

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

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GROWTH INDUCING IMPACTS  
TECHNICAL REPORT

*Prepared For:*



**Metro**<sup>™</sup>

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## ACRONYMS AND ABBREVIATIONS

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BRT	Bus Rapid Transit
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
Metro	Los Angeles County Metropolitan Transportation Authority
PRC	Public Resources Code
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy

# 1. Introduction

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

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

This Growth Inducing Impacts Technical Report is comprised of the following sections:

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

## 2. Project Description

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

### 2.1 PROJECT ROUTE DESCRIPTION

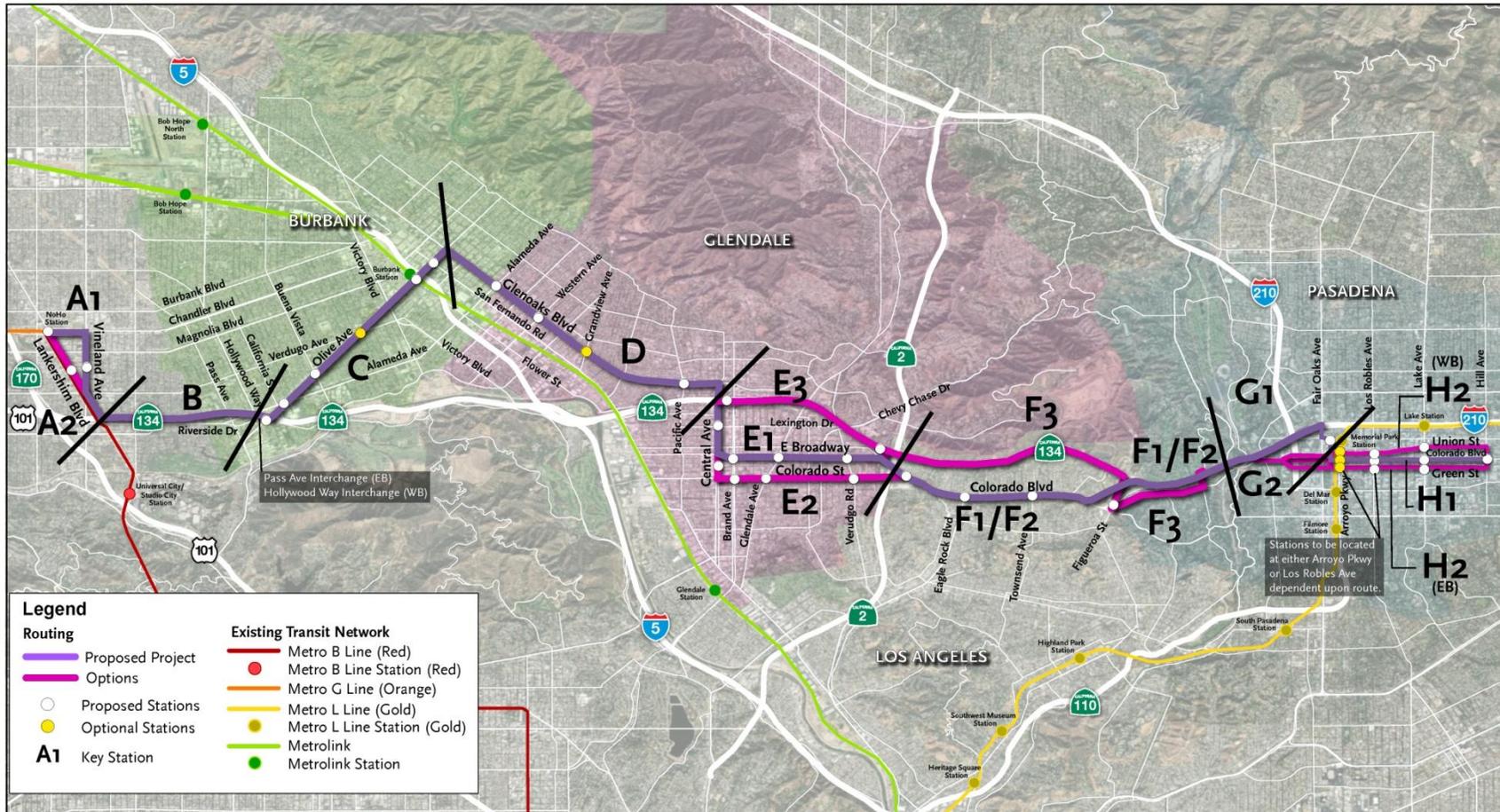
Metro is proposing the BRT service to connect several cities and communities between the San Fernando and San Gabriel Valleys. The Proposed Project extends approximately 18 miles from the North Hollywood Metro B/G Line (Red/Orange) Station on the west to Pasadena City College on the east. The BRT corridor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

