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

POPULATION AND HOUSING TECHNICAL REPORT

Prepared For:

Metro

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ACRONYMS AND ABBREVIATIONS

BRT	Bus Rapid Transit
CEQA	California Environmental Quality Act
CPA	Community Planning Area
EIR	Environmental Impact Report
LAMC	Los Angeles Municipal Code
Metro	Los Angeles County Metropolitan Transportation Authority
PRC	Public Resources Code
RCP	Regional Comprehensive Plan
RHNA	Regional Housing Needs Assessment
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy

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.

A required element of the EIR is the Population and Housing section. The purpose of this section is to assess potential impacts of the Proposed Project on existing population and housing in the Project Area. This Population and Housing 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

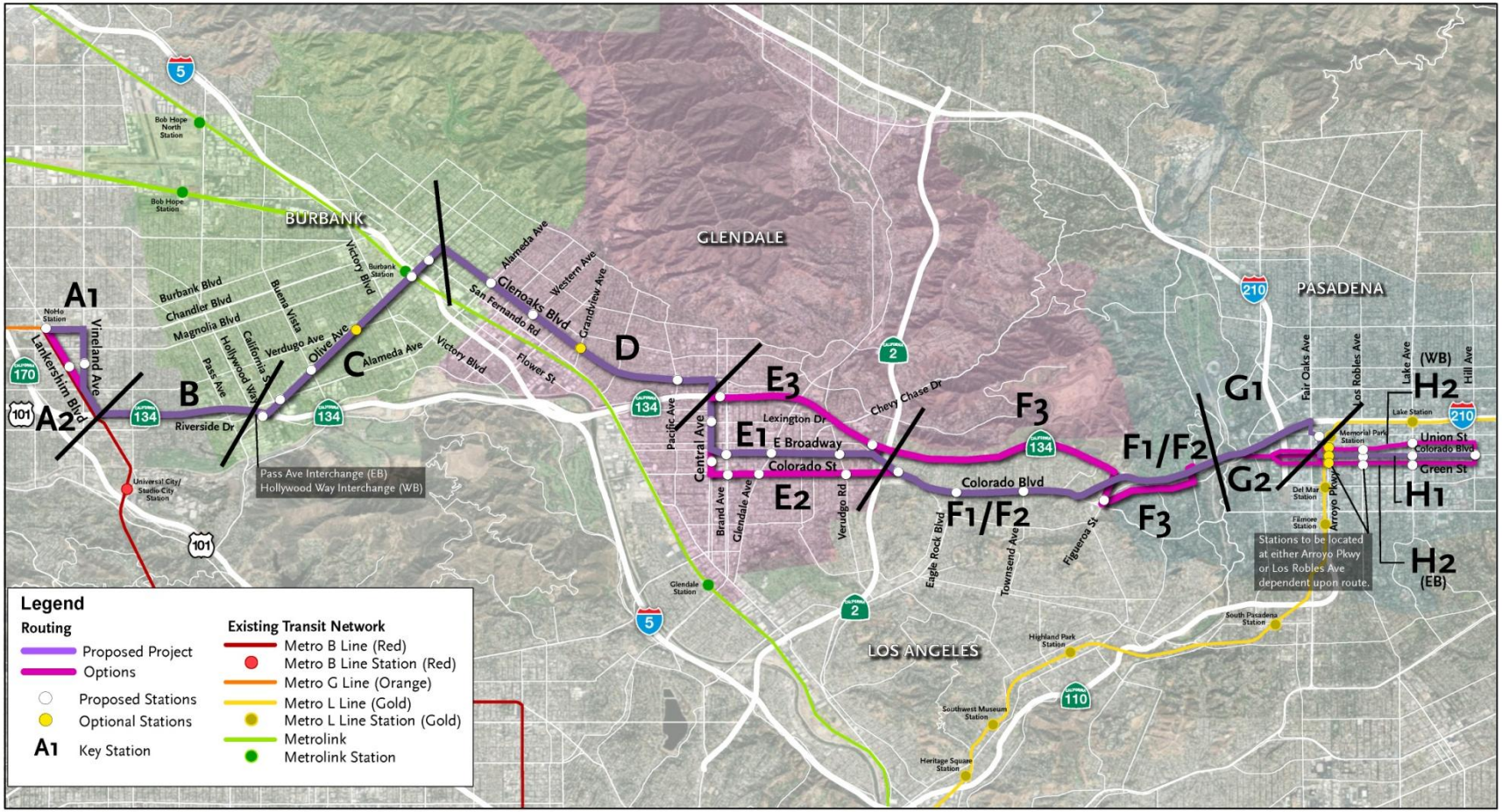
Metro is proposing the BRT service to connect several cities and communities between the San Fernando and San Gabriel Valleys. The Proposed Project extends approximately 18 miles from the North Hollywood Metro B/G Line (Red/Orange) Station on the west to Pasadena City College on the east. The BRT corridor 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]

Key	Segment	From	To	Bus Lane Configuration
F2 (Proposed Project)	**Colorado Blvd.**	**Broadway**	**Linda Rosa Ave. (SR-134 Interchange)**	**Side-Running**
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

The Proposed Project is not being undertaken by a federal agency or using federal funds, and therefore is not subject to Executive Order 12898 to address environmental justice. As such, there are no federal regulations directed at population and housing impacts.

