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

LAND USE TECHNICAL REPORT

Prepared For:

Metro

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ACRONYMS AND ABBREVIATIONS

BRT	Bus Rapid Transit
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
EIR	Environmental Impact Report
ITC	Intermodal Transportation Center
LAMC	Los Angeles Municipal Code
Metro	Los Angeles County Metropolitan Transportation Authority
MTA	Metropolitan Transit Authority
PRC	Public Resources Code
RCP	Regional Comprehensive Plan
RITC	Regional Intermodal Transportation Center
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SER	Standard Environmental Reference
TOC	Transit Oriented Communities

1 Introduction

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

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

This Land Use Technical Report is comprised of the following sections:

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

2 Project Description

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

2.1 PROJECT ROUTE DESCRIPTION

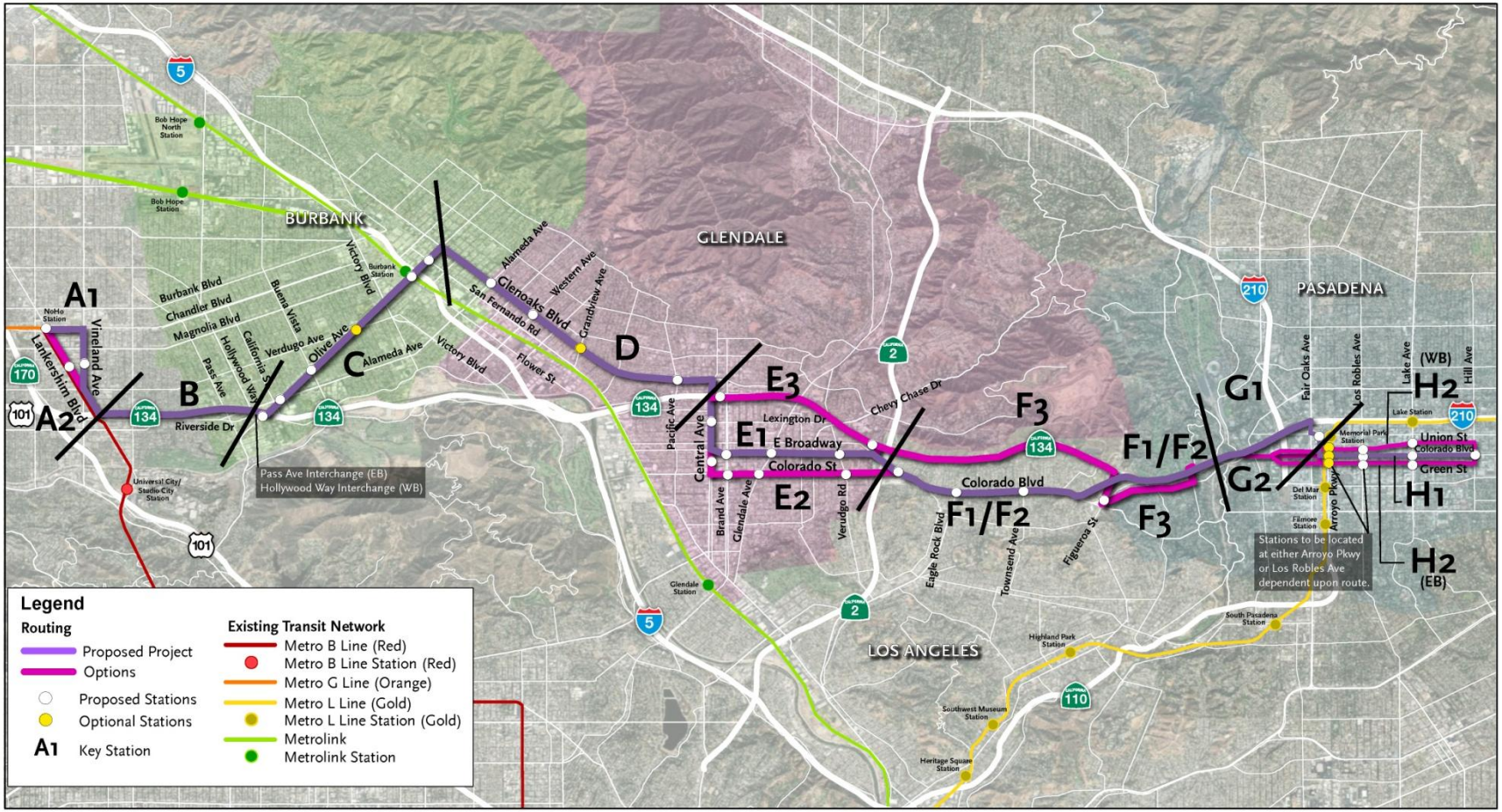
Metro is proposing the BRT service to connect several cities and communities between the San Fernando and San Gabriel Valleys. The Proposed Project extends approximately 18 miles from the North Hollywood Metro B/G Line (Red/Orange) Station on the west to Pasadena City College on the east. The BRT corridor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

2.2 BRT ELEMENTS

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

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

Figure 1 – Proposed Project with Route Options



2.3 DEDICATED BUS LANES

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

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

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

Table 1 – Route Segments

Key	Segment	From	To	Bus Lane Configuration
A1 (Proposed Project)	**Lankershim Blvd.**	**N. Chandler Blvd.**	**Chandler Blvd.**	**Mixed-Flow**
	Chandler Blvd.	**Lankershim Blvd.**	**Vineland Ave.**	**Side-Running**
	Vineland Ave.	**Chandler Blvd.**	**Lankershim Blvd.**	**Center-Running**
	Lankershim Blvd.	**Vineland Ave.**	**SR-134 Interchange**	**Center-Running** **Mixed-Flow**[1]
A2 (Route Option)	Lankershim Blvd.	N. Chandler Blvd.	SR-134 Interchange	Side-Running Curb-Running[2]
B (Proposed Project)	**SR-134 Freeway**	**Lankershim Blvd.**	**Pass Ave. (EB)** **Hollywood Wy. (WB)**	**Mixed-Flow**
C (Proposed Project)	**Pass Ave. – Riverside Dr. (EB)** **Hollywood Wy. – Alameda Ave. (WB)**	**SR-134 Freeway**	**Olive Ave.**	**Mixed-Flow**[3]
	Olive Ave.	**Hollywood Wy. (EB)** **Riverside Dr. (WB)**	**Glenoaks Blvd.**	**Curb-Running**
D (Proposed Project)	**Glenoaks Blvd.**	**Olive Ave.**	**Central Ave.**	**Curb-Running** **Median-Running**[4]
E1 (Proposed Project)	**Central Ave.**	**Glenoaks Blvd.**	**Broadway**	**Mixed Flow** **Side-Running**[5]
	Broadway	**Central Ave.**	**Colorado Blvd.**	**Side-Running**
E2 (Route Option)	Central Ave.	Glenoaks Blvd.	Colorado St.	Side-Running
	Colorado St. – Colorado Blvd.	Central Ave.	Broadway	Side-Running
E3 (Route Option)	Central Ave.	Glenoaks Blvd.	Goode Ave. (WB) Sanchez Dr. (EB)	Mixed-Flow
	Goode Ave. (WB) Sanchez Dr. (EB)	Central Ave.	Brand Blvd.	Mixed-Flow
	SR-134[6]	Brand Blvd.	Harvey Dr.	Mixed-Flow
F1 (Route Option)	Colorado Blvd.	Broadway	Linda Rosa Ave. (SR-134 Interchange)	**Side-Running**
				Side-Running Center Running[7]
F2 (Proposed Project)	**Colorado Blvd.**	**Broadway**	**Linda Rosa Ave.** **(SR-134 Interchange)**	**Side-Running**

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

Notes:
[1]South of Kling St.
[2]South of Huston St.
[3]Eastbound curb-running bus lane on Riverside Dr. east of Kenwood Ave.
[4]East of Providencia Ave.
[5]South of Sanchez Dr.
[6]Route continues via Broadway to Colorado/Broadway intersection (Proposed Project F2 or Route Option F1) or via SR-134 (Route Option F3)
[7]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
North Hollywood (City of Los Angeles)	North Hollywood Transit Center (Metro B/G Lines (Red/Orange) Station)	
	Vineland Ave./Hesby St.	Lankershim Blvd./Hesby St.
City of Burbank	Olive Ave./Riverside Dr.	
	Olive Ave./Alameda Ave.	
	Olive Ave./Buena Vista St.	
	Olive Ave./Verdugo Ave. (optional station)	
	Olive Ave./Front St. (on bridge at Burbank-Downtown Metrolink Station)	
	Olive Ave./San Fernando Blvd.	
City of Glendale	Glenoaks Blvd./Alameda Ave.	
	Glenoaks Blvd./Western Ave.	
	Glenoaks Blvd./Grandview Ave. (optional station)	
	Central Ave./Lexington Dr.	Goode Ave. (WB) & Sanchez Dr. (EB) west of Brand Blvd.
		Central Ave./Americana Way
	Broadway/Brand Blvd.	Colorado St./Brand Blvd.
	Broadway/Glendale Ave.	Colorado St./Glendale Ave.
	Broadway/Verdugo Rd.	Colorado St./Verdugo Rd.
		SR 134 EB off-ramp/WB on-ramp west of Harvey Dr.
Eagle Rock (City of Los Angeles)	Colorado Blvd./Eagle Rock Plaza	
	Colorado Blvd./Eagle Rock Blvd.	
	Colorado Blvd./Townsend Ave.	Colorado Blvd./Figueroa St.
City of Pasadena	Raymond Ave./Holly St. [1] (near Metro L Line (Gold) Station)	
	Colorado Blvd./Arroyo Pkwy. [2]	Union St./Arroyo Pkwy. (WB)[2] Green St./Arroyo Pkwy. (EB)[2]
	Colorado Blvd./Los Robles Ave. [1]	Union St./Los Robles Ave. (WB)[1] Green St./Los Robles Ave. (EB)[1]
	Colorado Blvd./Lake Ave.	Union St./Lake Ave. (WB) Green St./Lake Ave. (EB)
	Pasadena City College (Colorado Blvd./Hill Ave.)	Pasadena City College (Hill Ave./Colorado Blvd.)

[1]With Fair Oaks Ave. interchange routing
[2]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

3.1 FEDERAL REGULATIONS

There are no existing federal regulations pertaining to land uses that are applicable to the Proposed Project.

3.2 STATE REGULATIONS

There are no existing State regulations pertaining to land uses that are applicable to the Proposed Project.

3.3 REGIONAL REGULATIONS

3.3.1 Regional Transportation Plan/Sustainable Communities Strategies

As the Metropolitan Planning Organization for the Project Area, the Southern California Association of Governments (SCAG) oversees regional planning efforts for the six-county region consisting of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial counties. SCAG's planning efforts focus on strategies to minimize traffic congestion, protect environmental quality, and provide adequate housing throughout the region. Adopted in April 2016, the SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals. The 2016 RTP/SCS charts a course for closely integrating land use and transportation – so that the region can grow smartly and sustainably. It outlines more than $556.5 billion in transportation system investments through 2040. The 2016 RTP/SCS reaffirms the 2008 Advisory Land Use Policies that were incorporated into the 2012-2035 RTP/SCS and 2008 RTP. These foundational policies, which have guided the development of the RTP/SCS's strategies for land use, are based on Chapter 5, Strategies for Transportation and Land Use:

a) Identify regional strategic areas for infill and investment.

b) Structure the plan on a three-tiered system of centers development. Develop "Complete Communities."

c) Develop nodes on a corridor.

d) Plan for additional housing and jobs near transit.

e) Plan for changing demand in types of housing.

f) Continue to protect stable, existing single-family areas.

g) Ensure adequate access to open space and preservation of habitat. Incorporate local input and feedback on future growth.

SCAG's 2016 RTP/SCS is an update of the 2008 RTP and 2012-2035 RTP/SCS, which included the 2008 Advisory Land Use Policies. The 2008 RTP focused on improving the balance between land use and the current as well as future transportation systems. The following goals reflect the Region's focus on a balanced approach to transportation planning and decision-making:

a) Maximize mobility and accessibility for all people and goods in the Region.

b) Ensure travel safety and reliability for all people and goods in the Region.

c) Preserve and ensure a sustainable regional transportation system.

d) Maximize the productivity of our transportation system.

e) Protect the environment, improve air quality and promote energy efficiency.

f) Encourage land use and growth patterns that complement our transportation investments.

g) Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

The RTP/SCS recommended strategic investment in transit projects, including a new east-west BRT service from the G Line (Orange).

3.3.2 Sustainable Communities Program

The SCAG Sustainable Communities Program (formerly known as Compass Blueprint Program) provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Grants are available in the following three categories:

a) Integrated Land Use – Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration

b) Active Transportation – Bicycle, Pedestrian and Safe Routes to School Plans

c) Green Region – Natural Resource Plans, Climate Action Plans and Greenhouse Gas Reduction programs

3.4 LOCAL REGULATIONS

3.4.1 City of Los Angeles

General Plan

The City of Los Angeles' General Plan is a comprehensive, long-range declaration of purposes, policies and programs. Adopted by the Planning Commission and approved by the City Council and Mayor, the General Plan serves as a basis for strategic and long-term growth for the City of Los Angeles. The General Plan consists of a Framework Element, Land Use Element (35 Community Plans), Urban Form and Neighborhood Design Element, and a Plan for a Healthy Los Angeles (Health and Wellness Element). Other technical elements are also currently being

consolidated and updated as part of the City of Los Angeles comprehensive update to the General Plan. Below is a description of the 2014 General Plan that is relevant to Land Use and Development.

Framework Element

The General Plan's Framework (Framework) was adopted in 1996 and readopted in 2001. The Framework 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. 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 sets forth "a conceptual relationship between land use and transportation on a citywide basis and defines new land use categories." These categories include Neighborhood District, Community Center, Regional Center, Downtown Center, and Mixed-Use Boulevards. The Framework's land use policies encourage the retention of stable neighborhoods and provide incentives for growth in commercial and mixed-use centers, along boulevards, industrial districts, and in proximity to transportation corridors and transit stations. The Framework designates categories of activity centers, according to the range of intensity/density, heights and list of typical uses. The categories of centers, in order of increasing size, are neighborhood districts, community centers, and regional centers. The highest development intensities are targeted generally within one quarter mile of transit stations. One of the goals of the General Plan Framework is that "transit stations function as a primary focal point of the City's development." The Framework sets out the following policies for implementation around transit stations:

a) Prepare detailed plans for land use and development of transit-oriented districts.
b) Work with developers and Metro to incorporate public and neighborhood serving uses and services in structures located in proximity to transit stations, as appropriate.
c) Increase the density generally within one-quarter mile of transit stations determining appropriate locations based on consideration of the surrounding land use characteristics to improve their viability as new transit routes and stations.
d) Design and site new development to promote pedestrian activity and provide adequate transitions with residential uses.
e) Provide for the development of public streetscape improvements, where appropriate.
f) Establish standards for the inclusion of bicycle and vehicular parking at and in the vicinity of transit stations, differentiating these to reflect the intended uses and character of the area in which they are located (e.g. stations in some urban areas may have limited parking, while those in suburban locations may contain extensive parking).

Land Use/Transportation Policy

The General Plan also contains a Land Use Transportation Policy (the Policy) to integrate land use and transportation. Prepared in conjunction with the City of Los Angeles and Metro, the Policy was adopted by the City Council in November 1993. The Policy fosters higher-density mixed-use projects within one-quarter mile of rail and major bus transit facilities. The Policy recognizes a variety of station area types, ranging from a Neighborhood Center to a Major Urban Center. It intends to "concentrate mixed-use high-density development around transit

centers while protecting and preserving surrounding low-density neighborhoods by adopting zoning to create a transition in scale, height, and density between a quarter and half mile of transit stations." The Policy recognizes that not all stations are planned for intense growth. The Land Use Transportation Policy is "a long-term strategy for integrating land use, housing, transportation, and environmental policies into the development of a city form that complements and maximizes the utilization of the region's transit system." Among the objectives of the Land Use Transportation Policy are to:

a) Focus future growth of the City around selected transit stations.
b) Increase land use intensity in transit station areas, where appropriate.
c) Create a pedestrian-oriented environment in the context of an enhanced urban environment.
d) Accommodate mixed commercial/residential use development where appropriate.
e) Provide for places of employment.
f) Provide a wide variety of housing for a substantial portion of the projected Citywide population.
g) Reduce reliance on the automobile.
h) Protect and preserve existing single-family neighborhoods.