### 2.2 BRT ELEMENTS

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

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

Figure 1 – Proposed Project with Route Options



## 2.3 DEDICATED BUS LANES

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

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

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

**Table 1 – Route Segments**

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

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

Notes:

<sup>1</sup>South of Kling St.

<sup>2</sup>South of Huston St.

<sup>3</sup>Eastbound curb-running bus lane on Riverside Dr. east of Kenwood Ave.

<sup>4</sup>East of Providencia Ave.

<sup>5</sup>South of Sanchez Dr.

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

<sup>7</sup>Transition between Ellenwood Dr. and El Rio Ave.

## 2.4 TRANSIT SIGNAL PRIORITY

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

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

## 2.5 ENHANCED STATIONS

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

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

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

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

**Table 2 – Proposed/Optional Stations**

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

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

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

## 2.6 DESCRIPTION OF CONSTRUCTION

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

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

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

## 2.7 DESCRIPTION OF OPERATIONS

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

## 3. Regulatory Framework

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### 3.1 FEDERAL REGULATIONS

There are no existing federal regulations or policies pertaining to potential growth inducing impacts that are applicable to the CEQA impact analysis of the Proposed Project.

### 3.2 STATE REGULATIONS

CEQA requires that EIRs identify if projects could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. CEQA Guidelines Section 15126.2(e) states:

*Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a wastewater treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

In general terms, a project may result in a significant growth inducing impact if it individually or cumulatively with other projects results in any of the actions described in the following examples:

- The project removes an obstacle to growth, such as: the establishment of an essential public service, the provision of new access to an area, or a change in zoning or general plan designation.
- The project results in economic expansion, population growth or the construction of additional housing occurs in the surrounding environment in response to the project, either directly or indirectly.

### 3.3 REGIONAL REGULATIONS

The Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) presents the transportation and overall land use vision for the SCAG six-county region. It is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The RTP/SCS identifies priorities for transportation planning within the SCAG region, sets goals and policies, and identifies performance measures for transportation improvements to

ensure that future projects are consistent with other planning goals for the area. It provides local agencies in the Southern California region with information to guide them in preparing local plans and addressing local issues of regional significance.

The RTP/SCS plans for focusing new growth around transit and is supported by the following policies that in turn support the development of high-quality transit areas, livable corridors, and neighborhood mobility areas:

- Identifying regional strategic areas for infill and investment;
- Structuring the plan on development centers;
- Developing complete communities;
- Developing nodes on a corridor;
- Planning for additional housing and jobs near transit;
- Planning for changing demand in types of housing;
- Continuing to protect stable, existing single-family areas;
- Ensuring adequate access to open space and preservation of habitat; and
- Incorporating local input and feedback on future growth.

## 3.4 Local REGULATIONS

### 3.4.1 City of Los Angeles

#### General Plan

The City of Los Angeles' General Plan Framework, adopted in December 1996 and readopted in 2001, is a special purpose element of the General Plan that establishes the vision for the future of the City by establishing development policy at a citywide level and within a citywide context.

