units for ventilation compromises the sound insulation improvements. Sound insulation improvements will be provided for all severe impacts remaining after sound walls are constructed, without regard for the income of the occupants.

Project Impacts: Less than Significant Impact.

Proposed Addition 1; Site Alternative 1: Topanga Canyon Shoppingtown Plaza. A park-and-ride facility at Topanga Canyon Shoppingtown Plaza would be developed on the upper level of a planned parking structure approved for construction as a separate project. The parking structure would be more than 500 feet south of the Canoga Park High School. The *Warner Center Specific Plan* environmental documentation determined that the building operational noise could exceed the threshold of significance. It was determined that implementation of the appropriate mitigation measures would reduce noise impacts to less-than-significant (*Warner Center Specific Plan* Draft Supplemental EIR, February 1999, Section 2.B, Noise). The park-and-ride easement would be part of an existing parking structure and would have no significant long-term impact. An estimate of the traffic noise levels, with and without the park-and-ride facility (using LEQV2 model), indicates a change of less than 1 dBA on Vanowen Street south of the Canoga Park High School. The high school is the nearest sensitive receptor to the project site. Therefore, no significant adverse impacts would occur.

Proposed Addition 1; Site Alternative 2: Boeing. At the Boeing site, a new parking facility would be constructed in place of the existing corrugated metal building. The additional operational noise is anticipated to be less-than-significant. Therefore, no significant adverse impacts would occur.

Proposed Addition 1; Site Alternative 3: Swapmeet. At the Swapmeet site, an at-grade parking lot would be constructed in place of the existing parking lot and two buildings. Thus, development of Proposed Addition 1 at the Swapmeet site would not involve significant additional noise sources. Therefore, no significant adverse impacts would occur.

Project Impact: Beneficial.

Proposed Addition 2. Proposed Addition 2 would modify the surface material of certain portions of the Full BRT Alternative busway. This addition would involve using rubberized asphalt on part of the non-

City portions of the busway. Rubberized asphalt acts as a sound absorbing wearing course for the busway. Substituting the currently planned Portland cement concrete paving with rubberized asphalt at locations where City streets cross the busway may be beneficial as proposed as a possible alternative for noise reduction. The resultant expected roadway noise reduction would be up to 5 dBA along the entire busway. Thus, Proposed Addition 2 would have beneficial noise impacts.

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Project Impacts: Less Than Significant with Mitigation Incorporated.

Full BRT Alternative. Impact from construction noise usually requires that the noise be substantially higher than existing ambient noise levels and the impact criteria for construction noise is almost always substantially higher than the impact criteria for permanent noise sources. For example, the construction noise impact criteria for residential areas included in the FTA Manual are an 8-hour Leq of 80 dBA during daytime hours and 70 dBA during nighttime hours. The equivalent limits for operational noise would be at least 10 dBA lower. The higher limits are considered appropriate for construction activities because: (1) the noise impact is not permanent (although it can go on for an extended period of time for a large project), and (2) projections of construction noise tend to be for the worst case, averaged over the duration of construction, and noise exposure is typically about 5 dBA lower than the projections.

The following noise impact limits, based on the requirements of the City of Los Angeles Municipal Code, were used to develop estimates of the degree of impact from construction noise:

- Daytime (7 a.m. to 10 p.m.): The higher of Leq 70 dBA and existing Leq + 5 dBA
- Nighttime (10 p.m. to 7 a.m.): Existing Leq + 5 dBA

The analysis and estimates of construction-related noise emissions for Full BRT Alternative are reported in the FEIR. The results of the analysis show that without mitigation, there could be substantial impacts from construction noise throughout the Corridor. This is particularly true whenever a construction site would be located within about 500 feet of residences, schools, or places of worship and for any construction that would need to be performed during nighttime hours. With implementation of mitigation measures, the impact would be reduced to less-than-significant.

Proposed Addition 1 (All Site Alternatives) and Proposed Addition 2. Although construction noise from the Proposed Additions would be a potentially significant short-term impact, limiting project construction hours in accordance with pertinent city noise ordinances, and implementing the mitigation measures described below would reduce construction noise impacts to a less-than-significant level.

Mitigation Measures. The following mitigation measures (from the FEIR) shall be implemented during construction:

> **N&V-C1**: Two of the primary steps in controlling the noise impacts from construction are: (1) requirements for specific noise mitigation measures, such as sound walls around construction sites, in the contract documents; and (2) residential property line noise limits in the construction specifications that the contractor cannot exceed. One or more of the following approaches shall be used as necessary to ensure that construction is performed in compliance with property line noise limits:

- Performing noise monitoring (by MTA or its contractors). Regular noise monitoring should be done in areas where it is expected that the contractor will have trouble meeting the property line noise limits. The contractor can perform this type of monitoring, although communities may put more credence in monitoring performed by, or under the direction of, the MTA. The monitoring can be weekly spot checks supplemented with monitoring to respond to complaints. Continuous monitoring using automated, unattended monitors is sometimes justified in particularly sensitive areas.

- Requiring contractors to prepare noise control plans. The goal of the noise control plan is to ensure that contractors consider community noise when designing construction sites, selecting construction procedures and equipment, and determining work schedules.

- Limiting the noise construction activities, particularly during nighttime hours. Example restrictions are requiring predrilled piles, limiting pile-driving to mid-day hours, limiting the use of jackhammers and other pneumatic and impact devices, and restricting construction in residential areas to daytime hours.

- Requiring contractors to have temporary barriers or sound blankets readily available stockpiled that can be used at the Resident Engineer's discretion to immediately address any noise complaints or noise limit violations. An effective temporary barrier can be constructed of plywood at least one inch thick, appropriately placed and extending to a height sufficient to break the lines of sight between the noise source and receptor.

N&V-C2: General procedures that the contractor will be required to employ to minimize noise impacts are:

- Perform all construction in a manner to minimize noise. The contractor will be required to select construction processes and techniques that create the lowest practicable noise levels. Examples are using predrilled piles in place of pile-driving, mixing concrete off-site instead of on-site, and using hydraulic tools instead of pneumatic tools.

- Use equipment with effective mufflers. Diesel engines are often the major source of noise on construction sites. All noise-generating construction equipment shall be equipped with the most effective commercially available noise control devices, i.e., mufflers lagging, or motor enclosures.

- Minimize the use of backup alarms. Because of the particularly intrusive nature of backup alarms they are often the primary source of complaints about construction noise, even though they are not the loudest noise. Approaches that will be used, as appropriate, to reduce annoyance caused by backup alarms are: lay out construction sites to minimize the need for backup alarms (if permitted by safety regulatory agencies); use strobe lights in place of backup alarms at night (subject to OSHA approval); use flagmen to keep the area behind maneuvering vehicles clear; and use self-adjusting, ambient-controlled backup alarms. Ambient-controlled backup alarms adjust the alarm loudness up and down, depending on ambient noise. The safety

implications of any procedure for reducing backup alarm noise must be carefully reviewed before the procedure is implemented.

- Select haul routes and schedules that minimize intrusion to residential areas.

- Lay out construction sites such that the noisiest activities are as separate as possible from noise-sensitive receptors. Sometimes it is even possible to gain acoustical benefits by locating temporary construction offices or other barriers between construction activities and residential areas. There are even examples of locating material storage piles so they act as sound barriers.

In addition to the above mitigation measures from the FEIR, the following additional new mitigation measures shall be implemented during project construction:

ModIS-N-C1: During construction phases, the contractor shall ensure that all construction is performed in accordance with the applicable City Noise Ordinance.

ModIS-N-C2: All construction equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

ModIS-N-C3: Effective temporary noise barriers shall be used and relocated, as needed, to block line-of-sight (sound) between the construction equipment and the noise-sensitive receptors.

ModIS-N-C4: During construction activities, a sign shall be posted at the site with a contact phone number. If the contractor or construction manager receives complaints about the construction noise from an adjacent sensitive receptor (e.g. school, residence) and the noise levels are exceeding 75 dBA at the site property line (as monitored by MTA or its subcontractor) for periods longer than 30 minutes and it is determined that this noise level would continue to occur over at least three consecutive days, the MTA or its subcontractor shall install noise curtains along the construction perimeter adjoining residential land uses or implement other appropriate mitigation.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

Project Impacts: No Impact.

Full BRT Alternative. The Full BRT Alternative would be located within the airport land use plan for Van Nuys Airport and is within two miles of the Burbank-Glendale-Pasadena Airport. However, because the project is a bus transit corridor, the proposed project would not impact or be impacted by operations of the airport. Therefore, no significant adverse impacts would occur.