3.2 STATE REGULATIONS

3.2.1 California Environmental Quality Act

CEQA requires that a project's growth inducement impacts be analyzed. CEQA Guidelines, Section 15126.2(e) state the following regarding growth inducing impacts related to population and housing:

> *Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects that would remove obstacles to population growth. Also discuss the characteristic of some projects that may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

Approved in October 2019, California Assembly Bill (AB) 1560 states that CEQA exempts from its requirements residential projects on infill sites that meet certain requirements, including a requirement that the projects are located within ½ mile of a major transit stop. CEQA defines "major transit stop" to include, among other things, the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. This includes a bus rapid transit station as defined by a public agency or by a public-private partnership that includes all of the following features:

(1) Full-time dedicated bus lanes or operation in a separate right-of-way dedicated for public transportation with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

(2) Transit signal priority.

(3) All-door boarding.

(4) Fare collection system that promotes efficiency.

(5) Defined stations.

3.2.2 California Relocation Act

The California Relocation Act applies if a public entity undertakes a project for which federal funds are not present. In this case, the public entity must provide relocation assistance and benefits:

> *Ensure the consistent and fair treatment of owners and occupants of real property. Encourage and expedite acquisitions by agreement to avoid litigation and relieve congestion in the courts. Promote confidence in the public land acquisitions.*

3.3 REGIONAL REGULATIONS

3.3.1 Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization that 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. SCAG has multiple planning documents related to population and housing.

3.3.1.1 Regional Transportation Plan/Sustainable Communities Strategy

Adopted in April 2016, the SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals.[1] The 2016 RTP/SCS uses growth projections as guidelines for growth in various jurisdictions. The environmental analysis utilizes these projections to establish the magnitude of impacts related to growth.

3.3.1.2 Regional Comprehensive Plan

The SCAG Regional Comprehensive Plan (RCP) is an advisory plan that addresses important regional issues like housing, traffic/transportation, water, and air quality.[2] The RCP serves as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. It identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. It also includes goals and outcomes to measure progress toward a more sustainable region. The RCP chapters relevant to population and housing are the Growth Management and Housing Chapters. The Growth Management Chapter establishes the

[1]SCAG, *2016-2040 RTP/SCS,* April 2016, http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf, accessed: February 28, 2020.
[2]SCAG, *Final 2008 Regional Comprehensive Plan*, 2008, http://www.scag.ca.gov/Documents/f2008RCP_Complete.pdf, accessed: February 28, 2020.

socioeconomic context for the region including issues related to growth and land use consumption. The Housing Chapter includes strategies for bringing housing costs and decent shelter within the reach of more households to support economic health and social vitality. The RCP has the following goals related to population and housing:

- Focus growth in existing and emerging centers and along major transportation corridors.
- Create significant areas of mixed-use development and walkable, "people-scaled" communities.
- Provide new housing opportunities, with building types and locations that respond to the region's changing demographics.
- Target growth in housing, employment, and commercial development within walking distance of existing and planned transit stations.
- Inject new life into under-used areas by creating vibrant new business districts, redeveloping old buildings and building new businesses and housing on vacant lots.
- Preserve existing, stable, single-family neighborhoods.

3.3.1.3 Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law to update housing elements of the regions' General Plans. SCAG's adopted 5th Cycle Final RHNA Allocation Plan was adopted by Regional Council in October 2012 with a planning period limit to October 2021.[3] SCAG is in the process of developing the 6th Cycle RHNA allocation plan which will cover the planning period of October 2021 through October 2029. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth so collectively the region and subregions can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity along with fair share housing needs.

3.4 LOCAL REGULATIONS

3.4.1 City of Los Angeles

3.4.1.1 General Plan, Framework Element

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

[3]SCAG, *Regional Housing Needs Assessment (RHNA) 5th Cycle,* October 2012, http://www.scag.ca.gov/programs/Pages/5th-Cycle-RHNA.aspx, accessed: March 2, 2020.

The Framework Element contains several housing goals for the City, including:

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

3.4.1.2 General Plan, Housing Element

Last adopted in December 2013 and in effect through 2021, the Housing Element of the City of Los Angeles General Plan establishes the goals, objectives and policies for the City's housing strategy. The State requires that the Housing Element demonstrates sufficient capacity to accommodate the number of housing units identified in the RHNA for the region. The Housing Element identifies overall goals for the City to increase housing production and preservation, ensure neighborhood livability, prevent discrimination, and end homelessness.

The Housing Element identifies four detailed goals, each of which includes objectives, policies and implementing programs. The goals are:

- A City where housing production and preservation result in an adequate supply of ownership and rental housing that is safe, healthy and affordable to people of all income levels, races, ages, and suitable for various needs.
- A City in which housing helps to create safe, livable and sustainable neighborhoods.
- A City where there are housing opportunities for all without discrimination.
- A City committed to preventing and ending homelessness.