#### Framework Element

The Framework provides for a generalized representation of the City's long-range land use, defines citywide policies related to growth, and sets forth an estimate of population and employment growth to the year 2010. The Framework Element contains several housing goals for the City, including:

- An adequate supply of housing accessible to persons of all income levels.
- Sufficient ownership and rental housing to meet the City's needs.
- Housing production incentives for for-profit and non-profit developers of housing for low- and very-low income households.
- A reduction in barriers leading to more housing.
- Housing opportunities accessible to all City residents without discrimination, including groups with special needs.
- A City of residential neighborhoods that maintains a sense of community by conserving and improving existing housing stock.
- Housing, jobs, and services in mutual proximity.
- Energy efficient housing.

North Hollywood-Valley Village Community Plan

The North Hollywood – Valley Village Community Plan was adopted in February 1993 and is currently going through an update. The Community Plan includes population and household growth rate comparisons, household size, age of housing, and social demographics. The Community Plan estimated 2010 projections for the North Hollywood – Valley Village CPA population at around 156,200 persons and 59,200 households.

Northeast Los Angeles Community Plan

The Northeast Los Angeles Community Plan was adopted in June 1999 and is anticipated to begin a plan update process in 2020. The Community Plan estimated 2010 projections for the Northeast Los Angeles CPA population at around 298,100 persons and 89,100 households. Objectives and policies related to growth are identified in **Table 3**:

**Table 3 – City of Los Angeles Relevant Community Plans, Objectives, and Policies**

Objective/Policy	Description
<b>NORTH HOLLYWOOD-VALLEY VILLAGE COMMUNITY PLAN</b>	
Objective 1	To coordinate the development of North Hollywood with other communities of the City of Los Angeles and the metropolitan area.
Objective 2	To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected in the year 2010.
Objective 3	To make provisions for housing as is required to satisfy the needs and desires of various age, income and ethnic groups of the community, maximizing the opportunity for individual choice. <ul style="list-style-type: none"> <li>a. To encourage the preservation and enhancement of the varied and distinctive residential character of the community, and to preserve the stable single-family residential neighborhoods.</li> <li>b. To provide multiple-dwelling units for those who cannot afford or do not desire to own their own home, emphasizing the area surrounding the North Hollywood Business District.</li> </ul>
<b>NORTHEAST LOS ANGELES COMMUNITY PLAN</b>	
Objective 1-2	To allocate land for new housing to accommodate a growth of population that is consistent with and promotes the health, safety, welfare, convenience, and pleasant environment of those who live and work in the community based on adequate infrastructure and government services, especially schools.
Policy 1-2.1	Designate specific areas to provide for adequate residential development to accommodate anticipated increases in population while maintaining a balance between single-family and multiple-family uses.
Policy 1-2.2	Locate higher residential densities near commercial and institutional centers, light rail transit stations, and major bus routes to encourage pedestrian activity and use of public transportation, providing that infrastructure, public service facilities, utilities, and topography will fully accommodate this development.
Policy 1-2.3	Encourage mixed-use development in selected commercially- zoned areas.

**SOURCE:** City of Los Angeles, *North Hollywood – Valley Village Community Plan*, 1996; City of Los Angeles, *Northeast Los Angeles Community Plan*, 1999.

### City of Los Angeles Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines)

Effective in September 2017 and revised in February 2018, the City of Los Angeles' Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines) were established in response to the voter-approved Measure JJJ.<sup>1</sup> The TOC Guidelines provide eligibility standards, incentives, and other necessary components for all housing developments located within a one-half mile radius of a Major Transit Stop<sup>2</sup>. Pursuant to California Government Code Section 65915, a density bonus (increase over the otherwise maximum allowable residential density) is allowed for qualifying housing development projects consisting of three or more dwelling units near a Major Transit Stop.