Proposed Addition 1 (All Site Alternatives). There is no public or public use airport within two miles of the proposed project sites. Therefore, no significant adverse impacts would occur.

Proposed Addition 2. Like the Full BRT Alternative, Proposed Addition 2 would be located within the airport land use plan for Van Nuys Airport and within two miles of the Burbank-Glendale-Pasadena Airport. However, Proposed Addition 2 would modify the surface of the proposed bus transit corridor,

and would not impact or be impacted by operations of the airport. Therefore, no significant adverse impacts would occur.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Project Impact: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. There are no private airstrips in the vicinity of the project areas. Therefore, no significant adverse impacts would occur.

XII. POPULATION AND HOUSING

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Project Impacts: No Impact.

Full BRT Alternative. The Full BRT Alternative is expected to serve the projected population increase of 27% (between the years 2000 and 2020) in the area within ½ mile of the Corridor. Though the Full BRT Alternative may tend to focus some of the projected growth to those areas in the immediate vicinity of certain bus stations, the Full BRT Alternative is not expected to cause any substantial additional population growth in the area. Therefore, no significant adverse impacts would occur.

Proposed Addition 1 (All Site Alternatives). Though the proposed park-and-ride facility could theoretically focus some of the projected growth in the Corridor to those residential areas in the vicinity of Warner Center, the park-and-ride facility is not expected to cause any substantial additional population growth. The proposed bus routes also would not generate any impact on population growth because the routes are on existing roads. Therefore, no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify the surface material of certain segments of the planned busway and would have no impact on population growth. Therefore, no significant adverse impacts would occur.

b) Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

Project Impacts: No Impact.

Full BRT Alternative. The Full BRT Alternative would require the termination of 11 residential back yard leases located in the MTA ROW between Woodman and Laurel Canyon Avenues. The residential back yard leases do not contain any residential structures; therefore, the termination of these leases would not involve the displacement of any residences. Therefore, no significant adverse impacts would occur.

Proposed Addition 1 (All Site Alternatives). The proposed park-and-ride facility would be developed on existing commercial sites, and the proposed bus routes would be on existing roads. Therefore, Proposed Addition 1 would not involve the displacement of existing housing, and no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify the surface material of certain segments of the planned busway and would not displace existing housing. Therefore, no significant adverse impacts would occur.

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

Project Impacts: No Impact.

Full BRT Alternative. The Full BRT Alternative would require the termination of 11 residential back yard leases; however, the lease areas do not contain any residential structures. Therefore, the termination of these leases would not require the displacement of substantial numbers of people, and no significant adverse impacts would occur.

Proposed Addition 1 (All Site Alternatives). The proposed park-and-ride facility would be developed on existing commercial sites, and the proposed bus routes would be on existing roads. Therefore, Proposed Addition 1 would not involve the displacement of any people, and no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify the surface material of certain segments of the planned busway and would not displace any people. Therefore, no significant adverse impacts would occur.

XIII. PUBLIC SERVICES

Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

a) Fire protection?

Project Impacts: No Impact.

Full BRT Alternative. The Full BRT Alternative would utilize existing safety procedures implemented by MTA, including the Community Emergency Response Training Program (CERT). In collaboration with the Los Angeles County Fire Department (LAFD), the CERT Program trains employees in earthquake awareness, disaster medical procedures, and rescue operations, and the CERT Program lessens the need for additional fire protection staff or equipment.

Moreover, the Full BRT Alternative would not significantly alter fire protection emergency response time. To begin with, fire protection emergency response time depends in part on the distance from fire stations to the areas served, and the fire stations identified in the vicinity of the Full BRT Alternative meet the minimum distance criteria specified by the LAFD (reference Figure 4-27(a) of the FEIR). Secondly, traffic congestion at intersections may also affect emergency response times. Following parameters set by the LAFD, traffic analyses of the Full BRT Alternative found that 17 of 53 intersections studied could limit fire protection services in 2020, as compared with 13 of 53 intersections if the project is not developed. Thus, traffic congestion at intersections is projected to occur with or without the project. Thirdly, potential access disruptions could also affect emergency response times. Although two fire stations are located adjacent to portions of the Full BRT Alternative, only incidental disruption to station access would be likely to occur in the rare event that buses were passing the station at the same time as an emergency call. Station platforms and park-and-ride lots would be developed to avoid conflicts between passenger vehicles and emergency vehicles. Buses would be subject to the same signalized intersections

as is regular traffic. Consequently, the ability of emergency service vehicles to cross the Corridor would not be substantially different than at present.

Given that the Full BRT Alternative would not require new fire protection services and would not significantly alter fire protection emergency response time. Therefore, no significant adverse impacts would occur.

Proposed Addition 1 (All Site Alternatives). Because Proposed Addition 1 involves development of an approximately 1,000-space park-and-ride facility and travel along existing roads, current and planned, fire protection staff and equipment are expected to be adequate to support the proposed addition. Also, Proposed Addition 1 would not significantly alter fire protection emergency response time. Fire stations are within the minimum distance (as specified by the LAFD) to the three proposed park-and-ride site alternatives. The proposed park-and-ride facility would be developed to avoid conflicts between passenger vehicles and emergency vehicles, thereby minimizing potential disruptions to emergency vehicle access. Finally, because buses traveling along the proposed bus routes would drive on existing roads and obey existing traffic signals, emergency service vehicles would have the same ability to cross the roads as at present. In conclusion, Proposed Addition 1 would not require new fire protection services and would not significantly alter fire protection emergency response time. Therefore, no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify the surface material of certain segments of the planned busway and would not affect fire protection services. Therefore, no significant adverse impacts would occur.

Mitigation Measures. Although mitigation measures are not required, the following (from the FEIR) are proposed as enhancements that would further improve MTA safety and security:

S&S-1:

- Bus stop platforms and surrounding areas will be designed to minimize conflicts involving buses, auto traffic, and pedestrian traffic at intersections. Lighting, landscaping, and walkways will be provided for pedestrians.

- Stations will provide lighting, cover, and an open design conducive to surveillance by security personnel. Additional station safety measures may include bike lockers, emergency telephones, public announcement (PA) systems, LAPD patrols, and bus driver/dispatch communication.

- Communication systems will include an emergency radio on the buses to ensure quick response to incidents.

- Transit police will be assigned routine patrol routes along or in proximity of the busway.

- Crossing protection devices including signs, pedestrian "Z" (or similar) gates, and road painting/striping at intersections will be provided.

- Implementation of Los Angeles Department of Transportation (LADOT) standards for bicycle and pedestrian safety will be implemented.

b) Police protection?

Project Impacts: No Impact.

Full BRT Alternative. Both the Los Angeles Police Department (LAPD) and MTA transit police would provide police protection services. An evaluation of the impact of the Full BRT Alternative addresses three issues: accident prevention, crime prevention, and emergency response.

To begin with, the Full BRT Alternative would incorporate integrated safety features for drivers, bicyclists, and pedestrians, thereby minimizing the potential for accidents. Also, the Full BRT Alternative would generally place buses within a dedicated corridor, separated from mixed-flow traffic except at intersections, thereby reducing the potential for conflict between normal street traffic and bus operations.

Secondly, the Full BRT Alternative is not anticipated to increase the number of crimes occurring on MTA property. Although crimes on MTA buses are a small fraction of the crimes occurring in the surrounding communities, reductions in crime statistics may be possible as a result of additional safety and surveillance measures that would be implemented as part of station design. As described in mitigation measure **S&S-1** (from the FEIR; provided above in section a) these measures include lighting, fencing, and walls around adjacent residential areas; emergency telephones at each platform; bike lockers; fencing, and lighting at stations and parking lots.

Thirdly, the Full BRT Alternative would not significantly alter police protection emergency response time. Traffic analyses of the Full BRT Alternative found that traffic congestion at intersections is projected to occur with or without the project. Because no police stations are located adjacent to the Corridor, the Full BRT Alternative would not directly affect emergency access. Station platforms and park-and-ride lots would be developed to avoid conflicts between passenger vehicles and emergency vehicles, and buses would be subject to the same signalized intersections as is regular traffic. Thus, the ability of emergency service vehicles to cross the Corridor would not be substantially different than at present.

Given that the Full BRT Alternative would not require new or altered police protection services, no significant adverse impacts would occur.