Land Use Element/Community Plans

The Land Use Element section of the General Plan is divided into 35 Community Plans and Special Purpose Districts. The land use policies and standards of the General Plan are implemented at a local level in the Community Plans through the community planning process. Community plans policies and programs are oriented toward specific geographic areas of the City. The Community Plans for the area propose specific circulation improvements including a series of public transit improvements which include bus service improvements, Amtrak/Metrolink improvements, and the creation of a community transit center.

The Project Area lies within two Community Plan Areas in the City of Los Angeles:

a) North Hollywood-Valley Village Community Plan
b) Northeast Los Angeles Community Plan

<u>North Hollywood-Valley Village Community Plan</u>

The North Hollywood-Valley Village Community Plan Area (see **Appendix A**) is located approximately 15 miles northwesterly of Downtown Los Angeles. It is bounded on the east by the City of Burbank, on the south by Sherman Oaks-Studio City-Toluca Lake, on the north by Sun Valley and on the west by Van Nuys-North Sherman Oaks community plan areas. The area is comprised of several subareas, the most prominent of these areas being Valley Village, North Hollywood Community Redevelopment Area, and the Valley-Laurel Plaza regional shopping area. The North Hollywood Redevelopment Plan expires in February 2021. [1]

[1] More details can be found at http://www.crala.org/internet-site/Projects/North_Hollywood/about.cfm.

The North Hollywood-Valley Village Community Plan recognizes the importance of the Metro B Line (Red) transit station as an introduction of subway service for the entire valley. While the Valley is served by Metrolink Commuter rail service, the Metro B Line (Red) provides frequent service linking the Valley, Hollywood and Downtown Los Angeles throughout the day. Requirements to improve circulation to facilitate local traffic circulation, relieve congestion and provide mobility for all citizens, include the following:

a) Continued development of the street system in conformance with existing programs.
b) Continued planning of and improvements to the public transportation system in the community.
c) Continued planning of street alignments that do not impact residential areas located adjacent to industrially developed properties.

Northeast Los Angeles Community Plan

The Northeast Los Angeles Community Plan Area (see **Appendix A)** was established more than 30 years ago to encompass the hills and valleys lying east of the Los Angeles River and north of the Boyle Heights Community Plan area within the City of Los Angeles. The plan was revised and adopted in 1999. The area serves as a transition between the downtown center of Los Angeles and the neighboring cities of Glendale, Pasadena, South Pasadena and Alhambra to the north and east, as well as the City of Monterey Park and the unincorporated community of City Terrace on the south.

Eagle Rock is located at the northern end of the Plan Area; it is generally bounded by Glendale on the west, the Verdugo Hills on the north, Pasadena on the east, and Highland Park and Glassell Park on the south. Initially the community was developed as a separate suburban city but was annexed to Los Angeles in 1923. The Ventura Freeway (SR-134) traverses Eagle Rock to the north of the developed community, but south of the distinctive Verdugo Hills ridgeline and its steep upper south-facing slopes; there is convenient access to this freeway and the Glendale Freeway (SR-2) that runs along the western boundary of the community. Eagle Rock is served by three major streets, Eagle Rock Boulevard running north-south through the center, Colorado Boulevard running east-west near the north, and Figueroa Street running north-south near the eastern edge. York Boulevard runs east-west near the southern border but is tangential to Eagle Rock.

The Community Plan identifies that the City should promote the following, with regard to Public Transportation:

a) Coordinate with Metro and the City Department of Transportation to improve local bus and shuttle service to and within the Northeast Los Angeles Community Plan Area, giving particular emphasis to linking major destinations and transit hubs.
b) Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.
c) Develop an intermodal mass transportation plan to improve efficiency between existing modes and future rail service.

In addition to the above, the Community Plan outlines several goals, objectives and policies. The following goals, objectives, policies and programs related to transit in the area are shown in **Table 3**.

Table 3 – City of Los Angeles Relevant General Plan (Community Plan) Policies

Goal/Objective/ Policy/Program	Description
Goal 11	Develop a public transportation system that improves mobility with convenient alternatives to automobile travel.
Objective 11-1	To encourage improved local and express bus service throughout the community and bus routes that connect with freeways and rail facilities.
Policy 11-1.1	Coordinate with the Metropolitan Transit Authority (MTA) to improve local bus service to and within the Northeast Los Angeles plan area.
Policy 11-1.2	Encourage the expansion, wherever feasible, of programs aimed at enhancing the mobility of senior citizens, disabled persons, and the transit-dependent population.
Objective 11-2	To increase the work trips and non-work trips made on public transit.
Policy 11-2.1	Develop an intermodal mass transportation plan to implement linkages to future mass transit service.
Program	Implement DASH bus services for Lincoln Heights/ Chinatown and Highland Park, to serve the commercial districts and other activity centers in the area.
Policy 11-2.2	Encourage the provision of safe, attractive and clearly identifiable transit stops with user-friendly design amenities.
Policy 11-2.3	Maximize opportunities for affordable housing and pedestrian access adjacent to rail stations
Goal 12	A coordinated, integration of development around transit stations in order to improve services, access, and economic vitality of the community.
Objective 12-1	To reflect the objectives and guiding principles of the City Council adopted Land Use Transportation Policy.
Policy 12-1.1	Support the completion of rail stations along Figueroa Street and San Fernando Road.
Policy 12-2.2	Identify pedestrian-oriented areas and preferred locations for mixed-use projects.
Policy 12-2.3	Promote childcare facilities, libraries, senior citizen and community centers, and other human service facilities at transit stations.

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

G Line (Orange) Transit Neighborhood Plan

The G Line (Orange) Transit Neighborhood Plan is part of the City of Los Angeles Transit Neighborhood Plans initiative, which encourages livable communities and employment centers around the region's expanding transit network. The Los Angeles Department of City Planning is focusing land use planning around transit to create complete neighborhoods. Planning regulations adjacent to transit neighborhoods typically encourage building design and a mix of uses that foster transit use. This pattern of development is intended to expand mobility options for greater numbers

of people; improve the livability of the City; reduce vehicle-miles travelled and related greenhouse gas emissions consistent with regional and state policies; reinforce neighborhood character and identity; and generate greater economic opportunity for all residents.

The Transit Neighborhood Plan will include a variety of land-use and zoning changes for select areas surrounding three G Line (Orange) BRT stations: North Hollywood, Van Nuys, and Sepulveda. These stations have among the highest ridership on the G Line (Orange). Each station sits at the intersection of at least two major transit services.

The Transit Neighborhood Plan includes 1) updates to the Van Nuys-North Sherman Oaks and North Hollywood-Valley Village Community Plans, 2) adoption of new zones and land-use and development regulations developed through the re:code LA program and 3) the adoption of necessary revisions and any other amendments necessary to implement the above, including amendments to other General Plan elements (such as Mobility and Framework), the Los Angeles Municipal Code, Van Nuys Community Design Overlay, North Hollywood Commercial & Artcraft District, and other ordinances and regulations. The TNP may also include updates to the maps, goals, policies, and programs that constitute the Van Nuys-North Sherman Oaks and North Hollywood-Valley Village Community Plans.

The City is in the process of developing the G Line (Orange) Transit Neighborhood Plan and it is not available for public review.

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. Burbank 2035 is organized into topics, or "elements"; however, it also represents a comprehensive and integrated approach to planning.

The General Plan reflects the vision of the residents, employees and visitors of the City for the planning period and beyond. The foremost goal for Burbank 2035 is to plan for expected change while preserving the high quality of life for future generations, to be accomplished by focusing on the following areas:

- Balanced Development
- Community Image and Character
- Complete Streets
- Economic Vitality
- Environmental Equity
- Housing Variety
- Open Space and Conservation
- Proactive and Responsive Government
- Quality Neighborhoods and Schools

- Safety
- Sustainability

Land Use Element

The Land Use Element guides future development in Burbank. It designates appropriate locations for different land uses including open space, parks, residences, commercial activity, industry, schools and other public uses. The Land Use Element establishes standards for residential density and non-residential building intensity and strives to avoid land use incompatibility. **Table 4** provides an outline of the General Plan goals and policies that relate to public transportation in Burbank. See **Appendix A** for the City of Burbank General Plan Land Use Diagram.

Table 4 – City of Burbank Relevant General Plan Policies

Goal/Policy	Description
Goal 1	Quality of Life
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%.
Goal 2	Sustainability
Policy 2.1	Consider sustainability when making discretionary land use and transportation decisions, policies, regulations, and projects.
Goal 5	Housing
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.
Goal 11	Regional Commercial Land Use
Policy 11.1	Require that regional centers provide access to public transit. Transit facilities should be integrated within or located immediately adjacent to regional centers.

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

The Land Use Element influences several issues found in the other elements in the General Plan. For example, different land uses generate various trip demands, which influence the capacity and service levels of the transportation system, and the calculation of vehicle miles traveled. The Mobility Element lays out future transportation services and routes designed to meet the demands of both existing and future development.

Mobility Element – Transit Centers

The Mobility Element compliments the Land Use Element by outlining a strategy to enable the transportation network to better serve planned land uses by 2035 by making the transit system more accessible to various land uses in the city. By allowing and encouraging new residential and commercial development to be located within walking distance of transit, the City can provide better opportunities to shift more trips from car to transit modes. Burbank has a number

of areas where multiple local and regional bus routes operate or intersect, primarily Downtown, the Media District, and near the Hollywood Burbank Airport. Policies in these areas encourage density, provide reduced parking incentives, encourage better land use connections to walking and biking networks, and offer transit as potential mitigation for traffic impacts from new development. Promoting transit-oriented design standards in these areas will help reduce the reliance on automobile use.

Below is a description of Specific Plans that are relevant to Land Use and Development.

The Burbank Media District, Specific Plan

Adopted in 1991, the Media District Specific Plan is a growth-control plan designed to dramatically reduce the amount of development which could occur under existing codes. The Media District Specific Plan assures that all new development can be accommodated by infrastructure and public services and that new development will fund its fair share of the cost of these improvements. Further, the Media District Specific Plan contains a neighborhood protection program to preserve the character and quality of the single-family residential neighborhoods surrounding the Media District and minimize traffic on the local streets in these neighborhoods. The Media District Specific Plan also contains special land use and development requirements designed to maximize compatibility of commercial and media businesses with nearby residences.

The Media District Specific Plan area is located in the southwest corner of the City of Burbank (see **Appendix A**), approximately seven miles northwest of the City of Los Angeles Civic Center and is bisected by the SR-134 in a west to east direction.

The Media District Specific Plan Goals are outlined as follows:

a) Protect the quality of life in single-family residential neighborhoods surrounding the Media District through density limits, height restrictions, development standards, traffic diversion techniques and other neighborhood protection programs.
b) Allow sufficient and reasonable development opportunity for media and medical establishments. These uses have a special need to locate and expand within the Media District.
c) Ensure that infrastructure and public service improvements are provided to accommodate the needs of all existing and future development and that improvements required as a result of new development are funded primarily by that new development.
d) Ensure that all property owners have a long-term opportunity for a reasonable amount of development.
e) Minimize the potential for land use conflicts by restricting intensive development near single family residential neighborhoods and by applying development standards which promote quality development and maximize compatibility of adjacent properties.
f) Encourage distinctive urban design elements and architectural standards which establish the gateways, corridors and centers of the District and protect an identity which emphasizes the unique entertainment orientation of the Media District.

g) Provide land uses, urban design components and public improvements which maximize pedestrian travel within the District.
h) Encourage retail uses which support the employment base and residential areas and which create an active street life.
i) Promote car/van pools, ridesharing, flex time, public transportation improvements and other transportation systems management strategies which reduce traffic, particularly in the peak community hours.

The Burbank Center Plan

Adopted in 1997, the Burbank Center Plan is an economic revitalization plan that addresses long range land use and transportation planning of the downtown area. The Burbank Center Plan area is located in the central southeastern portion of the City. It is approximately bounded by Burbank Boulevard on the north, Glenoaks and San Fernando boulevards on the east, the Burbank/Glendale city boundaries on the south, and Victory Boulevard and Lake Street on the west.

The Burbank General Plan includes the following policies of the Burbank Center Plan:

a) Preserve manufacturing land uses and maintain employment and small business opportunities in the Burbank Center Plan area.
b) Support the conversion of declining commercial strip development to uses which have stronger market support and are suitable along arterial streets, such as mixed uses and medium density residential uses.
c) Encourage mixed use commercial/industrial and mixed-use commercial/ residential projects to minimize the need for motor vehicle travel and encourage the renewal of economically declining areas.
d) Encourage increased intensity, massing and height adjacent to Interstate 5 in the City Center subarea.
e) Encourage the continued development of entertainment and restaurant uses in the downtown area to maximize the area's potential as a daytime, evening and weekend activity center. Support these uses with parking, transportation and land use policies.
f) Require creation of small exposed public and private open space areas, pedestrian plazas and pocket parks within development on each of the opportunity sites.
g) Support new mixed-use land uses which incorporate interaction with an integrated multimodal Citywide transportation system including light rail, commuter rail, bus, local and circulator shuttle services, bicycle and pedestrian facilities. This system of facilities and services should minimize dependence on the automobile in support of regional land use and transportation strategies to meet clean air regulations.
h) Encourage incorporation of on-site public transit facilities within the development on each of the opportunity sites. Each on-site transit facility should at a minimum accommodate on-site stopping areas for public and private shuttles adjacent a major street frontage to facilitate passenger transfer between shuttles and MTA buses.

i) Provide a strong pedestrian link between the Regional Intermodal Transportation Center (RITC) and the downtown commercial area. Continue the downtown landscape and hardscape improvements across Interstate 5 in support of this link.
j) Actively promote public-private partnerships in joint development opportunities at the RITC.
k) Encourage mixed land uses within one-quarter mile of Intermodal Transportation Centers (ITCs).
l) Permit increased density, reduced on-site parking, and other appropriate incentives for development that maximizes job creation and revenue generation within one-quarter mile of the ITCs, and which are designed to facilitate vehicle trip reduction programs.
m) Ensure well designed access for pedestrians and cyclists at ITCs.
n) Encourage incorporation of childcare facilities within all major development within the Burbank Center Plan area and specifically the development of each of the opportunity sites, or development participation in a Citywide childcare program which funds and provides alternate childcare facilities.

The Burbank Village subarea is within the Project Area, as are subsections of the Burbank Village subarea including the Olive Avenue Corridor, the City Center Access to RITC, the San Fernando Corridor, Transit-Oriented Commercial/Office Village, Transitional Industrial Industry Area, and Mixed Commercial/Office/Residential.

3.4.3 City of Glendale

General Plan

The City of Glendale's General Plan is a comprehensive, long range declaration of purposes, policies and programs for the development of the City. Adopted in 1977 and revised 1986, this General Plan is a long-range plan for the City of Glendale which provides a comprehensive analysis of current and future land use requirements, economic feasibility, environmental impacts, and implementation techniques. See **Appendix A** for the City of Glendale Comprehensive General Plan Land Use Map. The following policy concepts underline the plan's goals and form the precepts for decision-making relevant to Land Use and Development.

a) Glendale's government and business community will continue to expand a high level of effort to improve its competitive situation with respect to retail trade. This policy will benefit the City by offering residents a wider variety of merchandise and services through the creation of an improved tax base and an increased level of retail sales tax revenue.
b) Glendale government in cooperation with the building industry and concerned community organizations will encourage an orderly and moderate increase in residential densities in areas where adequate services can be provided, particularly to take advantage of access to cultural, employment, shopping and public transportation opportunities. This policy recognizes that some areas will be more readily suitable for conversion to higher densities than will other areas.
c) In accordance with general guidance provided in the State Planning Act, Glendale will reshare its zoning regulations (the text as well as the map) to ensure that appropriate

direction is available to ensure all development will foster the goals, precepts and policies of this plan.

d) The improvement of Glendale's circulation system will be facilitated by the implementation of the Circulation and Scenic Highways Elements of the General Plan in a manner which will complement the phased development proposals presented in the plan.
e) Glendale's residents, neighborhood associations, and government can and must encourage the maintenance and improvement of residential neighborhoods.