#### 3.4.2 City of Burbank

##### General Plan

The City of Burbank's General Plan (Burbank 2035) provides guidance to City decision-makers on allocating resources and determining the future physical form and character of development. It expresses the City's intent about the extent and types of development needed to achieve the City's physical, economic, and environmental goals. The primary goal for Burbank 2035 is to plan for expected change while preserving the high quality of life for future generations. The elements of the General Plan that are most applicable to growth include the Land Use Element, Housing Element and the Mobility Element. The following policies related to growth are shown in **Table 4**.

##### Burbank Media District Specific Plan

The Burbank Media District Specific Plan, adopted 1991, is a growth-constrained plan designed to control the amount of development which could occur under existing codes and regulations. This plan ensures that all new development could be accommodated by infrastructure and public services and that new development would fund a fair share of the cost for improvements. Further, this plan contains a neighborhood protection program to preserve the character and quality of the single-family residential neighborhoods surrounding the Media District with special land use and development requirements designed to maximize compatibility of commercial and media businesses with nearby residences.

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<sup>1</sup> Los Angeles Municipal Code (LAMC), *Section 12.22 A.31*.

<sup>2</sup> Based on the definitions within the City of Los Angeles TOC Guidelines, a Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent SCAG RTP.

**Table 4 – City of Burbank Relevant General Plan Policies**

Policy	Description
<b>LAND USE ELEMENT</b>	
Policy 1.2	With discretionary approval, allow for the density and intensity limits specified in Burbank 2035 to be exceeded for transit-oriented development projects within transit centers as identified in the Mobility Element. The density and intensity limits may be exceeded by no more than 25%.
Policy 5.5	Provide options for more people to live near work and public transit by allowing higher residential densities in employment centers such as Downtown Burbank and the Media District.
Policy 6.3	Recognize and maintain the Media District as the heart of the media industry in the city. Facilitate continued expansion of the media industry into Downtown, the Golden State area, and other parts of the city.
<b>HOUSING ELEMENT</b>	
Policy 4.1	Offer regulatory incentives and concessions, including density bonuses and reduced development standards, where feasible to offset or reduce the costs of developing affordable housing.
Policy 4.3	Provide opportunities for new housing types, including small lot single-family development, live-work units and mixed-use residential development, to address Burbank’s changing housing needs.
<b>MOBILITY ELEMENT</b>	
Policy 1.1	Consider economic growth, transportation demands, and neighborhood character in developing a comprehensive transportation system that meets Burbank’s needs.
Policy 4.10	Actively promote public-private partnerships for transit-oriented development opportunities.

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

Residential Growth Management Ordinance

Burbank voters adopted a Residential Growth Management Ordinance in 1989. Known as Measure One, the ordinance was designed to ensure that multi-family residential development pays its fair share of infrastructure needs and that it was compatible with surrounding land uses. The purpose of the ordinance was to coordinate the rate of residential growth with the availability of public facilities and services. The ordinance prohibits any amendment to the Land Use Element that would increase the maximum allowable number of units at build-out beyond the 63,704 dwelling unit theoretical maximum build-out of the 1988 Land Use Element without voter approval. The City Council has extended Measure One to be effective until January 1, 2020.

While the ordinance seems to place constraints upon future housing development, the Burbank 2035 Land Use Element identifies both maximum and estimated residential build out and both are well below the limits established under Measure One. The Burbank 2035 General Plan, adopted in February of 2013, allows for a maximum development capacity of 61,647 units, with an estimated build out of 50,219 units. Measure One does not place a limit on the amount or rate of housing development that can occur so long as it conforms to the General Plan. The ordinance does not affect the provision of density bonuses for affordable housing, nor does it affect the development of second units in single-family residential zones.

### 3.4.3 City of Glendale

#### Glendale General Plan

Completed in January 2014, the Glendale 2014-2021 Housing Element serves as a policy guideline for meeting the housing needs of the community. It identifies the City’s existing and projected housing needs and establishes goals and policies to guide City officials in daily decision-making in addressing these needs. Goals and policies relevant to growth are shown in **Table 5**.