Proposed Addition 1 (All Site Alternatives). An evaluation of the impact of Proposed Addition 1, including proposed bus routes, also addresses accident prevention, crime prevention, and emergency response. Because Proposed Addition 1 would place buses on existing roads in mixed-flow traffic, the proposed addition would slightly increase the potential for conflict between normal street traffic and bus operations. However, Proposed Addition 1 would incorporate the same integrated safety features planned for the Full BRT Alternative, thereby minimizing the potential for accidents. Secondly, Proposed Addition 1 would not adversely impact crime prevention in that the proposed addition would follow the same safety and surveillance measures planned for the Full BRT Alternative. Thirdly, Proposed Addition 1 would not significantly alter police protection emergency response time. The proposed park-and-ride facility would be designed to avoid conflicts between passenger vehicles and emergency vehicles, thereby minimizing potential disruptions to emergency vehicle access. Also, because buses traveling along the proposed bus routes would drive on existing roads and obey existing traffic signals, emergency service vehicles would have the same ability to cross the roads as at present. Thus, Proposed Addition 1 would not require new or altered police protection services and would not adversely impact police protection. No significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify the surface material of certain segments of the planned busway and would not additionally affect police protection services. Therefore, no significant adverse impacts would occur.

c) Schools?

Project Impacts: Less Than Significant Impact with Mitigation Incorporated.

Full BRT Alternative. Please refer to Table 4-9 of the FEIR for a list of schools, public and private, located within ¼ mile of the Full BRT Alternative. The Full BRT Alternative would not result in increased student enrollment in the vicinity of the project since it would not cause increased residential population. Thus, the Full BRT Alternative would not result in a need for new schools or expanded school capacities. However, due to the proximity of individual schools to the Corridor, there may be some temporary disruptive impacts during the construction phase. Incorporation of mitigation measures **CF-C3**, **CF-C4**, and **CF-C6** (from the FEIR) would ensure that potential impacts would be less-than-significant. Note also that the Full BRT Alternative would result in an increase in the number of buses in service and would improve transit access to schools, thereby providing a beneficial impact to schools.

Proposed Addition 1 (All Site Alternatives). Because development of a park-and-ride facility would not increase residential population, Proposed Addition 1 would not increase student enrollment and would not result in a need for new schools or expanded school capacities. Note that the Topanga Canyon Shoppingtown Plaza site is located adjacent to Canoga Park High School. Because a park-and-ride facility at the Topanga Canyon Shoppingtown Plaza site would be on the upper level of a planned parking structure approved for construction as a separate project, development of Proposed Addition 1 at the Topanga Canyon Shoppingtown Plaza site would not additionally impact Canoga Park High School. The other two site alternatives are not located adjacent to schools. Also, none of the proposed bus routes would front any schools. Therefore, no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify the surface material of certain segments of the planned Full BRT Alternative busway and would not additionally affect schools. Therefore, no significant adverse impacts would occur.

Mitigation Measures: To minimize impacts on schools and students, the following mitigation measures (from the FEIR) shall be implemented during project construction:

> **CF-C3:** Emergency services providers and school officials will be consulted regarding the construction process to reduce the intrusiveness of the construction process and provide for continuing two-way communication throughout the construction period.
>
> **CF-C4:** School officials will be consulted in order to ensure maintenance of safe student walking routes and access for passenger vehicles and school buses;
>
> **CF-C5:** Flaggers will be provided during intersection modifications in active pedestrian communities.
>
> **CF-C6:** Construction scheduling and haul routes will be sequenced to minimize conflicts with pedestrians, school buses, and other vehicles during arrivals at and departures from schools.

d) Parks?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The Full BRT Alternative and the Proposed Additions are not anticipated to increase residential population; thus they would not result in a need for new or expanded parks or recreational facilities. Also the projects would not acquire, involve direct use of, temporarily occupy, or block access to any parks or recreational facilities. Therefore, no significant adverse impacts would occur.

e) Other public facilities?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. Other public facilities include libraries, religious institutions, and health care facilities.

Libraries. The projects are not anticipated to increase residential population; thus, they would not result in a need for new libraries or expanded library capacities. Although eight libraries are located (or have service areas) within ¼ mile of the Full BRT Alternative, none of the libraries are located immediately adjacent to the Full BRT Alternative or the Proposed Additions. Therefore, no significant adverse impacts would occur.

Religious Institutions. Ten religious institutions are located adjacent to the Full BRT Alternative and Proposed Addition 2. (No religious institutions are located immediately adjacent to Proposed Addition 1, including the proposed bus routes.) Community members who attend these facilities include persons of Orthodox Jewish faith, who require pedestrian access to their religious institutions. The proposed projects are designed to provide accessibility to the religious institutions and to maintain walking time to and from these institutions. Therefore, no significant adverse impacts would occur.

Health Care Facilities. The Full BRT Alternative and the Proposed Additions, including the proposed bus routes, would not interfere with access to health care facilities in the vicinity of the projects. Conversely, the projects would benefit the facilities by offering patients, staff members, volunteers, and visitor's access to a convenient transportation line. Convalescent hospitals would particularly profit from the nearby transit facilities since a large number of the persons served by these hospitals may not be capable of driving. Given that there are no hospitals located within ¼ mile of the Full BRT Alternative or the Proposed Additions no significant impact on vehicle access to the hospitals would be expected. Therefore, no significant adverse impacts would occur.

XIV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The Full BRT Alternative and the Proposed Additions are not anticipated to increase residential population or involve use of any parks. Accordingly, the projects would not increase the use of existing parks such that

substantial physical deterioration of the facilities would occur. Therefore, no significant adverse impacts would occur.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The Full BRT Alternative and the Proposed Additions, including proposed bus routes, would not acquire any parks or recreational facilities or involve use of any parks or recreational facilities. There would be no temporary occupancy or construction activities at public parks and recreation areas that would result in a temporary use of those resources. Therefore, no significant adverse impacts would occur.

XV. TRANSPORTATION / TRAFFIC

a) Would the project cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Impact Thresholds. Traffic flow can be characterized by levels of service (LOS), which are assigned letter grades ranging from "A" to "F." Generally, LOS A through D represent acceptable operations, and LOS E and F represent unacceptable operations. In consultation with the City of Los Angeles Department of Transportation (LADOT), MTA adopted thresholds at which a traffic impact is adverse as follows: "An intersection is considered to be adversely affected if project traffic is projected to cause a deterioration in level of service to E and/or worse, or results in an increase in the average vehicle delay of 5.0 seconds or more at an intersection projected to operate at LOS E or worse under No Build conditions."

Project Impacts: Less Than Significant Impact with Mitigations Incorporated.

Full BRT Alternative. Intersection capacity analyses were performed for the fifty-three critical intersections within the Corridor. The selection of intersections was made based on proximity to the Full BRT Alternative alignment, potential travel pattern orientation, access routes, and expected level of auto access activity at each station. The analysis had determined that the implementation of the Full BRT Alternative would affect local traffic conditions in the San Fernando Valley community in several ways.

First, it is anticipated that operations of the Full BRT Alternative would divert trips from automobile to transit, thereby reducing traffic volume along freeways and regional arterials within the Corridor. However, localized increases in traffic could be anticipated near the station areas, especially those with park-and-ride or bus loading/unloading facilities and those expected to be major points for access by kiss-and-ride patrons (those dropped off by another driver). These increases in traffic volumes could delay traffic flow at critical intersections within the Corridor.

Localized increases in traffic could also occur along the Corridor due to cross-traffic conflicts with the at-grade operation of the buses. Implementation of the transit priority system, which gives buses signal priority so as to keep buses from being delayed in general traffic and to maintain bus schedules, could cause delays to motorists using streets that cross the Corridor. Furthermore, transit vehicles would conflict with mixed-flow traffic at certain sections of the Full BRT Alternative, such as along Oxnard and Erwin streets in the vicinity of the Warner Center Transit Hub.

In summary, 36 of the 53 study intersections would improve in operating conditions; 17 intersections would worsen in operating conditions, but would not experience an adverse effect; and eight intersections would experience an adverse impact. These potential impacts would be mitigated to a less-than-significant level with the incorporation of the measures (from Section 3-3.3 of the FEIR) presented below.

Mitigation Measures for the Full BRT Alternative: The following mitigation measures (from Section 3-3.3 of the FEIR) shall be implemented to reduce the impacts of the Full BRT Alternative to a less-than-significant level:

The following modifications to signal timing and phasing plans will be considered in order to give priority to the Full BRT Alternative buses while minimizing impacts on arterial street traffic:

- Evaluation of impacts on cross traffic when considering signal preferential/priority treatment for BRT buses (utilizing bus detection system to lengthen a signal phase to allow arriving bus to proceed through the intersection unimpeded).

- Coordination of signal phasing and timing to coincide with arriving buses and stops at adjacent station platforms (e.g., red phase occurs during the time needed for passenger boarding and fare collection).