Below is a description of goals and policies in the Glendale Downtown Specific Plan that are relevant to Land Use and Development.

The City of Glendale, Downtown Specific Plan

Adopted in 2006, the Downtown Glendale Specific Plan consists of a variety of districts, based on the existing building patterns within each area. The Downtown Specific Plan seeks to preserve and enhance the aspects which provide each district its unique character, while improving the attractiveness and livability of the Downtown area. The Downtown Specific Plan is an urban design-oriented plan, which sets the physical standards and guidelines as well as land use regulations for activities within the Downtown Specific Plan area.

Downtown Glendale is located at the southern base of the Verdugo Mountains, in a valley "bowl" also bounded on the west by the Los Angeles River and Griffith Park and to the east by the San Rafael Hills. This valley is also referred to as the "Golden Triangle" and further defined by the SR-2, SR-134, and Interstate 5 Freeways, from which Downtown Glendale has unique and immediate regional access to neighboring communities such as Burbank, Pasadena, North Hollywood, La Crescenta, and Downtown Los Angeles.

Within Downtown Glendale is the convergence of several primary local streets - Brand Boulevard, Central Avenue, Glendale Avenue, Colorado Street, Broadway, and Glenoaks Boulevard - that lead to surrounding neighborhoods and districts. The South Brand "Boulevard of Cars" is a regional concentration of auto dealerships. South Brand also links Downtown to the historic Tropico town site, now a burgeoning mixed-use and residential neighborhood centered around the Metrolink station and Glendale Memorial Hospital. The Adams Hill neighborhood and the Forest Lawn Memorial Park cemetery are also to the south. The North Brand district, a localized retail area, serves the residential neighborhoods north of Downtown Glendale and the SR-134.

The Downtown Specific Plan mobility policies maximize the accessibility, safety, and efficiency of the Downtown transportation system for all users, including pedestrians, transit passengers, cyclists, and drivers of both private and commercial vehicles. In Section 6.1.2 - Land Use and Transit, the following policies are outlined:

a) Link land use and transit development policies to maximize transit use and convenience in Downtown.

b) Cluster housing and employment around shared parking and major transit corridors and transfer nodes, connected by pedestrian streets.
c) Make street and transit stop improvements to facilitate the safety, attractiveness and convenience of transit use. This might include transit improvements to designated transit-priority streets to keep buses moving, upgrades to transit stops to include amenities such as weather protection, and real time trip information, and other improvements.

3.4.4 City of Pasadena

General Plan

The City's updated General Plan is a comprehensive, long range declaration of purposes, policies and programs for development of the City. Pasadena's General Plan Land Use Element is grounded by the following Guiding Principles that cumulatively represent the community's vision for the future. The Guiding Principles were developed through an extensive program of community outreach and input conducted over a six-year period.

a) Growth will be targeted to serve community needs and enhance the quality of life. Higher density development will be directed away from residential neighborhoods and into the Central District, Transit Villages, and Neighborhood Villages. These areas will have a diverse housing stock, job opportunities, exciting districts with commercial and recreational uses, and transit opportunities. New development will build upon Pasadena's tradition of strong sense of place, great neighborhoods, gardens, plazas, parks, and trees.
b) Pasadena's historic resources will be preserved. Citywide, new development will be in harmony with and enhance Pasadena's unique character and sense of place. New construction that could affect the integrity of historic resources will be compatible with, and differentiated from, the existing resource.
c) Pasadena will be an economically vital city by providing jobs, services, revenues, and opportunities. A diverse economic base with jobs for Pasadena residents will be fostered; existing businesses will be encouraged to stay or expand; affordable housing will be provided for the labor pool; the continued fiscal health of the city will be ensured.
d) Pasadena will be a socially, economically, and environmentally sustainable community. Safe, well designed, accessible and human-scale residential and commercial areas will be provided where people of all ages can live, work and play. These areas will include neighborhood parks, urban open spaces and the equitable distribution of public and private recreational facilities; new public spaces will be acquired. Human services will be coordinated and made accessible to those who need them.
e) Pasadena will be a city where people can circulate without cars. Specific plans in targeted development areas will emphasize a mix of uses, pedestrian activity, and transit; public and private transit will be made more available; neighborhood villages and transit villages will reduce the need for auto use.

f) Pasadena will be a cultural, scientific, corporate, entertainment and education center for the region. Long-term growth opportunities will be provided for existing institutions; a healthy economy will be fostered to attract new cultural, scientific, corporate, entertainment and educational institutions.
g) Community participation will be a permanent part of achieving a greater city. Citizens will be provided with timely and understandable information on planning issues and projects; citizens will directly participate in shaping plans and policies for Pasadena's future.
h) Pasadena is committed to public education and a diverse educational system responsive to the broad needs of the community.

The Pasadena Land Use Diagram serves as a guide depicting the ultimate pattern of development for Pasadena in 2035 (see **Appendix A**). The Project Area includes the Northwest, Fair Oaks/Orange Grove, West Gateway and Central District Areas.

Table 5 lists goals and policies that are relevant in the correlation of Land Use with Mobility. All other Land Use goals and policies can be referenced in the Pasadena General Plan Land Use Element.

Table 5 – City of Pasadena Relevant General Plan Policies

Goal/Policy	Description
Goal 18	**Land Use/Transportation Relationship**. Pasadena will be a City where there are effective and convenient alternatives to using cars and the relationship of land use and transportation is acknowledged through transit-oriented development, multi-modal design features, and pedestrian and bicycle amenities in coordination with and accordance with the Mobility Element.
Policy 18.1	**Development Mix and Densities**. Accommodate the mix and density of land uses and urban form that induce walking, bicycling, and transit use as an alternative to the automobile, as specified by the Land Use Diagram.
Policy 18.2	**Mobility**. Correlate land use development intensities with adequate infrastructure improvements and transportation strategies to ensure mobility in all areas of Pasadena.
Policy 18.3	**Modal Choices**. Promote the development of infrastructure supporting walking, bicycling, and transit use and complete streets as specified by the Mobility Element.
Policy 18.4	**Transit-Pedestrian Coordination**. Implement physical improvements facilitating pedestrian access from development projects to the street, bus stops, and/or transit stations.
Policy 18.5	**Land Use-Mobility Compatibility**. Manage vehicle traffic volumes and speeds to improve their compatibility with the character of the adjacent land uses, the function of the street(s), and bicycle and pedestrian traffic.
Policy 18.6	**Relationship of Buildings to Transit Stops**. Require that building entrances or accessways be oriented toward transit stops when located adjacent to these facilities.

SOURCE: City of Pasadena, *Land Use Element*, 2015, amended 2016.

4 Existing Setting

The purpose of the section is to provide baseline data on existing land use characteristics of the Project Area.

4.1 EXISTING LAND USE SETTING

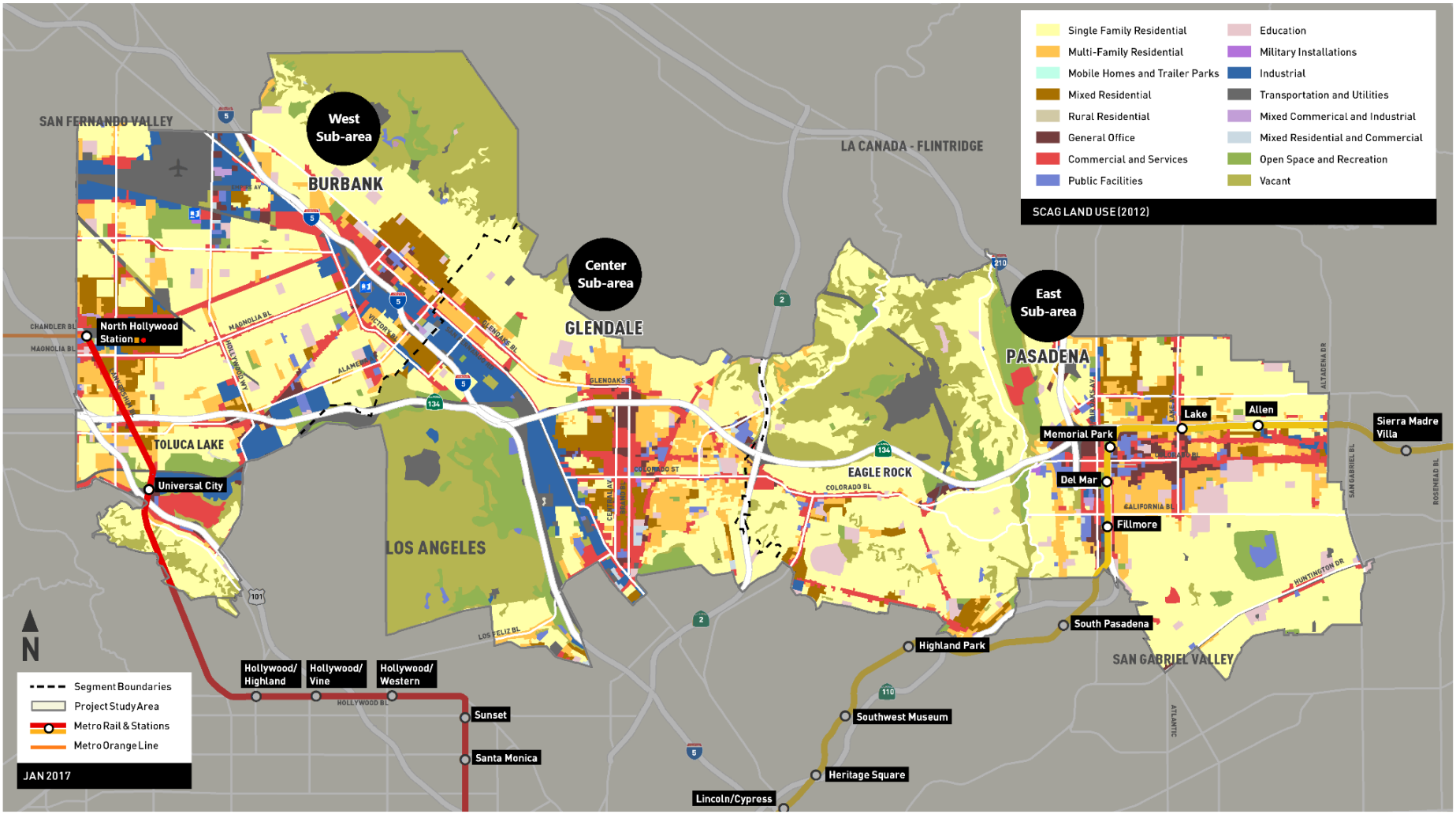
The Proposed Project is located in a heavily traveled corridor that is approximately 18 miles long and includes the Cities of Burbank, Glendale, and Pasadena and a portion of the City of Los Angeles that includes North Hollywood and Eagle Rock. The study corridor generally parallels SR-134 between the San Fernando and San Gabriel Valleys. Existing high-capacity transit services in the study corridor include the Metro B (Red) and G Lines (Orange) in North Hollywood, the Metrolink Antelope Valley Line in Burbank and Glendale, the Metrolink Ventura Line in Burbank and Glendale, and the Metro L Line (Gold) in Pasadena. The area also includes many densely populated residential areas with cultural, entertainment, shopping, and employment areas distributed throughout, including:

a) North Hollywood Arts District
b) Burbank Media District
c) Downtown Burbank
d) Downtown Glendale
e) Eagle Rock
f) Old Pasadena

Figure 2 shows existing land uses within the Project Area.[2] Based on parcel-level data from SCAG, existing land uses within the Project Area include residential, office, commercial, public facilities, education, military, industrial, transportation and utilities, mixed-use, open space and recreation, and vacant land. The predominant land use within the Project Area is single-family residential (51 percent), followed by vacant land (18 percent) consisting largely of mountainous areas, commercial (14 percent), transportation and utilities (8 percent), industrial (5 percent), and open space and recreation (5 percent). A discussion of the existing corridor setting is described in terms of a West Segment, Central Segment, and East Segment. A further detailed discussion of existing land uses is described on a city by city basis.

[2] Based on 2012 parcel-level land use data from SCAG.

Figure 2 – Project Area Existing Land Uses



SOURCE: Metro

4.1.1 Land Uses by City Along the Project Area

For description purposes, land uses along the corridor are described from West Segment, Center Segment and East Segment by City (see **Figure 3**).

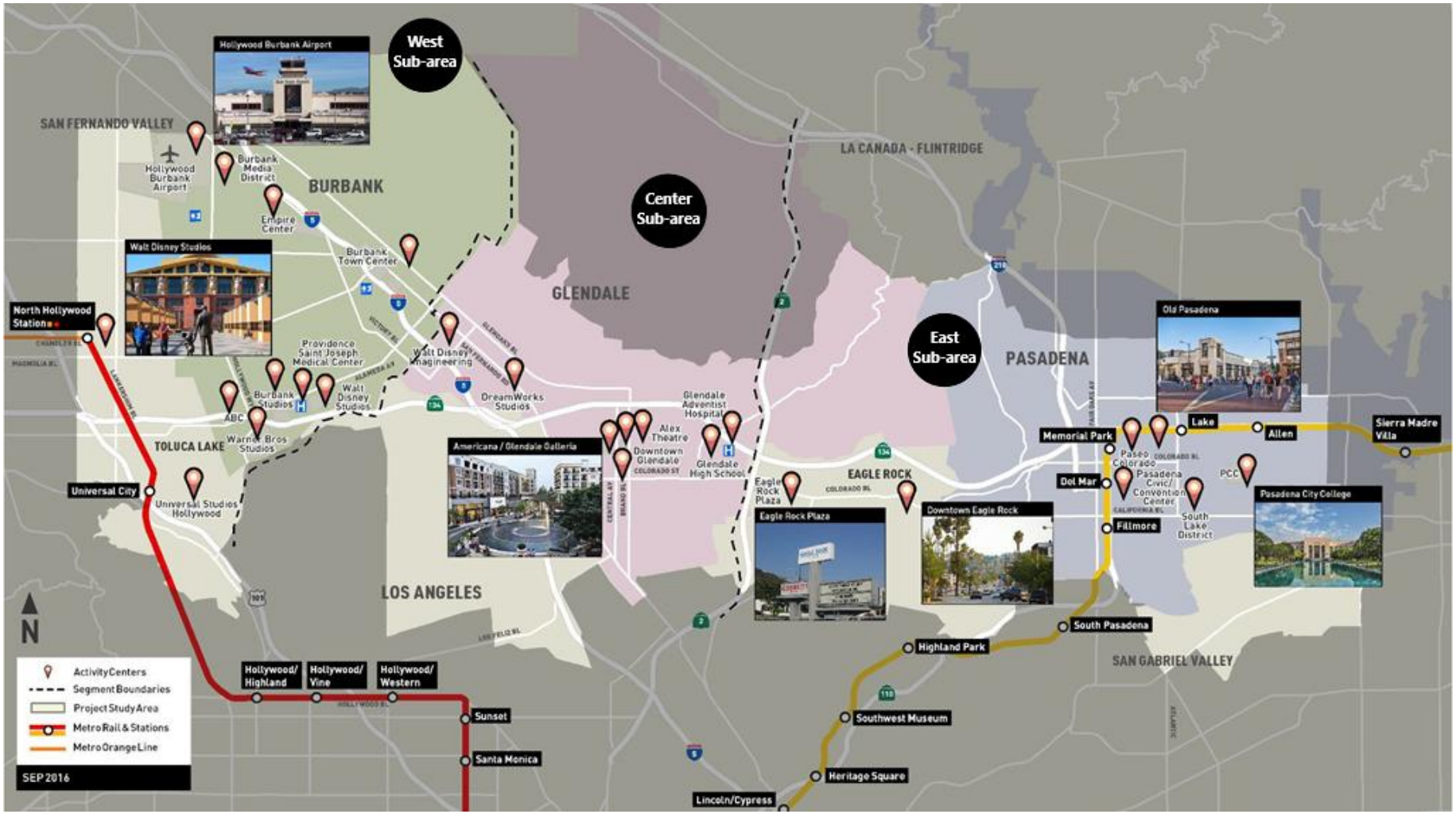
West Segment

The West Segment covers the communities of North Hollywood and Toluca Lake (City of Los Angeles), and the City of Burbank. Residential neighborhoods are widely dispersed throughout this segment and are intermixed with the downtown/civic centers and entertainment and cultural landmarks. The major employment hubs are in Downtown Burbank adjacent to Interstate 5, the Media District, and a concentration of various studios near the southern boundary of Burbank. Major transportation connections include the Metro B Line (Red) and G Line (Orange) in North Hollywood, Hollywood Burbank Airport, Hollywood Burbank Airport Metrolink Station, and the Burbank-Downtown Metrolink Station.