**Table 5 – City of Glendale Relevant General Plan Goals and Policies**

Goal/Policy	Description
Goal 1	A City with a Wide Range of Housing Types to Meet the Needs of Current and Future Residents.
Policy 1.3	Provide higher density residential development in close proximity to public transportation, services and recreation.
Policy 1.5	Encourage the development of residential units in the downtown area and along appropriate commercial corridors.

**SOURCE:** City of Glendale, *Glendale 2014-2021 General Plan – Housing Element*, 2014.

#### Glendale Downtown Specific Plan

Adopted in 2006, and recently amended in 2019, the Glendale Downtown Specific Plan, is an urban design-oriented plan that sets physical standards and land use regulations within the Downtown Area. Downtown Glendale consists of various districts based on existing building patterns. The Specific Plan seeks to preserve and enhance the unique character while improving the attractiveness and livability of the Downtown Area. One of the primary objectives of the Specific Plan in combination with Glendale’s Compass Blueprint is to concentrate growth in the downtown – a transit-rich entertainment, employment and cultural center – to relieve development pressures on existing residential neighborhoods.

### 3.4.4 City of Pasadena

#### General Plan

Adopted in 2014 and in effect through 2021, the City of Pasadena’s General Plan Housing Element is intended to address the production, maintenance, and improvement of housing in the City. Acknowledging housing, neighborhood, and demographic changes that have occurred since early 2000, the Housing Element seeks to balance both goals and resources. In 2000, Pasadena created a housing vision that expressed its commitment to housing its residents:

*All Pasadena residents have an equal right to live in decent, safe and affordable housing in a suitable living environment for the long-term well-being and stability of themselves, their families, their neighborhoods, and their community. The housing vision for Pasadena is to maintain a socially and economically diverse community of homeowners and renters who are afforded this right.*

The Housing Element also contains several goals for the City related to growth including:

- An adequate supply and diversity of quality rental and ownership housing opportunities suited to residents of varying lifestyle needs and income levels.
- Expand, protect, and preserve opportunities for households to find and retain housing in Pasadena and afford a greater choice of rental and homeownership opportunities.

#### Central District Specific Plan

Adopted in November 2004, the City of Pasadena's Central District Specific Plan describes the socio-economic context in central Pasadena and the policy implications of the General Plan to have the "primary business, financial, retailing, and government center of the City." Approximately 960 acres in size, the Central District is recognized as the "Downtown" of Pasadena. The Central District's general boundaries are between Interstate 210, Interstate 710, Lake Avenue, and California Boulevard, except the Arroyo Parkway corridor that extends from Interstate 110 into the midst of Downtown. Included within its boundaries are the activity centers popularly known as Old Pasadena, the Civic Center, the Playhouse District and South Lake Avenue. In terms of population and employment, the 1994 General Plan Land Use Element allocated a major share of future growth to the Central District. This share was quantified as an additional 5,095 residential units and 6,217,000 square feet of non-residential development. Generally, the District has been built out to this allocation today. The Central District Specific Plan includes the following principles:

- Growth will be targeted to serve community needs and enhance the quality of life.
- Economic vitality will be promoted to provide jobs, services, revenue, and opportunities.

#### East Colorado Boulevard Specific Plan

Adopted in November 2003, the East Colorado Boulevard Specific Plan was created to encourage a vibrant mix of land uses, a unified streetscape and a series of distinctive places along a portion of Colorado Boulevard. The Plan area is approximately 3 miles in length, extending eastward from Catalina Avenue to the eastern City limits at Sycamore Avenue. In particular, the Plan area includes all parcels with frontage on East Colorado Boulevard between Catalina Avenue and the eastern City boundary and all parcels with frontage on Allen Avenue between Colorado Boulevard and Interstate 210. The General Plan Land Use Element allocated a cap of new residential, commercial and institutional uses for the East Colorado Specific Plan area. This share was quantified as a total of 750 new housing units and a non-residential development allocation of 650,000 square feet, of which approximately 334,000 square feet has been built or permitted (as of adoption date of the Plan in 2003). The remaining 316,000 square feet can be used for both commercial and/or institutional categories.