- Transit priority treatment similar to that on Ventura Boulevard for Metro Rapid Bus.

The following conceptual physical intersection improvements would mitigate residual significant traffic impacts:

At De Soto Avenue and Victory Boulevard:
- Add a second left-turn lane on the eastbound approach of Victory Boulevard; will require widening into MTA ROW.

At Winnetka Avenue and Victory Boulevard:
- Add a northbound protected left turn lane and phase it to the traffic signal.

At Tampa Avenue and Topham Street:
- Provide protected left-turn lane and phasing on Topham Street.

At Laurel Canyon Boulevard and Chandler Boulevard:
- Add protected left-turn lanes in all directions to traffic signal and widen into the MTA ROW.

At Lankershim Boulevard and Burbank Boulevard:
- Add left-turn lanes in each direction; will require widening within existing City right-of-way.

Traffic signals at Haskell Street and Victory Boulevard, Sepulveda Boulevard and Victory Boulevard, Sepulveda Boulevard and Oxnard Street, and Woodman Avenue and Oxnard Street:
- Retime the traffic signals.

Proposed Addition 1; Site Alternative 1: Topanga Canyon Shoppingtown Plaza. Proposed Addition 1 would potentially impact traffic at the park-and-ride facility access points and adjacent intersections. A

traffic study completed as part of this Addendum and Modified IS (and included in **Appendix A**) compares existing traffic conditions with those projected to occur at build-out of the proposed park-and-ride facility (assumed to be the year 2005) and in the future (year 2020). The study also estimated traffic conditions in the years 2005 and 2020 assuming the park-and-ride facility is not developed. LADOT staff identified the specific intersections to be analyzed in the study. The study intersections for Site Alternative 1 are shown in **Figure 4-1** (Study Intersections, Topanga Canyon Plaza Site). **Table 4-2** (Intersection Analyses Summary, Topanga Canyon Plaza Site) summarizes the findings of the traffic study for Site Alternative 1.

As **Table 4-2** indicates, in the year 2020, the intersection of Owensmouth Avenue and Vanowen Street is projected to operate at LOS E without development of the park-and-ride facility. MTA has determined that for an intersection projected to operate at LOS E or F under no-build conditions, significant project traffic impacts would occur when average vehicle delays increased at least 5.0 seconds. Analyses utilizing Highway Capacity software (HCS 2000) estimate that, in the year 2020, development of a park-and-ride facility would create less than a 5.0 second increase in traffic delay at the intersection of Owensmouth Avenue and Vanowen Street. Accordingly, the park-and-ride facility would not present a significant traffic impact at this intersection.

Also shown in **Table 4-2**, the intersection providing access into the north side of the proposed park-and-ride facility from Vanowen Street is projected to operate at LOS E under existing conditions and at LOS F in the year 2005. For conditions including a park-and-ride facility in the year 2005, the traffic study determined that this intersection would require traffic signalization. Implementation of signalization at this intersection is anticipated to mitigate traffic impacts to acceptable LOS B.

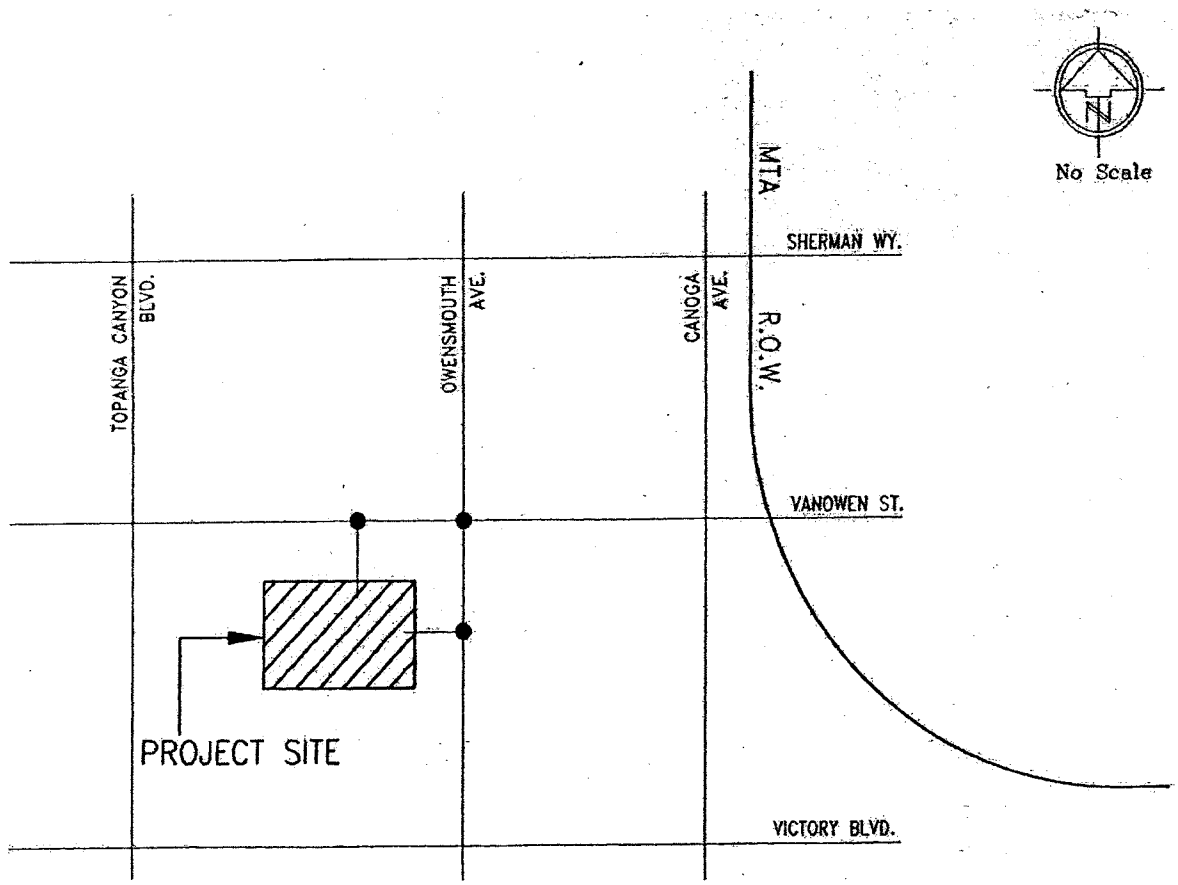
Similarly, analyses determined that the intersection providing access into the east side of the proposed park-and-ride facility from Owensmouth Avenue warrants traffic signalization under existing conditions. It is assumed that signalization will been implemented at this location; therefore, signalization at this intersection is not included as an additional mitigation measure.

Mitigation Measure for Proposed Addition 1, Site Alternative 1. If Site Alternative 1 (Topanga Canyon Shoppingtown Plaza) were selected, implementation of mitigation measure **ModIS-TT-1** would reduce potential impacts to a less-than-significant level. (The "ModIS" designation indicates that this mitigation measure is in this document only and is not in the FEIR.)

> **ModIS-TT-1:** If Site Alternative 1 is selected, traffic signalization shall be implemented at the intersection of the Topanga Canyon Shoppingtown Plaza driveway and Vanowen Street.

Proposed Addition 1; Site Alternative 2: Boeing. **Figure 4-2** (Study Intersections, Boeing Site) depicts the intersections analyzed for Site Alternative 2, and **Table 4-3** (Intersection Analyses Summary, Boeing Site) summarizes the findings of the traffic study for these intersections.

As **Table 4-3** indicates, in the year 2020, the intersection of Canoga Avenue and Rocketdyne is projected to operate at LOS E under conditions including Proposed Addition 1. However, analyses estimate that less than a 5.0 second increase in traffic delay would result from development of Proposed Addition 1 at this intersection. The FEIR states that the threshold at which a traffic impact is adverse is "if project traffic is projected to cause a deterioration in level of service to E and/or worse, or results in an increase in the average vehicle delay of 5.0 seconds or more at an intersection projected to operate at LOS E or worse under No Build conditions." Because analyses estimate less than a 5.0 second increase in delay, it can be concluded that the park-and-ride facility would not present a significant impact to traffic at this intersection.