a) North Hollywood/Toluca Lake (City of Los Angeles)
   - The North Hollywood Metro Station (North Hollywood Transit Center) is the western start/terminus of the Proposed Project. The route continues east along Chandler Boulevard to Vineland Avenue and then to Lankershim Boulevard. Land uses along this route include low-rise multi-family residential and lower density retail uses. A Joint Development Project known as “District NoHo” is currently advancing at the North Hollywood Metro Station. The 15-acre development will include around 1,275-1,625 residential units (including 275-425 affordable units), 125,000-150,000 square feet of retail, and 300,000-400,000 square feet of office space[3].
   - A route option extends from the North Hollywood Transit Center southeast along Lankershim Boulevard from Chandler Boulevard to Hesby Street. Land uses in this area are primarily commercial, cultural/entertainment, medical (Kaiser Permanente North Hollywood) with some multi-family residential complexes mixed in. Low rise single-family residential development is nearby, with a frontage road (Vineland Place) on the west side of Vineland Avenue. Further south along Lankershim Boulevard are several small theatres, additional eateries and small businesses. The route continues along Lankershim Boulevard to the south side of the SR-134. Land uses along this portion of the route are also primarily commercial.
   - The Proposed Project would travel east on SR-134 from Lankershim Boulevard to the Pass Avenue/Hollywood Way exit/entrance in the City of Burbank. Land uses surrounding this freeway option are primarily residential neighborhoods to the north and a mix of commercial uses to the south.

[3] Metro, https://www.metro.net/projects/jd-noho/, for more details of the project.

Figure 3 – Project Area Activity Centers



SOURCE: Metro

Metro

b) City of Burbank
   - From Olive Avenue, the route extends in a northeasterly direction to Glenoaks Boulevard. Land uses along Olive Avenue are designated Media District Commercial (between SR-134 and Buena Vista Street) and Corridor Commercial (between Buena Vista Street and Victory Boulevard). Low and medium density residential uses are one block north of Olive Avenue and one block south of Olive Avenue (east of Buena Vista Street). The route along Olive Avenue contains a number of activity centers in the Media District including major entertainment studios (e.g., iHeart Radio Theater, Warner Bros. Studios, Walt Disney Studios) and a number of smaller commercial and retail uses. Further northeast of the Media District, commercial and residential uses are lower density with educational (John Burroughs High School and Walt Disney Elementary School) and recreational (City's Adult Center, baseball fields, Olive Recreation Center) uses nearby. Near Victory Boulevard, uses are primarily industrial and institutional (Burbank Transit Center which includes the Burbank-Downtown Metrolink Station) until the route crosses the Interstate 5 Freeway. Northeast of the Interstate 5 Freeway is designated Downtown Commercial where the route turns east on Glenoaks Boulevard in Downtown Burbank. This area is mixed with commercial retail, restaurants, and institutional uses (e.g., Burbank Police Department, City Hall, the Los Angeles County Public Defender offices, churches). Glenoaks Boulevard from Olive Avenue to East Valencia Avenue has high density residential one block away with medium and low density residential two to three blocks away.

Center Segment

The Center Segment is primarily within the City of Glendale. Residential neighborhoods are dispersed within the city limits and, in many cases, within a short driving distance of activity and employment centers. The major employment hubs include the downtown area near Brand and Central Avenues, the DreamWorks Studios, and the Walt Disney Imagineering campus on the western limits of the segment.

a) City of Glendale
   - Land uses along Glenoaks Boulevard from East Valencia Avenue to Central Avenue/SR-134 are primarily neighborhood-oriented commercial (C1) and community commercial (C2) with retail, restaurants, and grocery stores.[4] Additional land uses include an elementary school, an extended stay hotel, and a nursing day care center. One block outside of the C1 and C2 commercial corridor is medium density (R2250) and low density (R1) residential spanning two to three blocks away to the north. As Glenoaks Boulevard approaches SR-134 from the east, medium (R2250) and moderate (R3050) residential uses line the boulevard prior to Central Avenue where several major activity centers are located, including Kaiser Permanente, Nestle USA and hotels. The route turns south along Central Avenue and travels through Downtown Glendale to Broadway.

[4]City of Glendale Zoning designations: C1 – Neighborhood Commercial, C2 – Community Commercial, R1 – Low Density Residential, R2250 – Medium Density Residential, R3050 – Moderate Density Residential

- There are three route options for travel between Central Avenue and West Broadway:
  - Proposed Project – travels from Central Avenue to West Broadway by way of East Broadway, a major downtown arterial. This route passes through Downtown Glendale, and passes Glendale City Hall and Glendale Galleria, a regional shopping center.
  - Route Option E-2 – travels from Central Avenue to West Broadway by way of Central Avenue and Colorado Street. This route passes a high concentration of activity centers, single- and multi-family housing, retail shopping and Glendale High School. It also runs through Downtown Glendale.
  - Route Option E-3 – travels from Central Avenue to West Broadway on the SR-134.

East Segment

The East Segment covers east Glendale, Eagle Rock, and Pasadena. Residential neighborhoods within this segment range from high density urban housing in Pasadena to low density residential in Eagle Rock. The major employment hubs include Old Pasadena and Eagle Rock. Regional transportation hubs include the Del Mar and Memorial Park Metro L Line (Gold) Stations. The East Segment connects Glendale to the Eagle Rock Plaza and Downtown Eagle Rock (in the Eagle Rock North and West neighborhoods) via Colorado Boulevard and Old Pasadena through the South Lake neighborhood and Pasadena City College towards the east.

a) Eagle Rock (City of Los Angeles)
   - Along West Broadway the route continues east then transitions into Colorado Boulevard within the City of Los Angeles community of Eagle Rock. The western portion of the segment is designated Highway Oriented Commercial and includes the Eagle Rock Plaza shopping center, several lodges, motels and inns, and auto and strip retail. As the route travels east, land uses transition to lower scale, neighborhood-oriented retail and restaurants. Low and medium residential land uses (R1 and R2) and are the primary uses one block north and south of Colorado Boulevard. There is open space designated immediately north and south of SR-134 including the Eagle Rock Hillside Park and recreational uses such as Eagle Rock Recreation Center and the Richard Alatorre Park.
   - Route Option F2 would operate on the SR-134 exiting at the Figueroa Street interchange. There are no built land uses immediately surrounding the freeway. Single-Family Residential land use is the primary use south of SR-134. There is also open space designated immediately northwest of the SR-134.

b) Pasadena
   - Within the City of Pasadena, the corridor along SR-134 (west of the Interstate 710) is primarily low density residential with open space and recreational uses such as the Annandale Golf Club, Brookside Park/Golf and Country Club and the Rose Bowl Stadium, and institutional uses such as the Kidspace Children's Museum and the

Norton Simon Museum. As the corridor transitions to Colorado Boulevard (east of the Interstate 710) the route travels through Downtown Pasadena, an urbanized mixed-use area with commercial, retail, restaurants, and hotels, with high and medium-high density residential. Institutional uses are also located along Colorado Boulevard including a public library, city courthouse, and churches. Pasadena City College is the eastern terminus of the route between Hill and Bonnie Avenues.

- There is a route option for travel through Pasadena via the one-way pairs of Union Street and Green Street. At the most eastern portion of the route, the neighborhoods along Green Street and Union Street transition to primarily residential. Otherwise the surrounding uses are similar to Colorado Boulevard.

4.1.2 Land Uses by Station Areas

The land uses around the BRT stations are shown in **Figure 4** to **Figure 8**. Land use information around the station sites is provided for areas within a half-mile radius. On the existing land use maps, intersections with potential stations are noted; precise location of station platforms and amenities can be found in conceptual engineering drawings. There are 38 potential stations for the Proposed Project; the existing land use character of each station area is as follows:

Figure 4 – Existing Land Uses by Station North Hollywood District (City of Los Angeles)

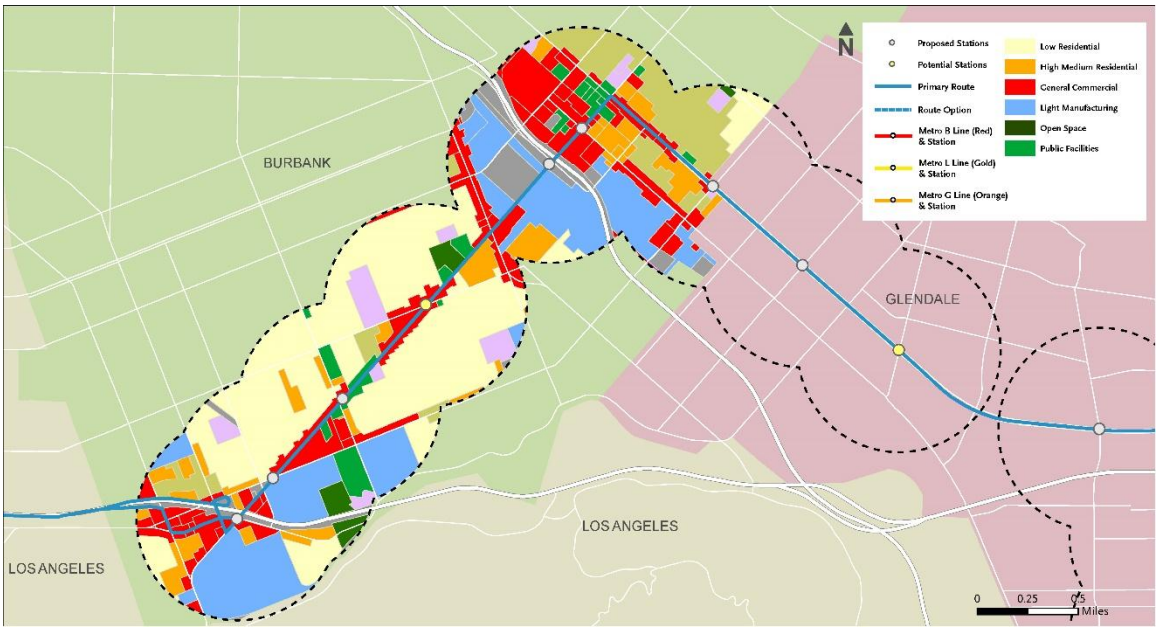
SOURCE: City of Los Angeles

1) North Hollywood Transit Center (Lankershim Boulevard/Chandler Boulevard) – Adjacent to the existing Metro B/G Line (Red/Orange) stations, the proposed North Hollywood Transit Center would include a passenger waiting area, platform, and access to the Metro park-and-ride facility. Metro owns 15.6 acres surrounding the station area including the G Line (Orange) turnaround and a local bus plaza. The current North Hollywood station is one of the busiest in the system connecting to the B/G Lines (Red/Orange) as well as a number of bus routes. Within a half-mile of the station is a variety of designated uses including public facilities, community commercial, commercial manufacturing, as well as low, medium, and high medium residential. There is also open space and recreational uses west of Tujunga Avenue. There are no vacant parcels immediately adjacent to the station.

2) Vineland Avenue/Hesby Street Station – This station is immediately adjacent to high medium residential with a frontage road (Vintage Place) parallel to Vineland Avenue. To the immediate east is community commercial uses including a bicycle shop and office space. Additional medium and low medium residential uses, community commercial, and commercial manufacturing are within a half-mile radius of the station. There are currently underutilized and vacant parcels on the east side of Vineland Avenue.

3) Route Option A2, Lankershim Boulevard/Hesby Street Station – A pair of station platforms would be integrated into the existing sidewalks on Lankershim Boulevard south of Hesby Street (near-side northbound and far-side southbound). Surrounding land uses include high medium residential to the north-west and community commercial and medium residential uses to the south-west and east. There are currently underutilized and vacant parcels in the immediate vicinity of the station on Lankershim Boulevard.

Figure 5 – Existing Land Uses by Station Burbank



SOURCE: City of Burbank

4) Olive Avenue/Riverside Drive Station – This station is surrounded by retail and commercial service uses with major activity and employment centers including Warner Brothers and other major studios. There is multi-family and single-family residential to the north and south of SR-134 on the west side of Olive Avenue.

5) Olive Avenue/ Alameda Avenue Station – This station is surrounded by retail and commercial and service uses along Olive Avenue and the south side of Alameda Avenue. The immediate station area is adjacent to the Burbank Studios (with other major production and entertainment offices nearby (Warner Bros. Studios, Walt Disney Studios, etc.).

6) Olive Avenue/Buena Vista Street Station – This station is surrounded by auto-oriented and retail uses. The station is within half-mile walk to various employment and neighborhood retail uses. The station location has walkable sidewalks with access to adjacent neighborhoods.

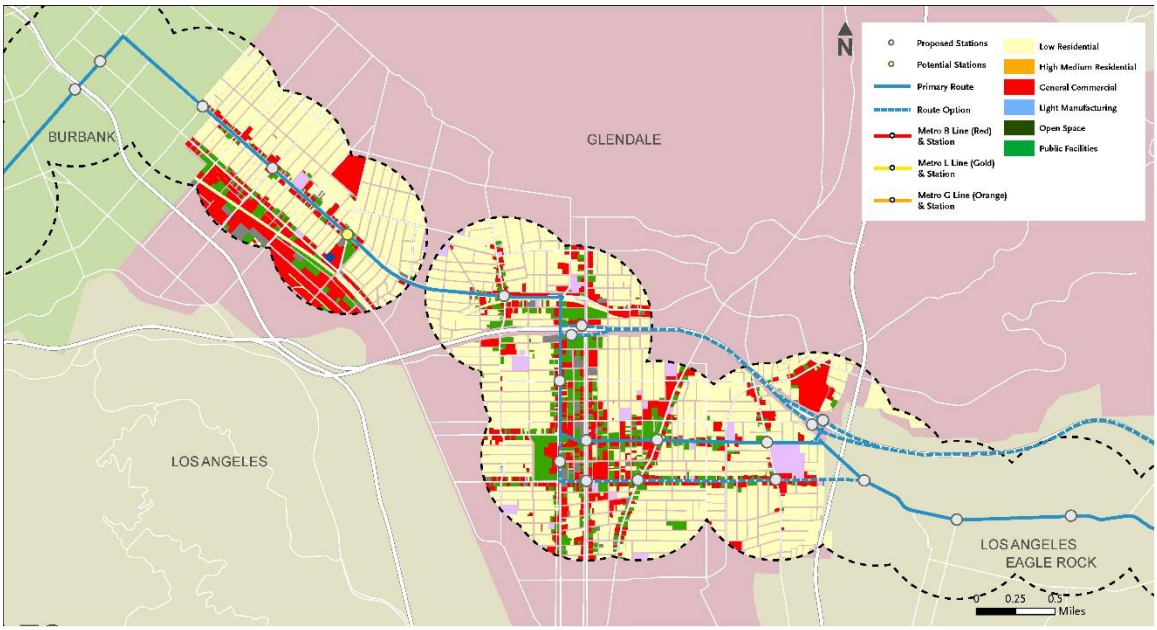
7) Olive Avenue/Verdugo Avenue Station – The station is surrounded by mixed commercial, industrial, and recreational (Olive Recreation Center) land uses with retail, commercial and services concentrated along the southwest segment on Olive Avenue and Verdugo Avenue.