## 4. Existing Setting

The Affected Area includes the BRT Corridor through the Cities of Glendale, Burbank, Los Angeles, and Pasadena. The Proposed Project has the potential to induce population and/or employment growth within these jurisdictions.

### 4.1 REGIONAL GROWTH

As shown in **Table 6**, the population for the SCAG region in 2015 was more than 18 million persons. Approximately eight million persons were employed at that time in the SCAG region. The population and employment in the SCAG region are both expected to increase by 2040. Population in the SCAG region is expected to increase by approximately 18 percent to 22,124,000 persons. Within Los Angeles County, population is anticipated grow by 13 percent to 11,513,000 by 2040.

**Table 6 – Regional Population, Housing, and Employment Growth**

Geography	Population per 1,000		Employment per 1,000	
	2015	2040	2015	2040
Los Angeles County	10,159	11,513	4,463	5,226
<b>SCAG Region</b>	18,779	22,124	8,006	9,871

**SOURCE:** SCAG, *Draft 2016 RTP/SCS Growth Forecast*, 2016.

### 4.2 PROJECT AREA GROWTH

This section provides population, housing, and employment growth estimates for the Cities of Los Angeles, Burbank, Glendale, and Pasadena.

**Table 7** shows population growth projections for each of the Cities within the affected area. The population of the City of Los Angeles is estimated to increase by 763,900 persons from 2012 to 2040. This is an almost 20 percent change. After the City of Los Angeles, the City of Glendale is anticipated to gain the most population with 20,800 additional people, a change of 10.8 percent from 2012 to 2040, followed by the City of Pasadena with 17,200 additional people, a change of 7.4 percent from 2012 to 2040. The City of Burbank is anticipated to receive the lowest total of additional people with a population change of 15,400 from 2012 to 2040; however, in terms of percentage this population change would be a greater overall proportion than Glendale's population change.

**Table 7 – Project Area Population Growth**

Jurisdiction	2012	2020	2040	Population Change (2012 – 2040)	Percent Change (2012 – 2040)
Los Angeles	3,845,500	4,017,000	4,609,400	763,900	19.9
Burbank	103,300	107,900	118,700	15,400	14.9
Glendale	193,200	200,100	214,000	20,800	10.8
Pasadena	140,300	143,200	150,700	17,200	7.4

**SOURCE:** SCAG, *Draft 2016 RTP/SCS Growth Forecast*, 2016.

**Table 8** shows household growth projections for the Cities of Los Angeles, Burbank, Glendale, and Pasadena. The number of households in the City of Los Angeles is estimated to increase by 364,800 from 2012 to 2040, which is an estimated 27.5 percent increase. As shown in **Table 8**, the number of new households in the Cities of Burbank, Glendale, and Pasadena is anticipated to range from 3,500 to 8,700. Relative to their 2012 numbers of households, the Cities of Burbank and Glendale are anticipated to have similar rates of household growth from 2012 to 2040, while the City of Pasadena is anticipated to have slower household growth which is consistent with population growth projections for these cities.

**Table 8 – Project Area Housing Growth**

Jurisdiction	2012	2020	2040	Household Change (2012 – 2040)	Percent Change (2012 – 2040)
Los Angeles	1,325,500	1,441,400	1,690,300	364,800	27.5
Burbank	42,500	44,300	48,400	5,900	13.9
Glendale	72,400	75,200	81,100	8,700	12.0
Pasadena	58,900	59,900	62,400	3,500	5.9

**SOURCE:** SCAG, *Draft 2016 RTP/SCS Growth Forecast*, 2016.

**Table 9** shows employment growth projections for the Cities of Los Angeles, Burbank, Glendale, and Pasadena. The number of jobs in the City of Los Angeles is estimated to increase by 472,700 jobs by 2040, which is almost a 30 percent increase. During this same period, the number of jobs in the City of Burbank is anticipated to increase substantially by 35.8 percent, a total of 38,200 additional jobs. The City of Glendale is anticipated to have the slowest employment growth adding only 15,700 jobs by 2040, while the City of Pasadena is anticipated to have employment growth that is similar to that of Burbank adding 33,800 jobs.