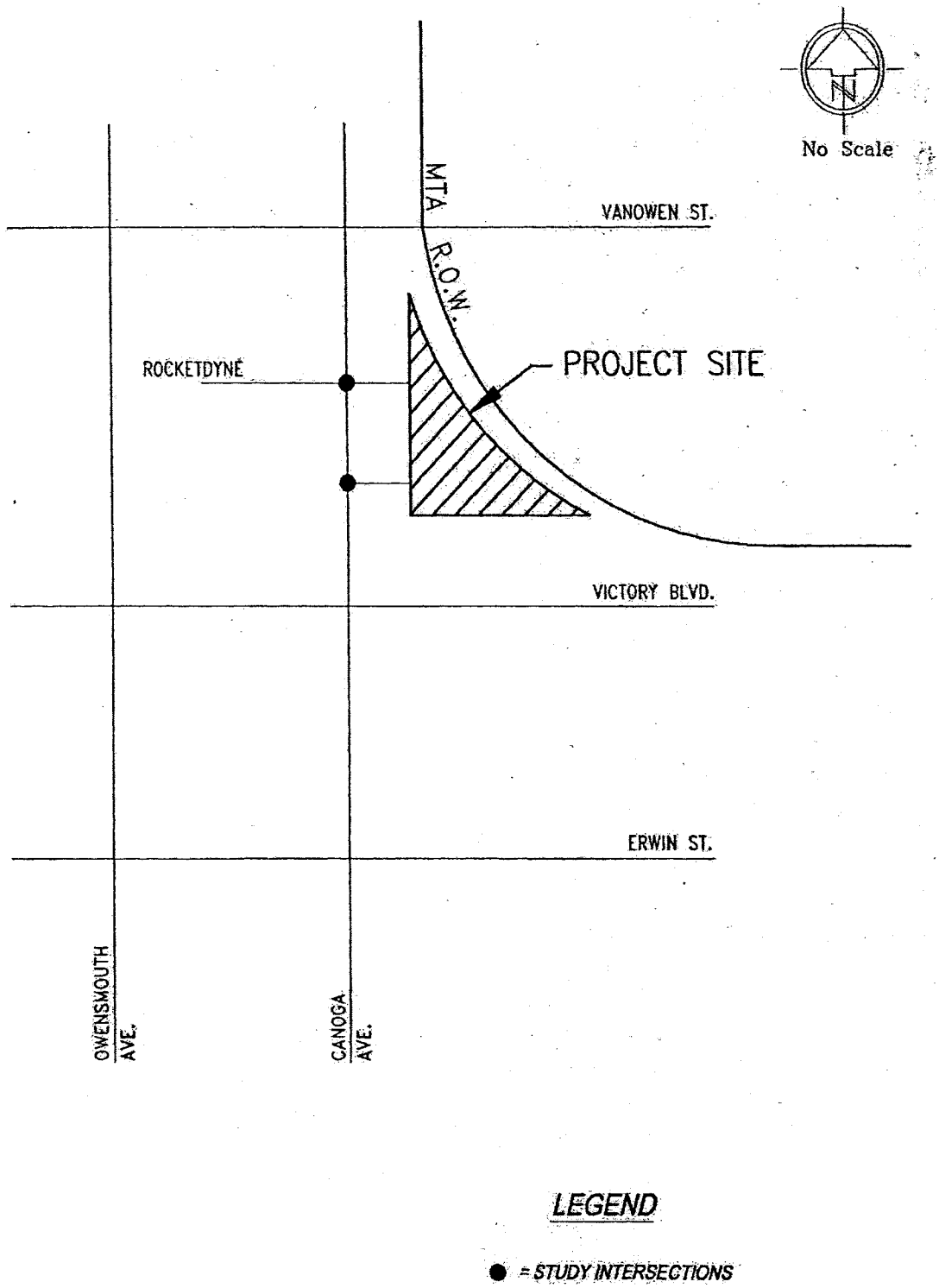
Source: *Traffic Impact Analysis, Warner Center MTA Park-and Ride Facility, City of Los Angeles,* Willdan, November 2003

Figure 4-1: STUDY INTERSECTIONS, TOPANGA CANYON PLAZA SITE

Table 4-2
Intersection Analyses Summary
Topanga Canyon Plaza Site (Site Alternative 1)

Intersection	Level of Service (LOS)									
	Year 2003 Existing Conditions		Year 2005 Without Proposed Addition 1		Year 2005 With Proposed Addition 1		Year 2020 Without Proposed Addition 1		Year 2020 With Proposed Addition 1	
	AM Peak Hour[1]	PM Peak Hour[2]	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Intersection of Owensmouth Avenue / Vanowen Street	B	B	C	B	C	C/B[3]	E	D	E	D
Proposed access from Vanowen Street into north side of parking facility	B	E	C	F	F	F	A[4]	B[4]	C[4]	C[4]
Proposed access from Owensmouth Avenue into east side of parking facility	C	F	A[5]	A[5]	A[5]	A[5]	A[5]	A[5]	B[5]	B[5]

(1) AM Peak Hour defined as 7 a.m. through 10 a.m.
(2) PM Peak Hour defined as 3 p.m. through 6 p.m.
(3) LOS C assuming buses follow Proposed Route Alternative 1. LOS B assuming buses follow Proposed Route Alternative 2.
(4) Assuming intersection signalized as mitigation measure for conditions under "Year 2005, With Proposed Addition." Please see text for explanation.
(5) Assuming intersection signalized, as is warranted under existing conditions. Please see text for explanation.



Source: *Traffic Impact Analysis, Warner Center MTA Park-and Ride Facility, City of Los Angeles,* Willdan, November 2003

Figure 4-2: STUDY INTERSECTIONS, BOEING SITE

Table 4-3
Intersection Analyses Summary
Boeing Site (Site Alternative 2)

Intersection	Level of Service (LOS)									
	Year 2003 Existing Conditions		Year 2005 Without Proposed Addition 1		Year 2005 With Proposed Addition 1		Year 2020 Without Proposed Addition 1		Year 2020 With Proposed Addition 1	
	AM Peak Hour[1]	PM Peak Hour[2]	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Canoga Avenue / Rocketdyne access	A	A	A	A	A	C	B	C	B	E
Proposed access from Canoga Avenue near southerly Boeing driveway	N/A[3]	N/A	N/A	N/A	B	D	N/A	N/A	C	F

(1) AM Peak Hour defined as 7 a.m. through 10 a.m.
(2) PM Peak Hour defined as 3 p.m. through 6 p.m.
(3) Intersection would only operate with the development of the proposed park-and-ride facility; therefore, this intersection is only analyzed under "With Project" conditions.

The proposed intersection providing access from Canoga Avenue near the southerly Boeing driveway is projected to operate at LOS F in the year 2020. Analyses determine that the intersection warrants installation of a traffic signal; however, it is possible that, due to the close proximity of the signalized Canoga/Rocketdyne intersection, signalization at this intersection may not be feasible. If signalization at this intersection were not feasible, other factors would serve to lessen the projected traffic impacts. First, although LOS F is projected during PM peak hours, LADOT analyses indicate that the Warner Center park-and-ride PM peak hour will occur after the local afternoon traffic peak. This is due in part to the distance of the park-and-ride lot from the transit system's center. Secondly, if drivers of passenger vehicles encountered a long wait to exit the park-and-ride facility at this intersection, the drivers would typically choose to exit at the signalized intersection of Canoga Avenue and Rocketdyne instead. Thirdly, the traffic study examines a "worst case" scenario and actual impacts could be less than those calculated in the study. Considering these factors, it can be concluded that Proposed Addition 1 would present less-than-significant impacts on traffic at the proposed intersection providing access from Canoga Avenue near the southerly Boeing driveway.

Proposed Addition 1; Site Alternative 3: Swapmeet. **Figure 4-3** (Study Intersections, Swapmeet Site) depicts the intersections analyzed for Site Alternative 3, and **Table 4-4** (Intersection Analyses Summary, Swapmeet Site) summarizes the findings of the traffic study for these intersections. As shown in **Table 4-4**, the intersection of Eton Avenue and Vanowen Street is projected to operate at LOS F both under existing conditions and in the year 2005. Analyses have determined that under conditions including a park-and-ride facility in the year 2005, the intersection would require traffic signalization. Implementation of signalization at this intersection is projected to mitigate traffic impacts to acceptable LOS A during AM peak hours and LOS C during PM peak hours.

Mitigation Measure for Proposed Addition 1, Site Alternative 3. If Site Alternative 3 (Swapmeet) were selected, implementation of mitigation measure **ModIS-TT-2** would reduce potential impacts to a less-than-significant level.

> **ModIS-TT-2:** If Site Alternative 3 is selected, traffic signalization shall be implemented at the intersection of Eton Avenue and Vanowen Street.