8) Burbank-Downtown Metrolink Station – This station would connect to the existing Burbank-Downtown Metrolink Station. The immediate station area is designated as transportation with public facility uses. There is also mixed commercial and industrial uses (auto-oriented) within the half-mile radius.

9) Olive Avenue/San Fernando Boulevard Station – Within Downtown Burbank, land uses include a variety of retail, commercial and services surrounded by higher density multi-family residential. The station is also accessible to multiple public facilities including Burbank City Hall, Library, Courthouse, and Burbank Police Station.

10) Glenoaks Boulevard/Alameda Avenue Station – This station is surrounded by general commercial with multi-family residential one block away to the east and west.

Figure 6 – Existing Land Uses by Station Glendale



SOURCE: City of Glendale

11) Glenoaks Boulevard/Western Avenue Station – This station is surrounded by general commercial with multi-family residential one block away to the east and west. The surrounding area has local services such as urban retail, restaurants, library, and grocery stores as well as educational uses (Thomas Jefferson Elementary School).

12) Glenoaks Boulevard/Grandview Avenue Station – This station is surrounded by general commercial with mixed multi-family residential/commercial west of Grandview Avenue. Within the half-mile radius of the station is single-family residential with some recreational uses (Pelanconi Park) and a cemetery (Grand View Memorial Park & Crematory).

13) Glenoaks Boulevard/Pacific Avenue Station – This station is surrounded by general commercial to the west and north and mixed residential and commercial to the south. There are medical offices nearby (Kaiser Permanente) and hotels (Hilton and Embassy Suites) north of SR-134.

14) Central Avenue/Lexington Drive Station (also applies to Route Option E2) – This station is surrounded by dense mixed residential and commercial uses to the east and multi-family residential uses to the west. The station is near a variety of activity centers including banks, restaurants, medical offices and a hospital (Kaiser Permanente Glendale), offices, and public service buildings (California Highway Patrol, Consulate General of Armenia). Nearby are entertainment offices and theaters (Hollywood Production Center, Glendale Centre Theatre, Stars on Brand Banquet Hall). There is currently a vacant parcel on the northwest corner of the intersection.

15) Broadway/Brand Boulevard Station – The station is adjacent to a regional shopping center (Americana at Brand) and is located along the major downtown arterials of Broadway and Brand Boulevard. Surrounding land uses include retail and commercial and services to the east and mixed residential and commercial to the west.

16) Broadway/Glendale Avenue Station – This station is immediately adjacent to public facilities including the Glendale Courthouse, Police Department, City Hall, and other Civic Center offices. In addition to the public facilities, other nearby land uses include general commercial (along Broadway and east side of Glendale Avenue) as well as surrounding multi-family residential and mixed residential and commercial towards the west.

17) Broadway/Verdugo Road Station – This station is surrounded by multi-family residential and educational uses (Glendale High School and John Marshall Elementary School) with general commercial and support uses nearby (post office, church, American Automobile Association Automobile club).

18) Route Option E2, Central Avenue/Americana Way Station – This station is adjacent to the northeast side of the regional shopping center (Americana at Brand) and the Glendale Galleria. The surrounding uses also include a mix of retail, commercial and services as well as mixed residential and commercial.

19) Route Option E2, Colorado Street/Brand Boulevard Station – This station would be provided under Route Option E2 along Colorado Street. Surrounding uses include mixed residential and commercial, and regional commercial near the southeast side of the shopping center (Americana at Brand). There are also nearby public facilities such as the Glendale Central Park and Adult Recreation Center.

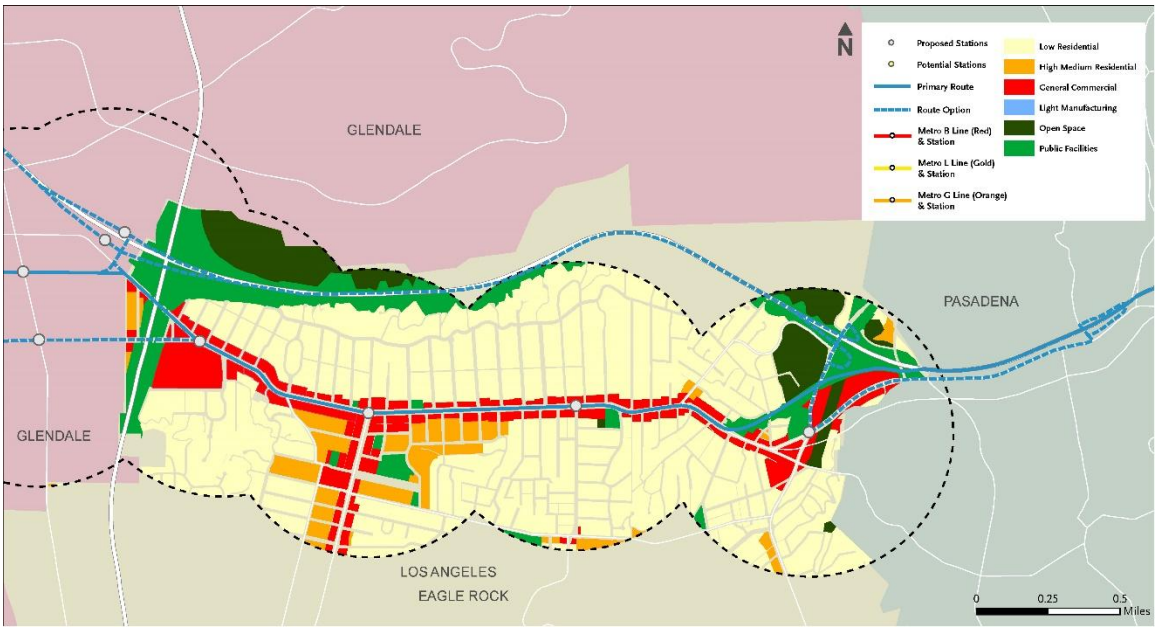
20) Route Option E2 Colorado Street/Glendale Avenue Station – Surrounding uses are mixed residential/commercial and multi-family residential west of Glendale Avenue. East of Glendale Avenue along Colorado Street is general commercial surrounded by multi-family residential.

21) Route Option E2 Colorado Street/Verdugo Station – This station is surrounded by multi-family residential with educational uses nearby (Glendale High School, Glendale Preschool and Kindergarten). There is also general commercial, and support uses in the vicinity (neighborhood shopping center).

22) Route Option E3 SR-134/Brand Boulevard Station – This station would be located along the freeway frontage roads (Sanchez Drive and Goode Avenue) between North Central Avenue and North Brand Boulevard. Surrounding uses include mixed residential and commercial including several banking institutions and offices.

23) Route Option E3, SR-134/Harvey Drive Station – This station would be provided along the SR-134 ramps at Harvey Drive to serve Eagle Rock via Colorado Boulevard. The immediate surrounding uses are commercial with a religious institution, medical facilities, multi-family and single-family residential nearby.

Figure 7 – Existing Land Uses by Station Eagle Rock (City of Los Angeles)



SOURCE City of Los Angeles

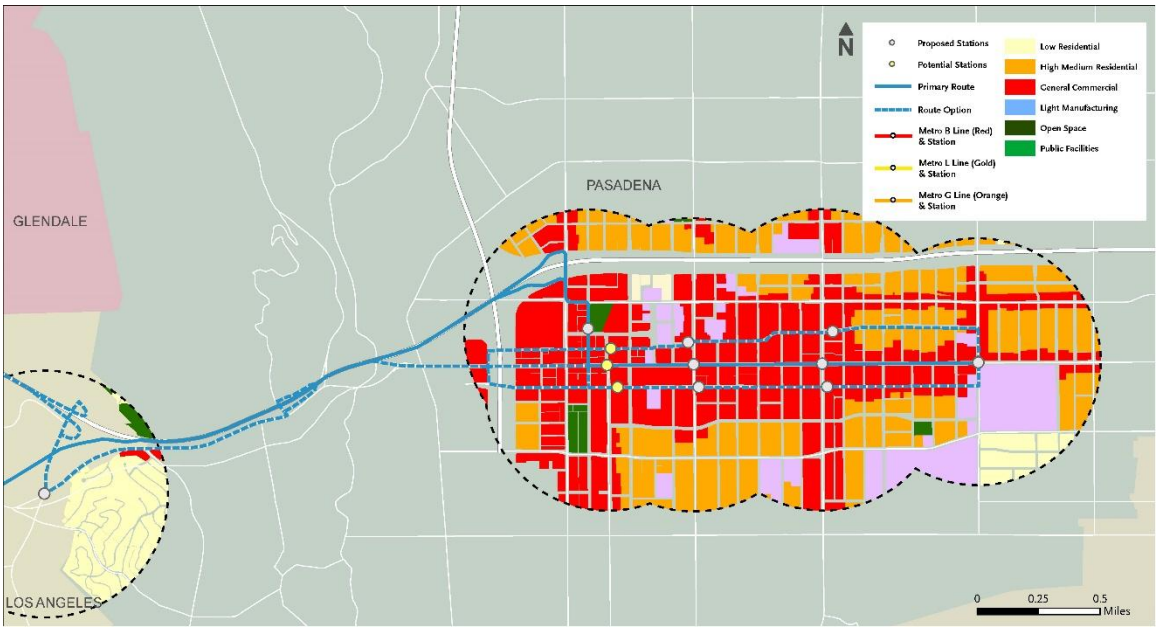
24) Route Option F1, Colorado Boulevard/Eagle Rock Plaza Station (also applies to Route Option F1 Alternative Configuration) – This station is immediately adjacent to the shopping center (Eagle Rock Plaza) with retail, commercial and services uses designated along Colorado Boulevard. Auto and low-density retail are on the north side of Colorado Boulevard. Outside of the retail and commercial uses are single-family residential to the north and south.

25) Route Option F1, Colorado Boulevard/Eagle Rock Boulevard Station (also applies to Option F1 Alternative Configuration) – The station is surrounded by lower density retail, commercial and services including banks, restaurants, retail, churches, a gas station, and other neighborhood-oriented uses. Some public and educational facilities are nearby such as Eagle Rock Elementary School and a library. Outside of the retail and commercial uses are multi-family residential and single-family residential two to three blocks away.

26) Route Option F1, Colorado Boulevard/Townsend Avenue Station (also applies to Option F1 Alternative Configuration) – The station is surrounded by low density retail and commercial and services including local retail and restaurants and a supermarket. An educational facility is nearby, Dahlia Heights Elementary School. Outside of the retail and commercial uses are single-family residential uses.

27) Route Option F2, Colorado Boulevard/Figueroa Street Station – This station is surrounded by retail, commercial and services such as the post office, business offices as well as some educational services (e.g., the PUC CALS Early College High School).

Figure 8 – Existing Land Uses by Station Pasadena



SOURCE: City of Pasadena

28) Metro L Line (Gold) Station[5] (Raymond Avenue/Holly Street) – This station is surrounded by a mix of commercial and residential uses with some institutional uses (Police Department, Pasadena Building Inspections, and post office). The immediate station area has retail, restaurants, offices and entertainment uses.

29) Colorado Boulevard/Arroyo Parkway Station – This station is surrounded by a mix of commercial and residential uses. Nearby are one- to four-story offices and commercial buildings (e.g. banks, social security, and financial offices).

30) Colorado Boulevard/Los Robles Avenue Station – This station is surrounded by a mix of commercial and residential uses with some institutional uses (Pasadena City Hall and Pasadena Water and Power). The immediate station area has retail, restaurants, offices and entertainment uses including the Paseo shopping center, movie theatres and the Pasadena Civic Auditorium.

31) Colorado Boulevard/Lake Avenue Station – This station is surrounded by a mix of commercial and residential uses in the immediate area a block away. Nearby are one to four-story offices and commercial buildings such as banks, social security, and financial offices. South of Colorado Boulevard (along Green Street) is high density residential. The Metro L (Gold) Line Lake Station is to the north (2,100 feet away).

[5]In conjunction with the Fair Oaks Avenue interchange routing, the Raymond Avenue/Holly Street station would serve Old Pasadena and the Metro L (Gold) Line; the next stop to the east would be provided at Colorado Boulevard/Los Robles Avenue. In conjunction with the Colorado Boulevard interchange route option, stations serving Old Pasadena and the Metro L (Gold) Line would be located at Arroyo Parkway.

32) Eastern Terminus – Pasadena City College (Colorado Boulevard/Hill Avenue) Station (also applies to Route Option H2) – This station would be located next to the institutional uses of Pasadena City College. Other surrounding land uses along Colorado Boulevard are a mix of commercial and residential uses with auto-oriented strip malls and restaurants. North of Colorado Boulevard there are commercial uses surrounded by high density residential to the west and medium-high density residential to the east.

33) Route Option H2, Green Street/Arroyo Parkway Station – This station is surrounded by a mix of commercial and residential uses. In the immediate station area there are retail, restaurants, offices and entertainment use including the Pasadena Civic Auditorium.

34) Route Option H2, Green Street/Los Robles Avenue Station – This station is surrounded by a mix of commercial and residential uses with some institutional uses (Pasadena Water and Power, Kaiser Medical School, and a religious institution). The immediate station area has retail, restaurants, offices and entertainment uses including the Paseo shopping center, movie theatres and the Pasadena Convention Center.

35) Route Option H2, Green Street/Lake Avenue Station – This station is surrounded by a mix of commercial and residential uses in the immediate area. Nearby are one to four-story offices and commercial buildings such as banks, social security, and financial offices. Along Green Street is high density residential.

36) Route Option H2, Union Street/Lake Avenue Station – This station is surrounded by a mix of commercial and residential uses in the immediate area.

37) Route Option H2, Union Street/Los Robles Avenue Station – This station is surrounded by mixed commercial and residential uses with some institutional uses nearby such as Pasadena City Hall. The immediate station area has retail, restaurants, offices, and entertainment uses including the University of Southern California Pacific Asia Museum.

38) Route Option H2, Union Street/Arroyo Parkway Station – This station is surrounded by a mix of commercial and residential uses in the immediate area. Nearby are one to four-story offices and commercial buildings such as banks, social security, and financial offices.

5 Significance Thresholds and Methodology

5.1 SIGNIFICANCE THRESHOLDS

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

a) Physically divide an established community; and/or
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation of an agency adopted for the purpose of avoiding or mitigating an environmental effect.

5.2 METHODOLOGY

Potential land use impacts associated with the Proposed Project and route options were analyzed within the components outlined below and structured around the significance thresholds described above. The following steps were used to assess the potential land use impacts of the Proposed Project:

- Maps were created within a half-mile radius of the study corridor and station areas.
- Existing land uses along the North Hollywood to Pasadena Corridor were described by segment (West Segment, Center Segment, and East Segment) and within half-mile radius of the station areas.
- Field surveys were conducted of the project corridor and within half-mile radius of the proposed station areas.
- An assessment of the Proposed Project's impacts on land use was conducted based on the following:
    - Compatibility with surrounding land uses: Analysis of the potential for short- and long-term conflicts with, or disruption of access to, land uses adjacent to the Project routes and station areas.
    - Policy Consistency: Identification of potential conflicts with applicable local land use plans, policies, or regulations.

5.2.1 Land Use Maps

To illustrate existing land use along the entire Project Area, **Figure 2** shows land uses based on SCAG's land use designations (2017). The maps also delineate the three segments within the corridor (West Segment, Center Segment, and East Segment). General Plan and Specific Plan land use designations for the cities of Los Angeles, Burbank, Glendale, and Pasadena were

overlaid onto maps indicating half-mile radii around each proposed station. These are shown in **Figure 4** to **Figure 8**, Land Use Descriptions.