**Table 9 – Project Area Employment Growth**

Jurisdiction	2012	2020	2040	Employment Change (2012 – 2040)	Percent Change (2012 – 2040)
Los Angeles	1,696,400	1,899,500	2,169,100	472,700	27.9
Burbank	106,800	119,000	145,000	38,200	35.8
Glendale	111,300	119,800	127,000	15,700	14.1
Pasadena	111,000	120,700	144,800	33,800	30.4

**SOURCE:** SCAG, *Draft 2016 RTP/SCS Growth Forecast*, 2016.

## 5. Significance Thresholds and Methodology

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### 5.1 SIGNIFICANCE THRESHOLDS

In accordance with the State CEQA Guidelines, the Proposed Project would have a significant impact related to growth-inducing affects if it would:

- Induce substantial unplanned 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).

### 5.2 METHODOLOGY

The Project Area is located through or along the boundaries of four local jurisdictions. For growth inducement analysis, the Project Area is defined as the affected cities which include Los Angeles, Burbank, Glendale, and Pasadena.

The growth inducing impact analysis is based on the established demographic characteristics, which are identified by using the most current available data from SCAG, the California Department of Finance and the California Employment Development Department. This data is used to document changes in various trends (population, housing and employment). The potential for the project to result in growth inducing impacts is based on its ability to influence the: (1) rate, (2) location, (3) amount and (4) type of growth.

Per CEQA Guidelines Section 15126.2(e), the growth inducing analysis evaluates whether a project could promote economic or population growth in the vicinity of the project, or remove obstacles to population growth. Generally, growth inducement may occur if a project fosters economic or population growth or the construction of additional housing either directly or indirectly beyond planned growth. Indirect or secondary effects are defined as effects that are caused by the project and are later in time or farther removed in distance, but are still reasonably foreseeable. CEQA Guidelines states that growth in any area should not be assumed to be necessarily beneficial, detrimental, or of little significance to the environment. As a transit infrastructure project, the Project is not anticipated to directly foster growth since no housing would be constructed as part of the Project. However, the Project would be consistent with SCAG and jurisdictional forecasted growth by providing improved transit service and reliability through the region.

## 6. Impact Analysis

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

**Impact a)** Would the Proposed Project induce substantial unplanned 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)?

### Construction and Operations

**Less-Than-Significant Impact.** Projects that are growth-inducing are typically located in isolated or underdeveloped areas because these areas are likely to require the additional infrastructure (e.g., housing, roads, utilities, schools) to support any growth that would accompany the project. Generally, these impacts are considered significant if a project would directly or indirectly lead to substantial population or employment growth in the project area that would exceed growth projections and planned capacities, or otherwise lead to a degradation of environmental quality such as increased noise or air quality.

The Proposed Project would not construct new homes or new commercial land uses and therefore would not directly result in any growth. Transit infrastructure projects within urban areas generally do not result in substantial growth inducement because the areas being served do not have vacant land available for new development. Cities within the Project Area are established communities that have generally experienced relatively stable population and housing growth with a mix of gains and losses in employment depending on the national and regional economy. The Proposed Project would be located within a densely developed region and would not extend into previously undeveloped areas. Additional permanent employment opportunities in the form of bus drivers and bus maintenance personnel may occur under the Proposed Project. However, this potential increase would be relatively minor and would not result in a significant increase in population. Therefore, the Proposed Project would not directly induce substantial residential or employment population growth.