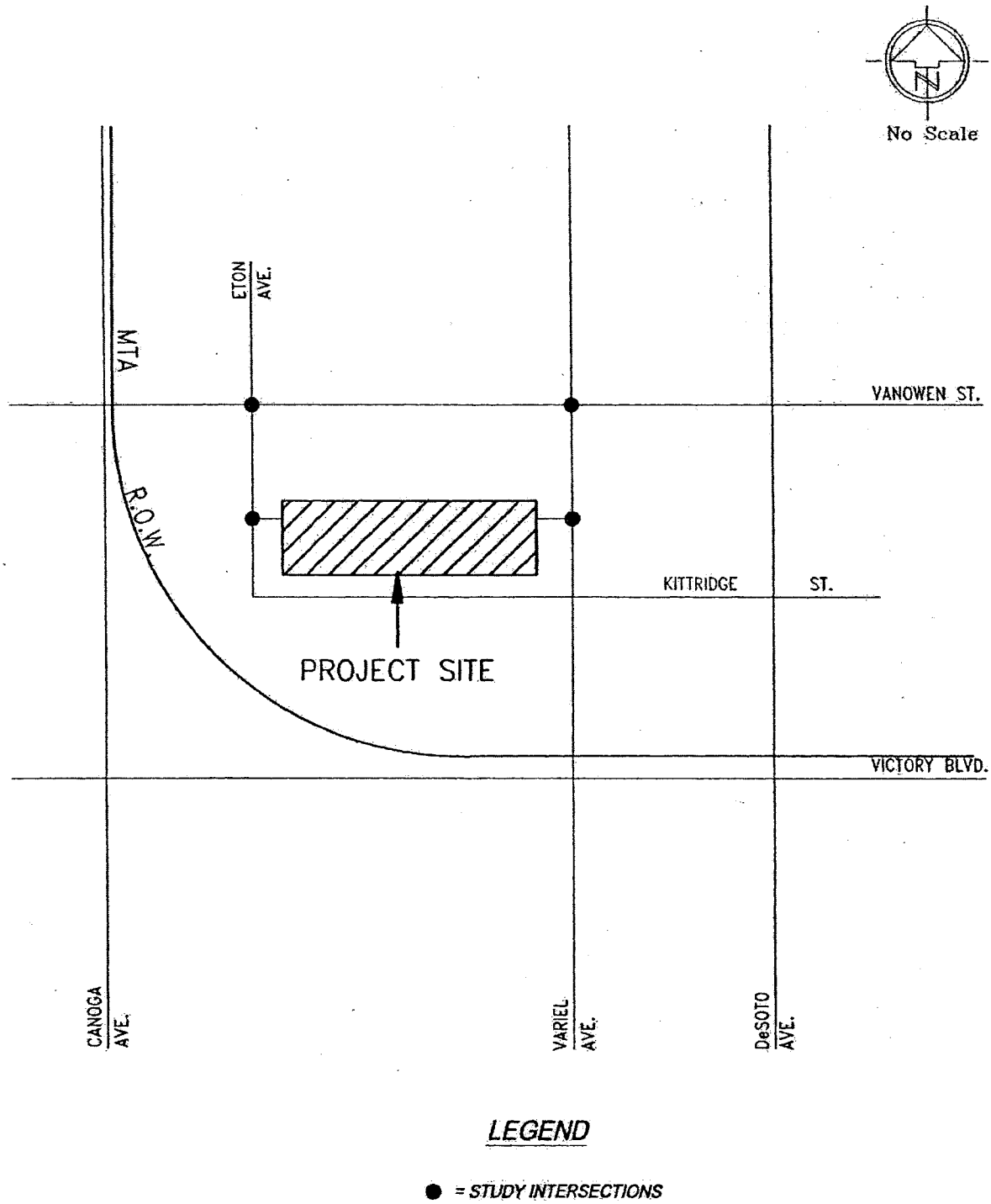
Proposed Addition 2. Proposed Addition 2 would modify the surface material of certain segments of the planned Full BRT Alternative busway; therefore Proposed Addition 2 would not impact traffic. Therefore, no significant adverse impacts would occur.

b) Would the project exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?

Project Impacts: Less Than Significant Impact with Mitigations Incorporated.

Full BRT Alternative. As discussed above in section a), the Full BRT Alternative would adversely impact eight intersections. However, modifications to signal timing and phasing and physical intersection improvements are projected to mitigate the impacts to a less-than-significant level.

Proposed Addition 1 (All Site Alternatives). As discussed in section a) above, Proposed Addition 1 would present less-than-significant impacts on level of service after inclusion of the proposed mitigation measures.



Source: *Traffic Impact Analysis, Warner Center MTA Park-and Ride Facility, City of Los Angeles,* Willdan, November 2003

Figure 4-3: STUDY INTERSECTIONS, SWAPMEET SITE

Table 4-4
Intersection Analyses Summary
Swapmeet Site (Site Alternative 3)

Intersection	Level of Service (LOS)									
	Year 2003 Existing Conditions		Year 2005 Without Proposed Addition 1		Year 2005 With Proposed Addition 1		Year 2020 Without Proposed Addition 1		Year 2020 With Proposed Addition 1	
	AM Peak Hour[1]	PM Peak Hour[2]	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Intersection of Variel Avenue / Vanowen Street	A	A	A	A	A	A	A	B	B	C
Intersection of Eton Avenue / Vanowen Street	F	F	F	F	F	F	A[3]	B[3]	B[3]	D[3]
Proposed access from Variel Avenue into east side of project	N/A[4]	N/A	N/A	N/A	B	C	N/A	N/A	B	C
Proposed access from Eton Avenue into west side of project	N/A	N/A	N/A	N/A	B	B	N/A	N/A	B	B

(1) AM Peak Hour defined as 7 a.m. through 10 a.m.
(2) PM Peak Hour defined as 3 p.m. through 6 p.m.
(3) Assuming intersection signalized as mitigation measure for LOS conditions under "Year 2005, With Proposed Addition." Please see text for discussion.
(4) Intersections would only operate with the development of the proposed park-and-ride facility; therefore, these intersections are only analyzed under "With Project" conditions.

Proposed Addition 2. Proposed Addition 2 would modify the surface material of certain segments of the planned Full BRT Alternative busway; therefore Proposed Addition 2 would not impact level of service standards. Therefore, no significant adverse impacts would occur.

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. Neither the Full BRT Alternative nor the Proposed Additions would result in any change to air traffic patterns. Therefore, no significant adverse impacts would occur.

d) Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The projects would be designed to provide a safe, secure, and comfortable transit system and would not include hazardous design features or incompatible uses. In addition, LADOT and contractor standard safety measures would be taken during construction to avoid increasing any hazards. Therefore, no significant adverse impacts would occur.

e) Would the project result in inadequate emergency access?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. As discussed in sections XIII (Public Services) a) and b), the projects would not result substantially impair emergency access. Therefore, no significant adverse impacts would occur.

f) Would the project result in inadequate parking capacity?

Project Impacts: Less Than Significant Impact with Mitigations Incorporated.

Full BRT Alternative. The Full BRT Alternative includes six park-and-ride facilities. A parking demand analysis has found that the proposed supply of parking will generally meet demand (please refer to Tables 3-22 and 3-22a in the FEIR). In the event that some transit patrons may attempt to park on nearby residential streets at certain stations, the parking situation should be monitored by LADOT and MTA and mitigation measures implemented if it should cause inconvenience to residents.

Proposed Addition 1 (All Site Alternatives). The purpose of Proposed Addition 1 is to provide an additional park-and-ride facility to serve patrons of the Full BRT Alternative. Therefore, the Proposed Addition would have a beneficial impact on parking capacity, and no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify the surface material of certain segments of the planned Full BRT Alternative busway; therefore Proposed Addition 2 would not impact parking capacity. Therefore, no significant adverse impacts would occur.

Mitigation Measures: The following mitigation measures (from the FEIR) shall be considered if LADOT determines that spillover parking is causing a significant impact:

- Institute parking controls in neighborhoods. Examples include banning on-street parking, implementing time-limited parking, requiring resident permit parking, and offering non-resident permits for registered carpoolers who work in the zone.

- Negotiate with local property owners to allow leasing of all day parking spaces.

g) Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Project Impacts: No Impact.

Full BRT Alternative. The Full BRT Alternative conforms to applicable planning documents; therefore, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation. Although impacts would not be adverse, a bike path and pedestrian walkway are planned (as a separate project) for development alongside the busway.

Proposed Addition 1 (All Site Alternatives). Proposed Addition 1 conforms to applicable planning documents, including the Warner Center Specific Plan. Therefore, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation, and no significant adverse impacts would occur.

Proposed Addition 2. Proposed Addition 2 would modify the surface material of certain segments of the planned Full BRT Alternative busway. Therefore Proposed Addition 2 would not impact policies supporting alternative transportation, and no significant adverse impacts would occur.