A description of existing land uses within the entire Project Area was prepared and described for the three segments (West Segment, Center Segment, and East Segment). This description focused on the city, then Proposed Project route and route options within the Project Area.

Land uses were also described in more detail within half-mile radii around station areas.

5.2.2 Field Surveys

Field surveys were performed in April and May 2019 to identify specific land uses and major activity centers along the Project Area and station areas. Adjacent property types and associated land uses were also observed. Major activity centers were noted in the land use descriptions above and illustrated in **Figure 3**.

5.2.3 Land Use Impact Assessment

Impacts on land use were qualitatively assessed based on the information gathered on the existing land uses (within a half-mile of all stations) and whether the Proposed Project would be compatible with those land uses or divide a community. In addition, the Proposed Project's impacts on land use were assessed by evaluating whether the Proposed Project would be compatible with the land use plans, goals, and policies adopted by the regional and local jurisdictions within the Project Area.

6 Impact Analysis

The following section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation measures (if applicable). The potential for the Proposed Project to result in an impact to land use 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 unless stated otherwise.

Impact a) Would the Proposed Project physically divide an established community?

Construction

Less-Than-Significant Impact. Construction of the Proposed Project would require temporary road, lane, and sidewalk closures, which would reduce pedestrian and vehicle mobility and access within and between local communities throughout the Project Area. However, these closures would be temporary and are not expected to substantially divide or diminish access to existing communities or neighborhoods. Additionally, implementation of a Traffic Management Plan and a Construction Phasing and Staging Plan would further reduce the disruption caused by construction activities, and access to businesses and residential areas would be maintained to the extent feasible. Therefore, the Proposed Project and all route and design options would result in a less-than-significant impact related to construction activities.

Operations

Less-Than-Significant Impact. The Proposed Project's physical improvements would be limited to restriping pavement markings along existing roadways and adding BRT stations along existing curbs or within medians/center lanes of roadways along the Proposed Project's route. Right-of-way acquisitions are not anticipated. A variety of bus lane configuration options along existing surface streets within the existing right of way are proposed for each route segment. Below is a review of the proposed options to determine any land use impacts:

- Center-running bus lanes are proposed for Vineland Avenue-Lankershim Boulevard (Route Option A1) between Chandler Boulevard and the Vineland Avenue/Lankershim Boulevard/Camarillo Street intersection, where the center-running bus lanes would transition to Lankershim Boulevard. The center-running bus lanes along Lankershim Boulevard are proposed to terminate at Kling Street south of Camarillo Street. Center-running bus lanes are also proposed along Colorado Boulevard (Route Option F1), east of Ellenwood Drive, extending approximately two-miles to west of the SR-134 ramps at Linda Rosa Avenue.

  Center-running bus lanes would operate within the median of the roadway. Crossing and left-turning traffic would be allowed at major intersections. To maintain access to adjacent properties, vehicles would be able to make left turns at major intersections. In

addition, pedestrian access would be maintained or provided via crosswalks at signalized intersections. As such, impacts would be less than significant.

- Median-running bus lanes are proposed for Glenoaks Boulevard (Primary Route Section D) from Providencia Avenue to Central Avenue. In this section, a median-running configuration would be provided by converting the inside travel lanes to bus-only.

  Median-running bus lanes would operate in the inside travel lane adjacent to a raised median. Openings for cross-street traffic would be provided at major intersections where signalized left-turn bays are provided to the outside of the bus lanes to control conflicts between left-turning vehicles and buses. In addition, pedestrian access would be maintained or provided via crosswalks at signalized intersections. As such, impacts would be less than significant.

- Side-running bus lanes are proposed for Vineland Avenue-Lankershim Boulevard (Route Option A1), for eastbound buses along Chandler Boulevard between Fair Avenue and Vineland Avenue; along Lankershim Boulevard from Chandler Boulevard to Hesby Street (Route Option A2); for Broadway (Route Option E1) from Central Avenue to East Wilson Avenue/Harvey Drive near the Los Angeles city limit; for Colorado Street (Route Option E2) from Central Avenue to the Glendale city limit where buses would enter mixed-flow approaching the SR-2 interchange area; for Colorado Boulevard (Route Option F1), east of the Colorado Boulevard/Broadway intersection; and for Colorado Boulevard (Route Option F1) Alternative Configuration, from the Colorado Boulevard/Broadway intersection extending east approximately 1.5 miles to Dahlia Drive.

  Side-running busses would operate in the outside travel lane adjacent to midblock parking and/or bike lanes. Approaching intersections, right-turning vehicles either merge with the bus lane adjacent to the curb or where a dedicated right-turn bay is provided, right-turning vehicles weave across the bus lane into the right-turn pocket. The sidewalk area would accommodate station features while maintaining pedestrian circulation and access to adjacent parcels. As such, impacts would be less than significant.

- Curb-running bus lanes are proposed for Lankershim Boulevard (Route Option A2), south of Hesby Street, through the Lankershim Boulevard/Vineland Avenue/Camarillo Street intersection; for Riverside Drive (Primary Route Section B) between North Kenwood Street and West Olive Avenue; for Olive Avenue (Primary Route Section C) from Riverside Drive/Hollywood Way to South Glenoaks Boulevard in Downtown Burbank; and for Glenoaks Boulevard (Primary Route Section D) between East Olive Avenue and East Providencia Avenue.

  Curb-running busses operate in the outside lane adjacent to the curb. Approaching intersections, right-turning vehicles merge with the bus lane, so the bus lane is shared with right-turns at intersections. The sidewalk area would accommodate station features while maintaining pedestrian circulation and access to adjacent parcels. As such, impacts would be less than significant.

- Mixed-flow bus lanes are proposed within the City of Pasadena as well as along various segments where provision of dedicated lanes is not practical.

  Mixed-flow buses would utilize existing traffic lanes shared with general-purpose traffic. Vehicle and pedestrian access to adjacent parcels would be maintained. As such, impacts would be less than significant.

The Proposed Project would operate entirely within existing transportation corridors and would not cause a change in land uses. There would be some turn and pedestrian crossing restrictions depending on the bus lane configuration for the Proposed Project and most route and design options. However, none of these restrictions would apply along the portions of the Proposed Project that operate along the SR-134 freeway in North Hollywood, Burbank, and Pasadena, and route options E3 and F3 in Glendale and Eagle Rock. By providing improved bus transit service, the Proposed Project would increase mobility and connectivity within the Proposed Project corridor and would align with local and regional land use policy goals. The Proposed Project would not physically divide an established community. Therefore, the Proposed Project, surface street route options, and design options would result in a less-than-significant impact related to operational activities. No impact would occur related to the Proposed Project SR-134 route in North Hollywood and Burbank and the SR-134 route option in Glendale and Pasadena.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant.

Impact b) Would the Proposed Project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Proposed Project adopted for the purpose of avoiding or mitigating an environmental effect?

Construction

Less-Than-Significant Impact. Construction activities would be conducted in compliance with local land use plans and codes. It is anticipated that construction activities would take place between the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. and 6:00 p.m. on Saturdays within the City of Los Angeles, in accordance with the Los Angeles Municipal Code. Within the City of Burbank, City of Glendale, and City of Pasadena, in accordance with the City Codes construction would typically occur between 7:00 a.m. and 7:00 p.m. on weekdays and 8:00 a.m. and 5:00 p.m. on Saturdays. Nighttime activities are not anticipated to be needed to construct the Proposed Project. However, at this stage of the planning process and without a construction contractor, it cannot be confirmed if nighttime construction would be necessary for specialized construction tasks. Please refer to the Section 3.9 Noise of the Draft EIR for the nighttime construction noise analysis. Should nighttime construction be necessary, the construction contractor would be required to coordinate with the jurisdictions to obtain necessary permits,

such as a variance to the Noise Ordinance in the City of Los Angeles. The Proposed Project would not conflict with local land use plans. Therefore, the Proposed Project would result in a less-than-significant impact related to construction activities.

Operations

Less-Than-Significant Impact. The Proposed Project is a transportation project that would operate entirely within existing transportation corridors and would not impact land uses, as no acquisitions or other changes in existing land use are anticipated.

While there would be some modifications to the corridor (e.g., changes in bicycle lanes, on-street parking, and turning movements), the Proposed Project corridor is an existing transportation route with ongoing bus service, and therefore, the Proposed Project operations would be compatible with existing land uses. This Proposed Project would be consistent with SCAG regional goals of encouraging land use and growth patterns that facilitate transit and non-motorized transportation and focusing growth along major transportation corridors in the region.

The City of Los Angeles is preparing the G (Orange) Transit Neighborhood Plan, which includes the North Hollywood BRT station. The Transit Neighborhood Plan is part of the City of Los Angeles Transit Neighborhood Plans initiative, which encourages livable communities and employment centers around the region's expanding transit network. The Los Angeles Department of City Planning is focusing land use planning around transit to create complete neighborhoods. Planning regulations adjacent to transit neighborhoods typically encourage building design and a mix of uses that foster transit use. This pattern of development is intended to expand mobility options for greater numbers of people; improve the livability of the City; reduce vehicle-miles travelled and related greenhouse gas emissions consistent with regional and state policies; reinforce neighborhood character and identity; and generate greater economic opportunity for all residents. Although not available for public review, is anticipated that the Proposed Project would be consistent with the G (Orange) Transit Neighborhood Plan.

The Proposed Project could indirectly affect development in the Project Area by focusing growth in housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals.

The local land use plans for the jurisdictions along the project corridor include several goals and policies centered around establishing transit centers, maximizing transit service, accommodating future traffic demands, reducing reliance on the automobile, decreasing congestion, minimizing environmental impacts, increasing transit ridership, and developing compact pedestrian-oriented, mixed-use neighborhoods with accommodations for bicyclists. The Proposed Project would be consistent with or supportive of many of the goals and policies of the applicable jurisdictions along the corridor. Therefore, the Proposed Project and all route and design options would result in a less-than-significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

Less than significant.

7 Cumulative Analysis

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

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

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

Related Projects that are considered in the cumulative impact analysis are those projects that may occur in the Project Site's vicinity within the same timeframe as the Proposed Project. In this context, "Related Projects" includes past, present, and reasonably probable future projects. Related Projects associated with this growth and located within half a mile of the Project Site are depicted graphically in **Figures 9a** through **9c** and listed in **Table 6**. The figures do not show Eagle Rock as no related projects have been identified in the Project Area. Related projects of particular relevance to the Proposed Project are discussed below.

Figure 9a – Cumulative Impact Study Area

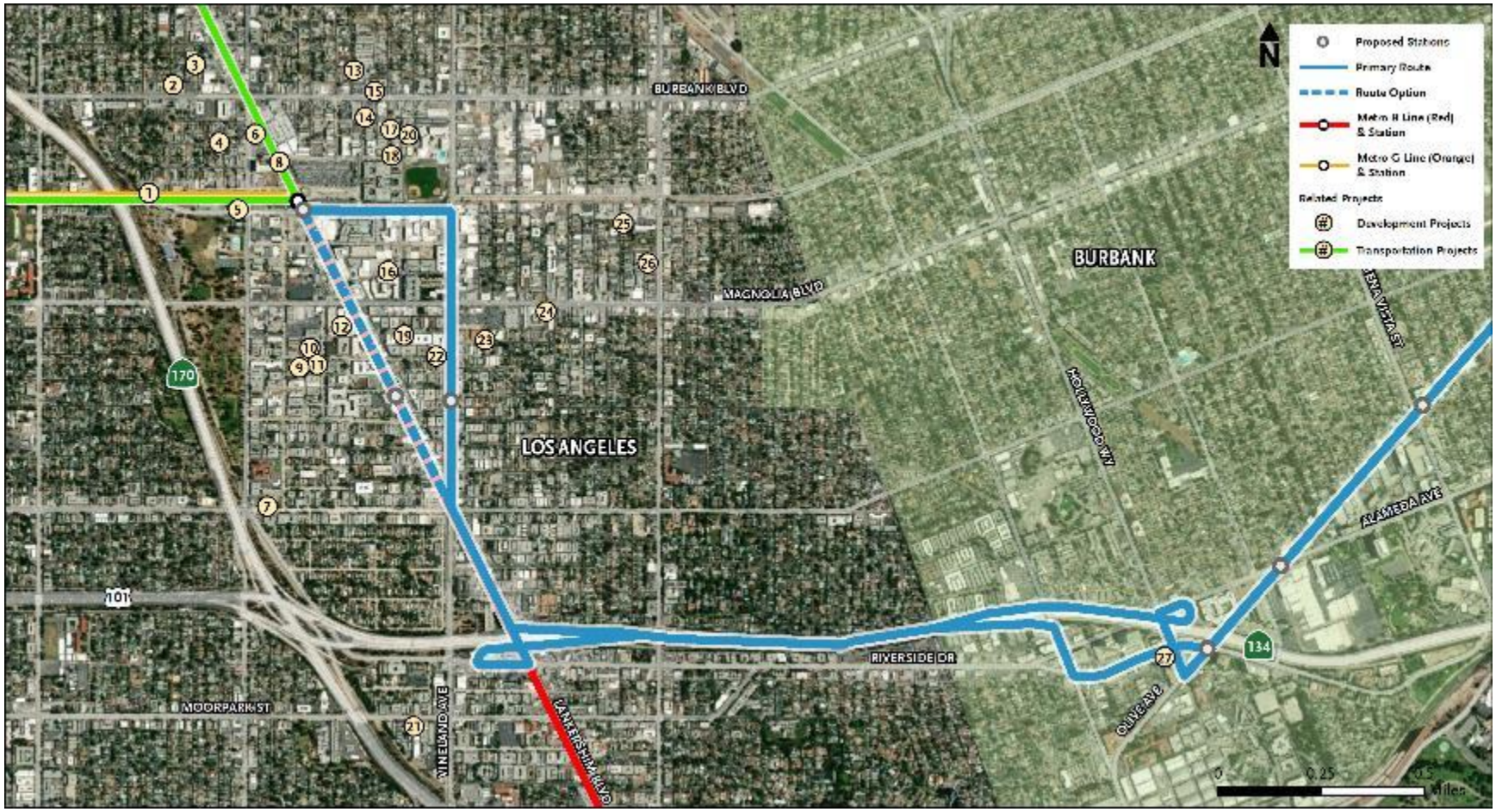
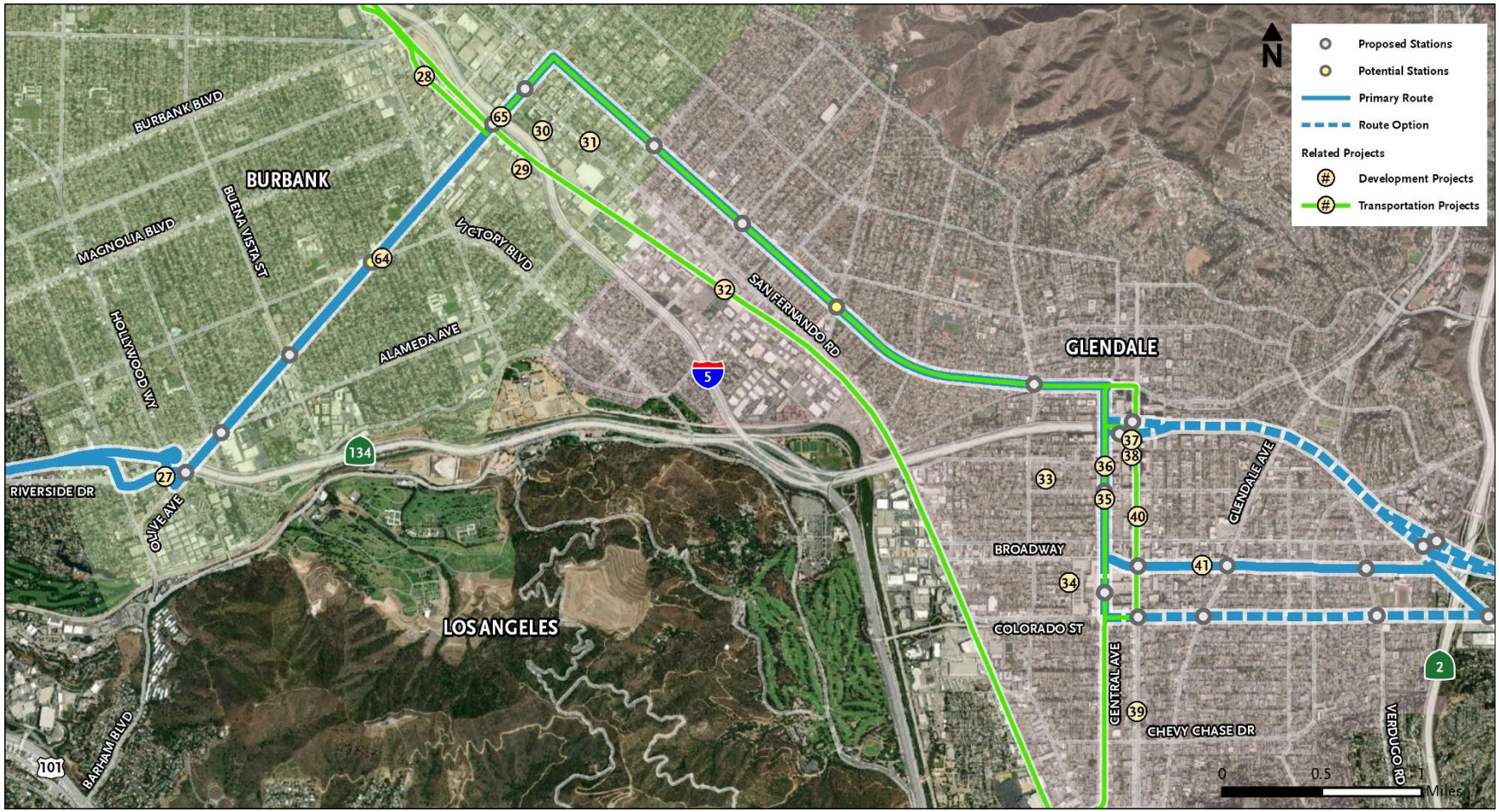