While the Project would not directly induce substantial growth in the sub-region, it would have the potential to indirectly influence growth by stimulating new transit-oriented development surrounding the proposed BRT stations. This growth may occur from the implementation of regional and local policies that encourage growth opportunities for transit-orientated development around new stations; intensification of land uses at potential station areas and along the corridor; alternatives to automobile travel; and the planning for residents, visitors, and employees within the vicinity of the areas. Section 3.4 of this Report identifies local regulations and planning documents which discuss how the affected cities manage growth. As evidenced in these planning documents, the Proposed Project would be consistent with the growth

management goals of each of the affected cities by providing mobility improvements and connections to activity centers where local jurisdictions have planned for growth to be focused. For example, the existing Burbank Media District Specific Plan, Glendale Downtown Specific Plan, and Pasadena Central District Specific Plan all seek to concentrate housing and employment growth in these districts due to their centralized locations and regional transit connectivity. Similarly, there are a number of regional and local plans and policies which encourage and incentivize development near transit stations, such as the City of Los Angeles' Affordable Housing Incentive Program (TOC Guidelines). Such programs incentivize development by providing density bonuses, allowances, and other benefits to developers to encourage development of compact communities surrounding transit stations.

There are a number of factors that influence growth related to transit improvements including: public policies to encourage development, station area demographics, high transit reliability and effective service and design, strong real estate market trends, assembly of parcels, and station area/neighborhood design. To the extent that the Project improves transit reliability and overall service in the region, it would incentivize some degree of development consistent with planning efforts to develop compact communities in centralized areas that are well served by transit. The North Hollywood and Pasadena portions of the Project Area are already well served by transit and have seen some degree of transit-oriented development surrounding the Metro G/B Line (Orange/Red) North Hollywood Station and the Pasadena L Line (Gold) Memorial Park Station; however, the other portions of the Project Area have not experienced the same degree of transit investment and related new development. As such, portions of the Cities of Burbank and Glendale as well as the Eagle Rock community of the City of Los Angeles may be subject to new development opportunities surrounding the proposed BRT stations. With the implementation of the Proposed Project, the opportunities for such growth would be enhanced and facilitated while helping to reduce reliance on personal automobiles in the region. In this regard, the Proposed Project would not only support the growth management goals of the affected cities, but it would also help to reduce potential environmental impacts associated with foreseeable growth. Growth that may indirectly result from implementation of the Project would not be unplanned but rather would be consistent with local and regional planning efforts to manage growth. It is not anticipated that the level of development that could be stimulated by the Project would exceed any regional growth projections given the already densely developed condition of the Project Area. Therefore, the Proposed Project and all route and design options would result in a less-than-significant impact related to construction and operational activities.

### Mitigation Measures

No mitigation measures are required.

### Significance of Impacts after Mitigation

Less than significant impact.

## 7. Cumulative Analysis

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

The Proposed Project would not result in direct growth through the construction of new housing or businesses; however, as discussed in Section 6, the Proposed Project would result in improvements to the transit system and increases in transportation network efficiency and connectivity which could be a catalyst for new development in the Project Area. The indirect growth inducement effects of the Proposed Project could therefore contribute to growth induced either directly or indirectly by other infrastructure projects and by new residential and business development projects in the Project Area. This induced growth could be substantial and result in significant adverse impacts to the environment. However, it should be noted that in general, this cumulative induced growth is accounted for in local (i.e., City of Los Angeles community plans and City of Burbank, Glendale, and Pasadena General Plans) and regional (i.e., SCAG RCP and RTP/SCS) plans (see Sections 3.3 and 3.4). Pursuant to Section 15130 of the State CEQA Guidelines, "no further cumulative impacts analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have already been adequately addressed, as defined in Section 15152(f), in a certified EIR for that plan." Accordingly, cumulative environmental effects related to planned growth in the affected cities has already been accounted for in the local General Plans and Specific Plans as well as the regional RTP/SCS. There is no potential for the Proposed Project to contribute to a cumulative impact beyond those already identified in the environmental documentation prepared for the previously mentioned planning documents and growth inducing impacts would not be cumulatively considerable.

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