XVI. UTILITIES AND SERVICE SYSTEMS

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. No wastewater would be generated by either the Full BRT Alternative or the Proposed Additions, including proposed bus routes. Thus, the projects would not exceed wastewater treatment requirements, and no significant adverse impacts would occur.

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. No wastewater would be generated by either the Full BRT Alternative or the Proposed Additions, including proposed bus routes. Thus, the projects would not require sewer connections or new wastewater treatment facilities, and no significant adverse impacts would occur.

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. Additional runoff would be produced by new impervious surfaces associated with the Full BRT Alternative and the Proposed Additions, but not by the proposed bus routes since the routes would follow existing roads. The amount of new impervious surface that would be added and the resulting additional runoff would be small compared to the amount of runoff in the regional watershed as a whole. Thus, the projects would not cause a significant environmental effect through the construction of new or expansion of existing storm water drainage facilities, and no significant adverse impacts would occur.

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. With the exception of the proposed recycled water pipeline (Proposed Addition 3) which has been previously addressed in a City of Los Angeles Department of Transportation (LADOT) Initial Study/Negative Declaration for the "West Valley Water Recycling Project" prepared in April 2003, no additional water supplies would be required by either the Full BRT Alternative or Proposed Additions, including proposed bus routes. Thus, new or expanded entitlements would not be needed, and no significant adverse impacts would occur.

e) Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. No wastewater would be generated by either the Full BRT Alternative or the Proposed Additions, including proposed bus routes. Thus, the proposed projects would not require sewer connections or wastewater treatment, and no significant adverse impacts would occur.

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The Full BRT Alternative and the Proposed Additions would generate small quantities of construction debris. This debris would be disposed of at an authorized solid waste disposal facility. Due to the temporary nature of construction, and the relatively low volume of waste, there would be no significant adverse impact on solid waste disposal services.

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. As discussed in section f), above the projects would generate small quantities of construction debris that would be disposed of at an authorized solid waste disposal facility. Thus, the proposed projects would comply with statutes and regulations related to solid waste, and no significant adverse impacts would occur.

XVII. 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?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. Based on the preceding analysis, neither the Full BRT Alternative nor the Proposed Additions, including proposed bus routes, 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. Therefore, no significant adverse impacts would occur.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The Full BRT Alternative and the Proposed Additions would not directly or indirectly result in other on-site or off-site development activities that, in combination with the Full BRT Alternative, have the potential to produce cumulatively significant environmental impacts. Therefore, no significant adverse impacts would occur.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. With the implementation of permit and code requirements as well as adoption of the recommended mitigation measures, the projects would not directly or indirectly adversely affect human beings. Therefore, no significant adverse impacts would occur.

d) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term goals?

Project Impacts: No Impact.

Full BRT Alternative, Proposed Addition 1 (All Site Alternatives), and Proposed Addition 2. The environmental evaluation in this document has determined that the project would not achieve short-term environmental goals to the disadvantage of long-term goals. Therefore, no significant adverse impacts would occur.

APPENDIX A

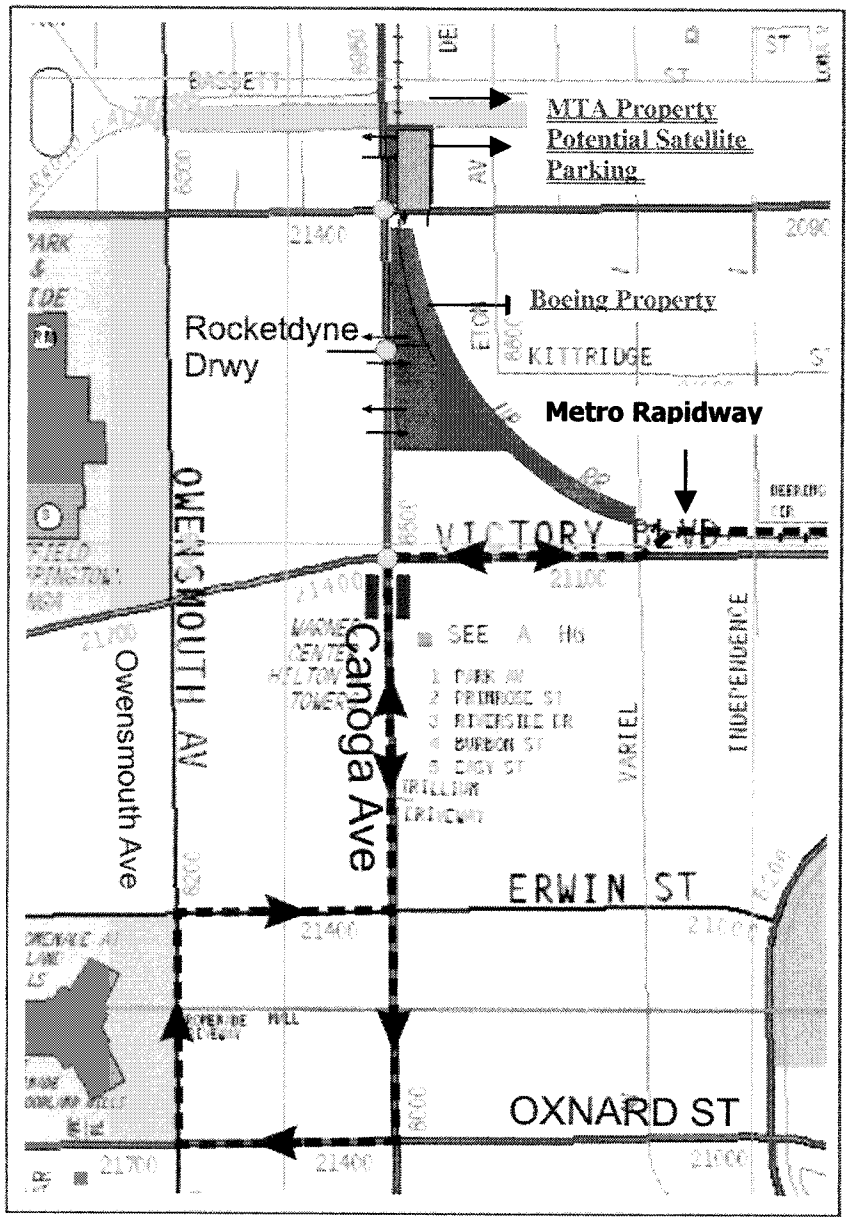
1. **Addendum for Satellite Parking On MTA Property:** Direct the CEO to prepare an Addendum for additional surface parking on MTA owned land adjacent to the northeast corner of Canoga and Vanowen across the street from the Boeing site currently under consideration for the proposed Orange Line station and park-and-ride lot.

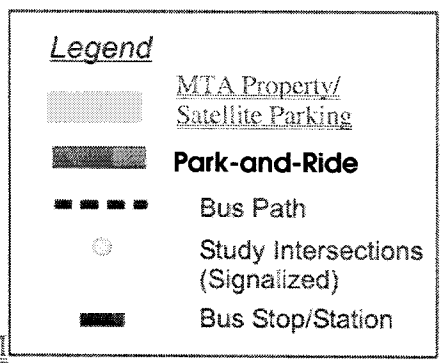
2. **Metro Orange Line Route**: The proposed Metro Orange Line route will remain as presented in the B-1 option. The route will not be modified by the potential addition of satellite parking on the MTA property to the north, which is to be studied in the subsequent Addendum mentioned above. Customers would walk from satellite parking to the Orange Line station and back should it be implemented.

3. **Project Permit Compliance Review Process Under the Warner Center Specific Plan:** Direct the CEO to submit the MTA project (the Orange Line extension, landscaped bicycle and pedestrian paths, and the transit park-and-ride lot and station on the Boeing property to be purchased) through the Project Permit Compliance Review process described in the Warner Center Specific Plan as applicable and required by the City, consistent with the rights and privileges conferred to the MTA by the Plan's provisions and other City Codes. It is understood that nothing in this paragraph shall prevent the MTA from exercising its rights and privileges, including applicable exemptions and credits, in accordance with the Warner Specific Plan and applicable City codes.

4. **Right-of-Way Dedications and Street Improvements:** If required by the City, direct the CEO to make right-of-way dedications and street improvements typically required of projects as defined under the provisions of the Warner Center Specific Plan and other City codes as applicable. Should the City require MTA contributions (such as dedications, street and intersection improvements, fair share contributions, and/or fees) consistent with the Plan and appropriate findings as a result of the Project Permit Compliance Review Process if applicable, the basis for such findings and requirements by the City shall be based on the complete transit project (as described in no. 3 above) that the Board is authorizing by this action and the overall positive impact that the Orange Line and its components will have on future traffic in the area. The CEO shall utilize all the rights and privileges conferred by the Plan to protect the interests of the MTA in this matter and to insure that property owners and developers contribute their fair share to street, intersection, and other transportation improvements meant to be funded on a shared basis based on the traffic impacts generated by their uses and developments as outlined in the Plan.