Figure 9b – Cumulative Impact Study Area



Metro

Figure 9c – Cumulative Impact Study Area

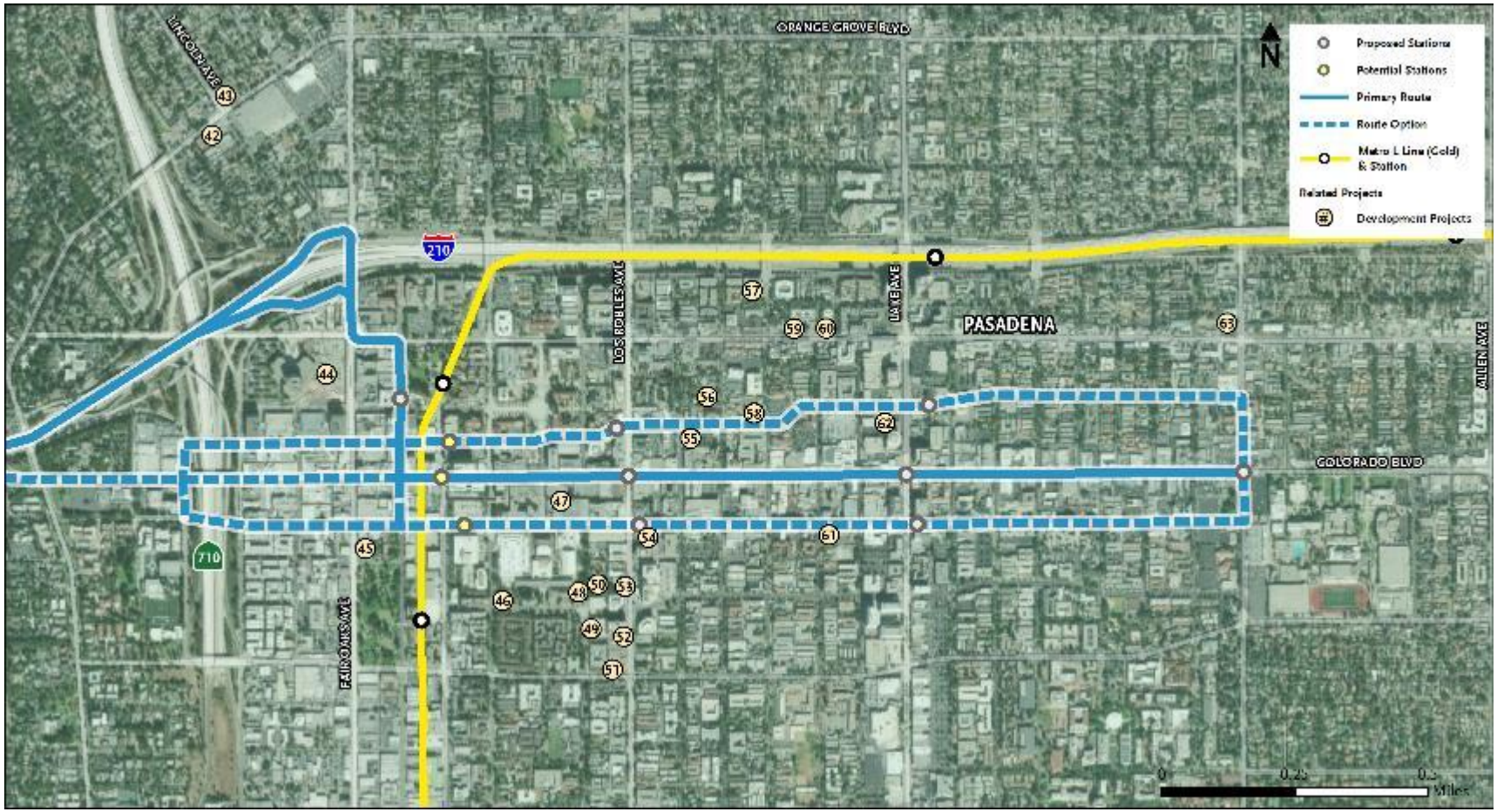


Table 6 – Related Projects

Map ID	Project Name	Location	Description	Status
REGIONAL				
N/A	NextGen Bus Plan	Los Angeles County	The NextGen Bus Plan will revise the existing Metro bus network to improve ridership and make bus use more attractive to current and future riders. The Plan will adjust bus routes and schedules based upon existing origin/destination ridership data with a phased approach to future infrastructure investments in transit convenience, safety, and rider experience.	Implementation early 2021
N/A	East San Fernando Valley LRT Project	San Fernando Valley	New 9-mile LRT line that will extend north from the Van Nuys Metro G Line (Orange) station to the Sylmar/San Fernando Metrolink Station.	Planning
8	North San Fernando Valley BRT Project	San Fernando Valley	New 18-mile BRT line from North Hollywood B/G Line (Red/Orange) Station to Chatsworth.	Planning
32	Los Angeles – Glendale-Burbank Feasibility Study	Amtrak corridor from Los Angeles Union Station to Bob-Hope Airport	Metro is studying a 13-mile transit corridor between Los Angeles Union Station and the Hollywood Burbank Airport. A range of options are under study including both light rail and enhanced commuter rail.	Planning and feasibility
BURBANK				
27	Mixed-Use Development	3700 Riverside Dr.	49-unit residential condominium and 2,000 sq. ft. of retail	Active Project Submission
28	San Fernando Bikeway	San Fernando Blvd. Corridor	Three-mile Class I bike path along San Fernando Blvd. near the Downtown Metrolink Station in the City of Burbank. This project will complete a 12-mile long regional bike path extending from Sylmar to the Downtown Burbank Metrolink Station along the San Fernando Blvd. rail corridor	Planning
29	Commercial Development	411 Flower St.	Commercial building (size unknown)	Active Project Submission
30	Mixed-Use Development	103 Verdugo Ave.	Two mixed-use buildings (size unknown)	Active Project Submission

Map ID	Project Name	Location	Description	Status
31	Mixed-Use Development	624 San Fernando Blvd.	42-unit, 4-story mixed-use building with 14,800 sq. ft. of ground-floor commercial	Active Project Submission
64	Olive Ave./Sparks St./Verdugo Ave. Intersection Improvements	Olive Ave./Sparks St./Verdugo Ave.	Various intersection improvements.	Planning
65	Olive Ave. Overpass Rehabilitation	Olive Ave. over Interstate 5	Improvements to operational efficiency, pedestrian safety, and bicycle connections.	Planning
GLENDALE				
33	Multi-Family Development	452 Milford St.	15-unit building	Active Project Submission
34	Multi-Family Development	401 Hawthorne St.	23-unit building	Active Project Submission
35	Commercial Development	340 Central Ave.	14,229 sq. ft. office	Active Project Submission
36	Multi-Family Development	520 Central Ave.	98-unit building	Active Project Submission
37	Commercial Development	611 Brand Blvd.	Hotel (857 hotel rooms and 7,500 sq. ft. of restaurant/retail)	Active Project Submission
38	Multi-Family Development	601 Brand Blvd.	604 units in 3 buildings	Active Project Submission
39	Commercial Development	901 Brand Blvd.	34,228 sq. ft. parking structure for car dealership	Active Project Submission
40	Glendale Streetcar	Downtown Glendale	Streetcar connecting the Larry Zarian Transportation Center with Downtown Glendale	Planning and feasibility
41	Commercial Development	517 Broadway	Medical/office/retail building (size unknown)	Active Project Submission
LOS ANGELES				
N/A	Orange Line Transit Neighborhood Plan	North Hollywood, Van Nuys, and Sepulveda BRT Stations	Develop regulatory tools and strategies for the areas around these three Orange Line stations to encourage transit ridership, enhance the urban built environment, and focus new growth and housing in proximity to transit and along corridors	Undergoing Environmental Review

Map ID	Project Name	Location	Description	Status
N/A	Take Back The Boulevard Initiative	Colorado Blvd.	The mission of the Take Back the Boulevard initiative is to serve as a catalyst for the community-drive revitalization of Colorado Boulevard in Eagle Rock. The Take Back the Boulevard initiative seeks to utilize broad community feedback and involvement to make this central corridor through Eagle Rock a safe, sustainable, and vibrant street in order to stimulate economic growth, increase public safety, and enhance community pride and wellness.	Active Initiative
1	Multi-Family Development	11525 Chandler Blvd.	60-unit building	Active Building Permit
2	Multi-Family Development	5610 Camellia Ave.	62-unit building	Active Building Permit
3	Multi-Family Development	5645 Farmdale Ave.	44-unit building	Active Building Permit
4	Multi-Family Development	11433 Albers St.	59-unit building	Active Building Permit
5	Mixed-Use Development	11405 Chandler Blvd.	Mixed-use building with residential and commercial components (size unknown).	Active Building Permit
6	Mixed-Use Development	5530 Lankershim Blvd.	15-acre joint development at the North Hollywood Metro Station. Includes 1,275-1,625 residential units (275-425 affordable units), 125,000-150,000 sq. ft. of retail, and 300,000-400,000 sq. ft. of office space	Active Project Submission
7	Mixed-Use Development	11311 Camarillo St.	Mixed-use building (size unknown)	Active Building Permit
9	Multi-Family Development	11262 Otsego St.	49-unit building	Active Building Permit
10	Multi-Family Development	11241 Otsego St.	42-unit building	Active Building Permit
11	Multi-Family Development	11246 Otsego St.	70-unit building	Active Building Permit
12	Mixed-Use Development	5101 Lankershim Blvd.	297 units in a mixed-use housing complex	Active Building Permit
13	Multi-Family Development	5630 Fair Ave.	15-unit building	Active Building Permit
14	Multi-Family Development	5550 Bonner Ave.	48-unit building	Active Building Permit

Map ID	Project Name	Location	Description	Status
15	Commercial Development	11135 Burbank Blvd.	4-story hotel with 70 guestrooms	Active Building Permit
16	Commercial Development	11115 McCormick St.	Apartment/Office building (size unknown)	Active Building Permit
17	Multi-Family Development	5536 Fulcher Ave.	36-unit building	Active Building Permit
18	Multi-Family Development	11111 Cumpston St.	41-unit building	Active Building Permit
19	Multi-Family Development	11050 Hartsook St.	48-unit building	Active Building Permit
20	Multi-Family Development	5525 Case Ave.	98-unit building	Active Building Permit
21	Multi-Family Development	11036 Moorpark St.	96-unit building	Active Building Permit
22	Multi-Family Development	11011 Otsego St.	144-unit building	Active Building Permit
23	Multi-Family Development	10925 Hartsook St.	42-unit building	Active Building Permit
24	Multi-Family Development	10812 Magnolia Blvd.	31-unit building	Active Building Permit
25	Multi-Family Development	5338 Cartwright Ave.	21-unit building	Active Building Permit
26	Multi-Family Development	5252 Willow Crest Ave.	25-unit building	Active Building Permit
PASADENA				
42	Mixed-Use Development	690 Orange Grove Blvd.	48-unit building with commercial space	Active Project Submission
43	Multi-Family Development	745 Orange Grove Blvd.	35-unit building	Active Project Submission
44	Mixed-Use Development	100 Walnut St.	Mixed-use planned development: office building, 93-unit apartment building, and a 139-unit building	Active Building Permit
45	Multi-Family Development	86 Fair Oaks Ave.	87-unit building with commercial space	Active Project Submission
46	Commercial Development	190 Marengo Ave.	7-story hotel with 200 guestrooms	Active Project Submission
47	Multi-Family Development	39 Los Robles Ave.	Residential units above commercial space (size unknown)	Active Building Permit

Map ID	Project Name	Location	Description	Status
48	Mixed-Use Development	178 Euclid Ave.	42-unit building with 940 sq. ft. of office space	Active Building Permit
49	Multi-Family Development	380 Cordova St.	48-unit building	Active Building Permit
50	Mixed-Use Development	170 Euclid Ave.	42-unit building with 10,000 sq. ft. of commercial space	Active Project Submission
51	Multi-Family Development	399 Del Mar Blvd.	55-unit building	Active Building Permit
52	Multi-Family Development	253 Los Robles Ave.	92-unit building	Active Project Submission
53	Mixed-Use Development	171 Los Robles Ave.	8-unit building	Active Project Submission
54	Commercial Development	98 Los Robles Ave.	school of medicine building	Active Building Permit
55	Multi-Family Development	530 Union St.	55-unit building with retail space	Active Building Permit
56	Multi-Family Development	119 Madison Ave.	81-unit building	Active Building Permit
57	Multi-Family Development	289 El Molino Ave.	105-unit building	Active Building Permit
58	Multi-Family Development	99 El Molino Ave.	40-unit building	Active Building Permit
59	Commercial Development	711 Walnut St.	Mixed-use building with condominiums, commercial space, food facility, parking structure (size unknown)	Active Building Permit
60	Commercial Development	737 Walnut St.	42-unit building with commercial space	Active Project Submission
61	Mixed-Use Development	740 Green St.	273-unit building	Active Project Submission
62	Mixed-Use Development	83 Lake Ave.	54-unit building with office space	Active Project Submission
63	Multi-Family Development	231 Hill Ave.	59-unit building	Active Project Submission

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

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

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

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

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

There is no existing cumulative impact in the Project Area related to land use and planning. The existing setting does not include a significant physically divided community and existing land uses are consistent with current land use plans. The Cities of Los Angeles, Burbank, Glendale, and Pasadena plan and regulate land uses along the alignment. As such, Land Use Plans are updated as necessary to reflect current land uses and planning policies supported by State, regional, and local jurisdictions. Therefore, there are no cumulative impacts related to land use and planning resulting from past, present, and reasonably foreseeable projects.

The Proposed Project would not physically divide an established community and would be compatible with the land use plans, goals, and policies adopted by the regional and local jurisdictions within the Project Area. Therefore, the Proposed Project would not create or contribute to a cumulative impact related to land use and planning.

8 References

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9 List of Preparers

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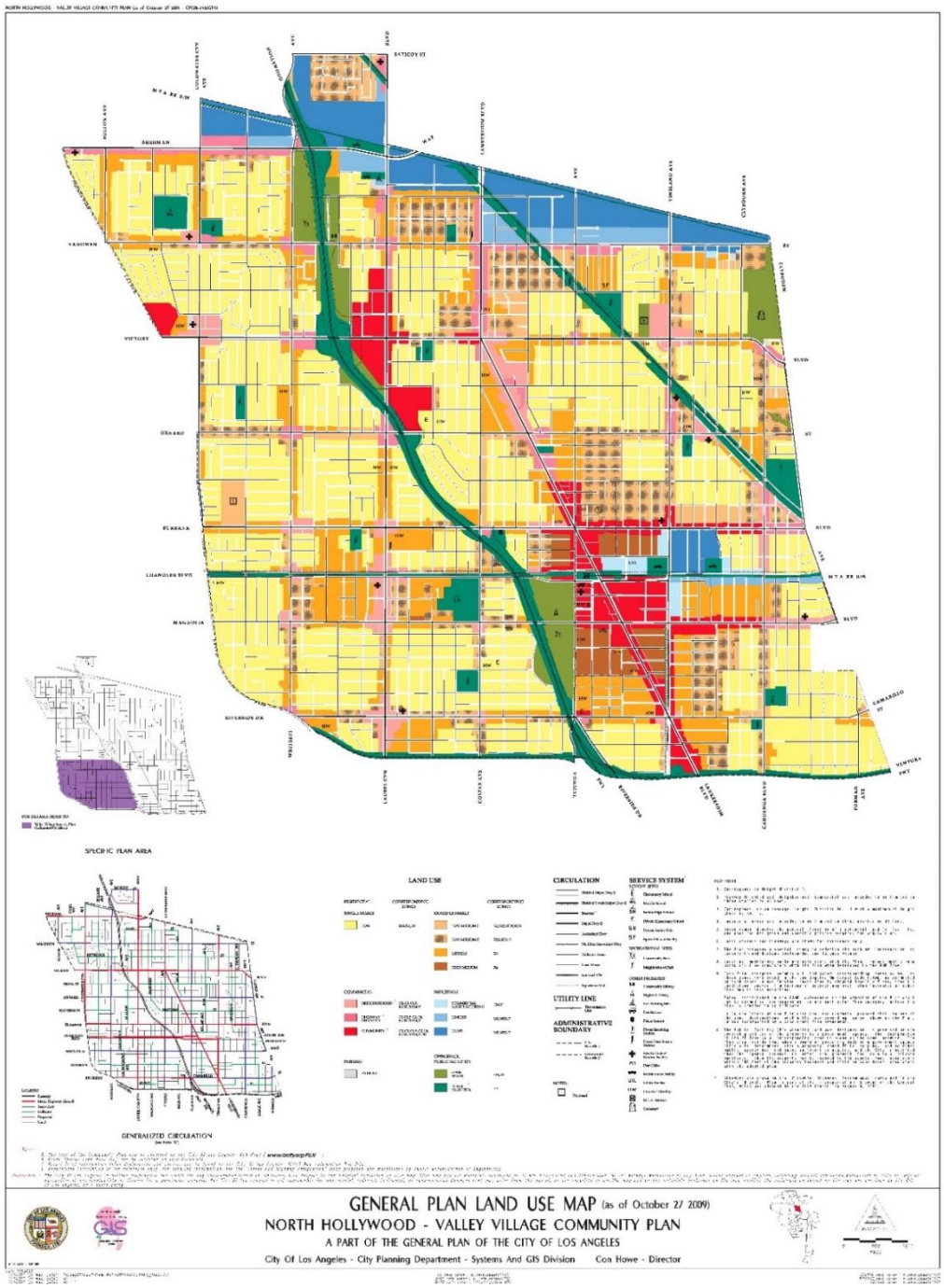
Appendices to the Land Use Technical Reports

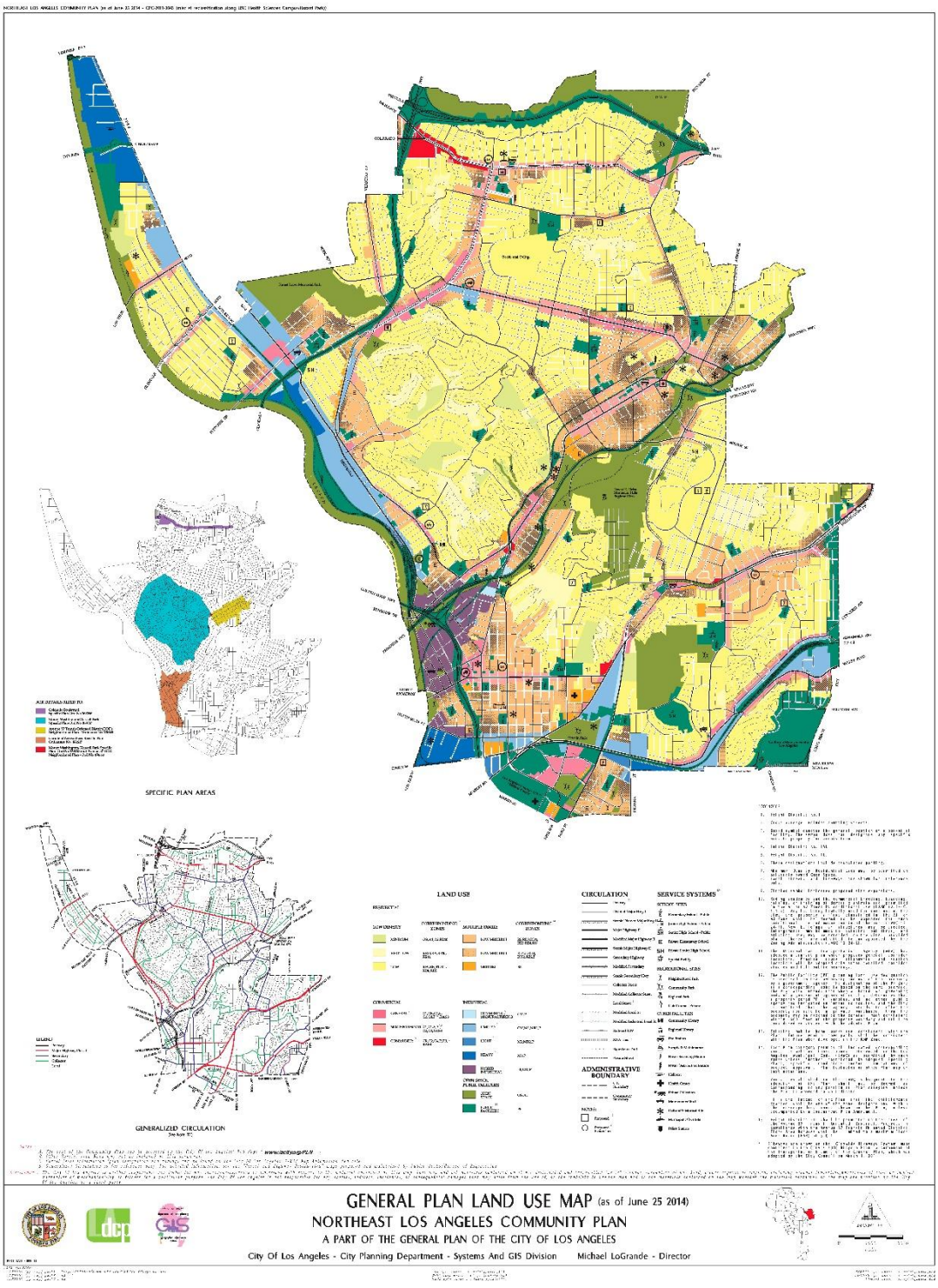
APPENDIX A
LAND USE MAPS

North Hollywood – Valley Village Community Plan Area



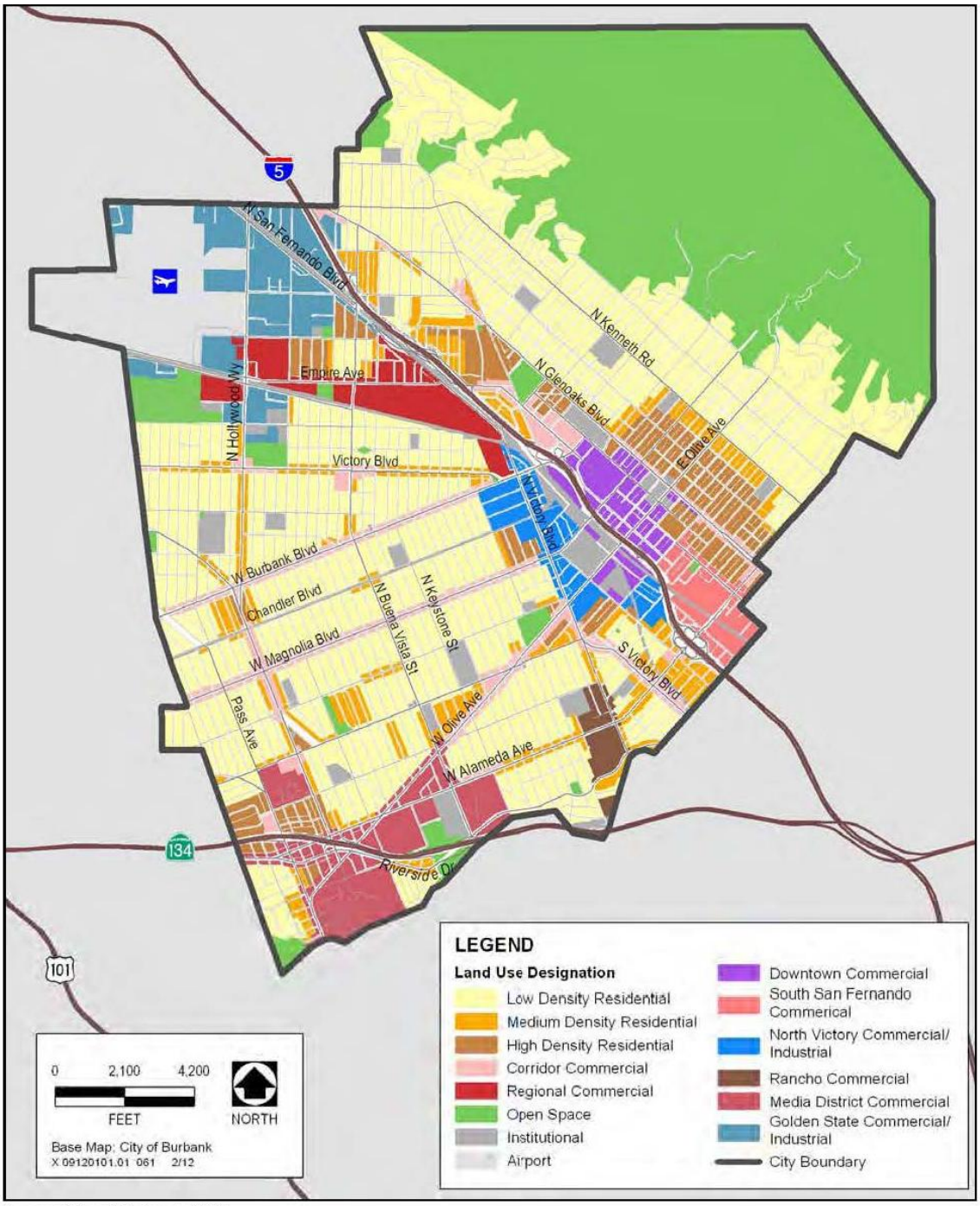
SOURCE: Los Angeles City Planning, General Plan Land Use Map North Hollywood – Valley Village Community Plan (as of October 27, 2009).

Northeast Los Angeles Community Plan



SOURCE: Los Angeles City Planning, General Plan Land Use Map Northeast Los Angeles Community Plan (as of June 25, 2014).

City of Burbank General Plan Land Use Diagram 2035



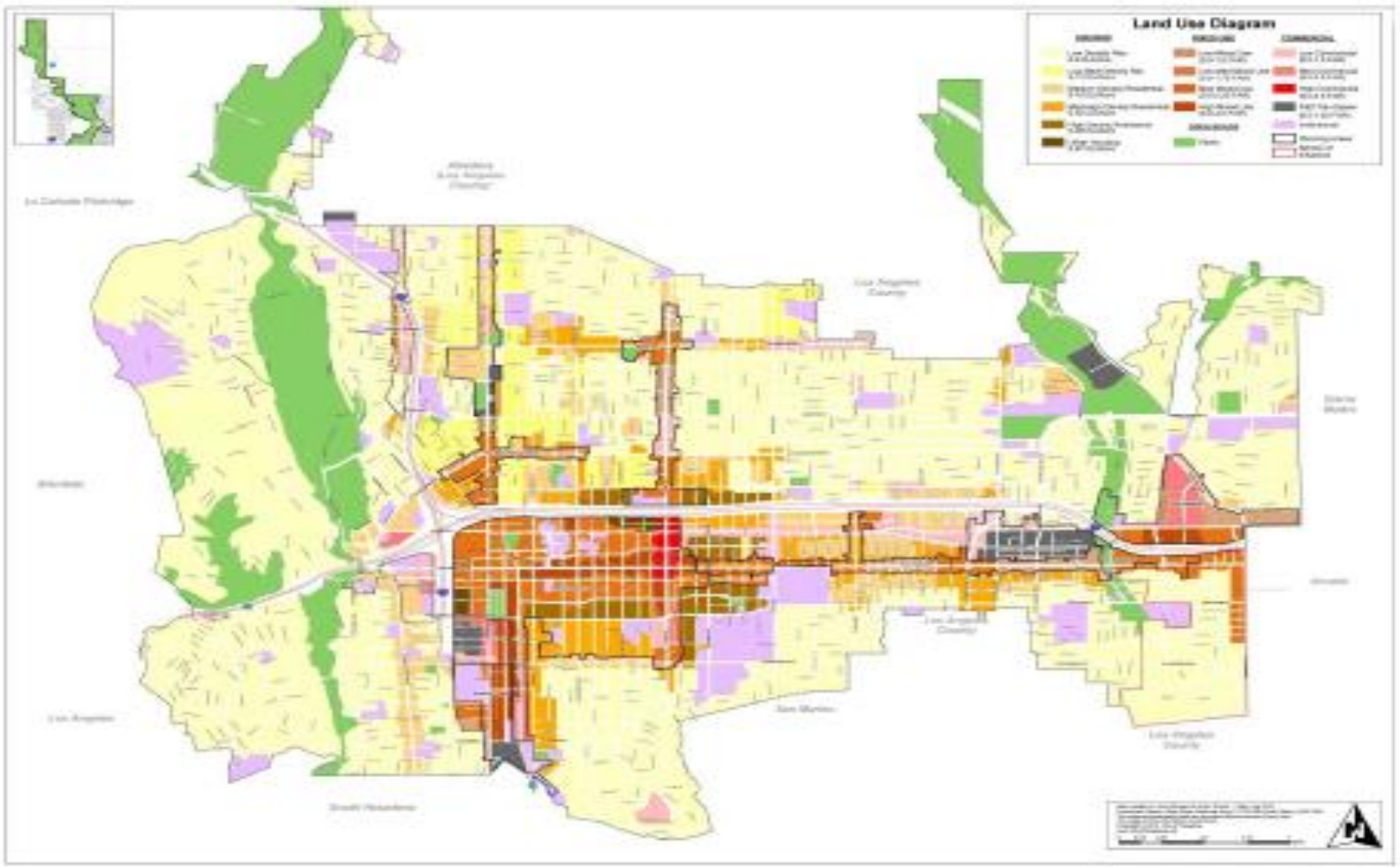
Source: City of Burbank 2011

SOURCE: City of Burbank, *Burbank 2035 General Plan*, Land Use Element, 2013

City of Glendale Comprehensive General Plan Land Use Map

SOURCE: City of Glendale, *Comprehensive General Plan Land Use Element,* 2018

Pasadena General Plan Land Use Diagram 2035



SOURCE: City of Pasadena, *Pasadena General Plan*, 2019