5. **MTA Action - To Approve Surface Parking and Metro Orange Line Station on the Boeing Site**: The Board action at this time solely authorizes the CEO to construct the transit project as described in no.'s 3 and 4 above. Any future extension of the Orange Line to the north beyond the Boeing site along the MTA right-of-way would require a separate environmental review per the California Environmental Quality Act and Board action.





Option A

Approximate Parking Lot

MTA ROW/Boeing: 850

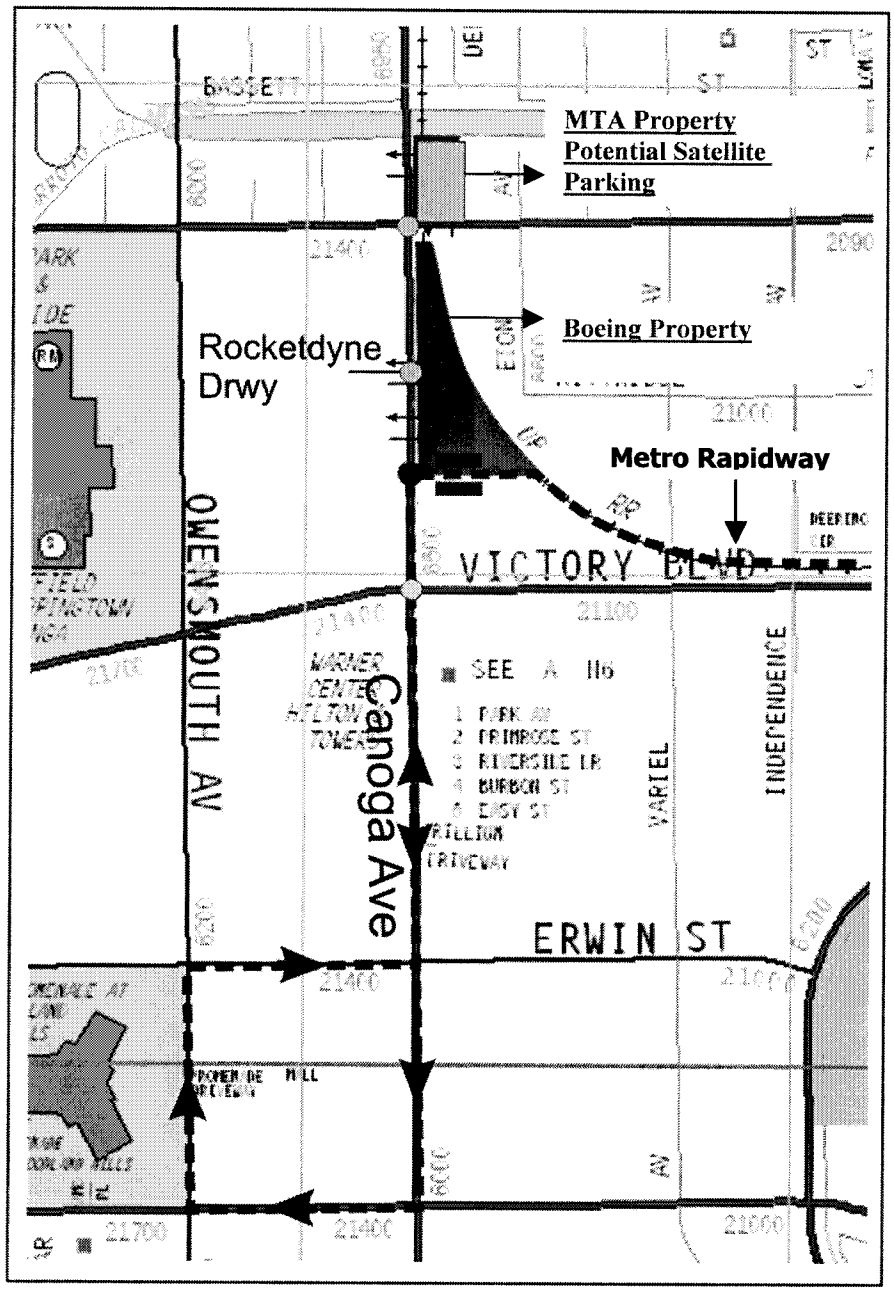
~~MTA Property, north of Vanowen 225~~

~~Total 1,075~~

N

M

ATTACHMENT ~~D~~B



N

Legend

- MTA Property/Satellite Parking
- **Park-and-Ride**
- Bus Path
- Study Intersections (Signalized)
- Proposed BRT Signal
- Bus Stop/Station

Option B1

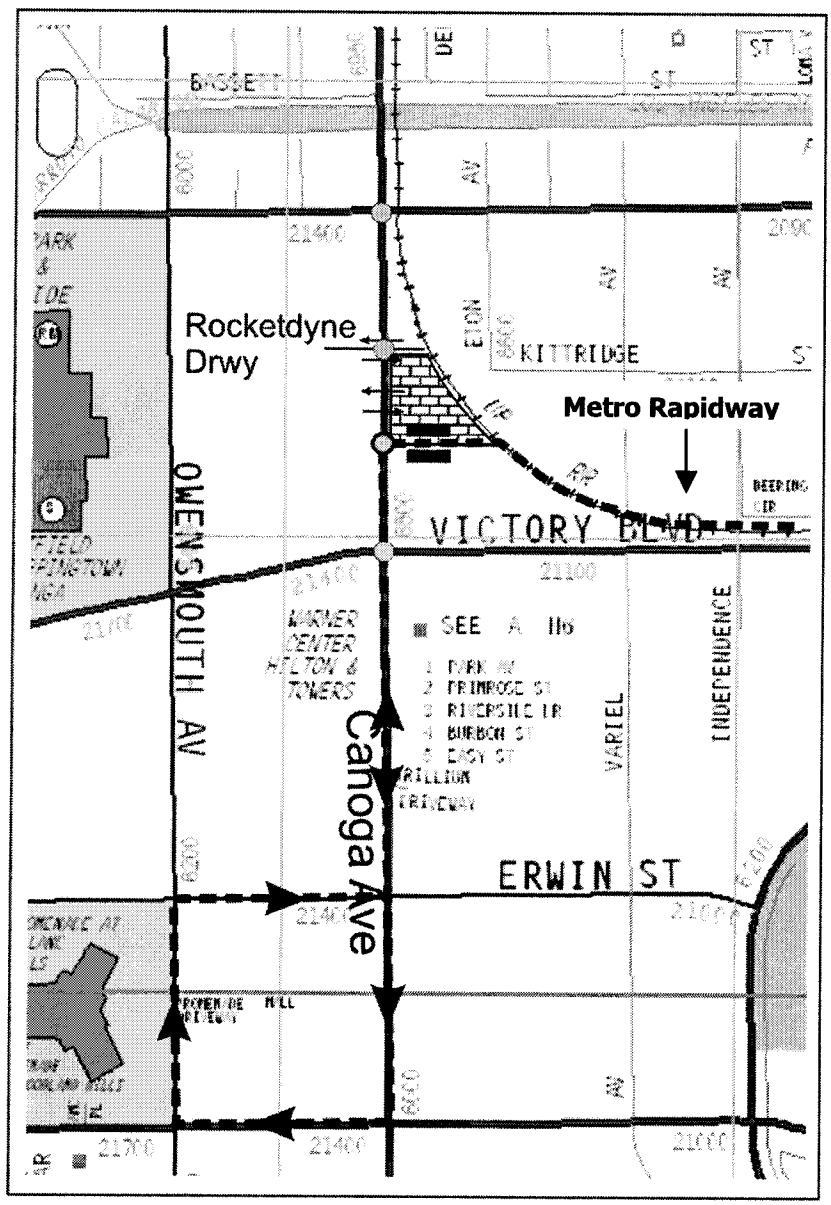
Approximate Parking Capacity:

MTA ROW/
Boeing Site: 490~~465~~

~~MTA, north of Vanowen: 225~~

~~TOTAL 690~~

ATTACHMENT EC



N

Legend

- Parking Structure
- **Park-and-Ride Lot**
- Bus Path
- Study Intersections (Signalized)
- Proposed BRT Signal
- Bus Stop/Station

Option B2

Approximate Parking Structure Capacity: 1000 Cars