3.4.1.3 City of Los Angeles 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 (CPAs) in the City of Los Angeles: North Hollywood – Valley Village and Northeast Los Angeles. Details of these areas are presented below.

The North Hollywood – Valley Village Community Plan was adopted in February 1993 and is currently going through an update (as of March 2020). The Community Plan includes population and household growth rate comparisons, household size, age of housing, and social demographics. The North Hollywood – Valley Village CPA is approximately 15 miles northwesterly from Downtown Los Angeles and includes the subareas of Valley Village, the North Hollywood Redevelopment Area, Metro Rail/Metrolink, and the "NoHo" Arts District. The Community Plan estimated 2010 projections for the North Hollywood – Valley Village CPA population at around 156,200 persons and 59,200 households.[4] Major objectives of the Community Plan related to population and housing include:

- To coordinate the development of North Hollywood with other communities of the City of Los Angeles and the metropolitan area.
- To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected in the year 2010.
- To make provisions for housing as is required to satisfy the needs and desires of various age, income and ethnic groups of the community, maximizing the opportunity for individual choice.
    - To encourage the preservation and enhancement of the varied and distinctive residential character of the community, and to preserve the stable single-family residential neighborhoods.
    - To provide multiple-dwelling units for those who cannot afford or do not desire to own their own home, emphasizing the area surrounding the North Hollywood Business District.

The Northeast Los Angeles Community Plan was adopted in June 1999 and is anticipated to begin a plan update process in 2020. This CPA includes the area between the downtown center of Los Angeles and the neighboring cities of Glendale, Pasadena, South Pasadena and Alhambra. Neighborhoods within the CPA include Atwater Village, Cypress Park, Eagle Rock, El Sereno, Glassell Park, Highland Park, Lincoln/Montecito Heights, Monterey Hills, and Mount Washington. The Community Plan estimated 2010 projections for the Northeast Los Angeles CPA population at around 298,100 persons and 89,100 households.[5]

[4] City of Los Angeles, *North Hollywood – Valley Village Community Plan Update*, *Council File No. 95-0830*, May 1996, https://planning.lacity.org/plans-policies/community-plan-area/north-hollywood-valley-village, accessed: March 2, 2020.

[5] City of Los Angeles, *Northeast Community Plan Update*, *Council File No. 95-0830*, May 1996, https://planning.lacity.org/plans-policies/community-plan-area/north-hollywood-valley-village, accessed: March 2, 2020.

Major goals, objectives, and policies of the Northeast Los Angeles Community Plan related to population and housing include:

- Goal 1: A SAFE, SECURE, AND ATTRACTIVE RESIDENTIAL ENVIRONMENT FOR ALL ECONOMIC, AGE, AND ETHNIC SEGMENTS OF THE COMMUNITY.
  - Objective 1-1: To preserve and enhance existing residential neighborhoods.
    - Policy 1-1.1: Protect existing stable single-family and other lower density residential neighborhoods from encroachment by higher density residential and other uses that are incompatible as to scale and character or would otherwise diminish the quality of life.
    - Policy 1-1.2: Promote neighborhood preservation, particularly in existing single-family neighborhoods, as well as in areas with existing multiple-family residences.
  - Objective 1-2: To allocate land for new housing to accommodate a growth of population that is consistent with and promotes the health, safety, welfare, convenience, and pleasant environment of those who live and work in the community based on adequate infrastructure and government services, especially schools.
    - Policy 1-2.1: Designate specific areas to provide for adequate residential development to accommodate anticipated increases in population while maintaining a balance between single-family and multiple-family uses.
    - Policy 1-2.2: Locate higher residential densities near commercial and institutional centers, light rail transit stations, and major bus routes to encourage pedestrian activity and use of public transportation, providing that infrastructure, public service facilities, utilities, and topography will fully accommodate this development.
    - Policy 1-2.3: Encourage mixed-use development in selected commercially-zoned areas.
  - Objective 1-3: To preserve and enhance the residential character and scale of existing single- and multi-family neighborhoods.
    - Policy 1-3.1: Protect the quality and scale of the residential environment through attention to the appearance of new construction including site planning and compatible building design.
    - Policy 1-3.2: Consider factors, such as neighborhood character, aesthetics, and identity; compatibility of land uses; impacts on livability, services, public facilities, and traffic levels, when changes in residential densities are proposed.
  - Objective 1-4: To preserve and enhance neighborhoods with a distinctive and significant historical or architectural character.
    - Policy 1-4.1: Encourage identification and documentation of historic and architectural resources in the Plan area.
    - Policy 1-4.2: Protect and encourage reuse of historic resources in a manner that maintains and enhances the historic appearance of structures and neighborhoods.
  - Objective 1-5: To limit the intensity and density of development in hillside areas.

        - Policy 1-5.5: Encourage clustering of residential projects in order to use the natural terrain to best advantage.
    - Objective 1-6: To promote and ensure the provision of fair and equal housing opportunities for all persons regardless of income and age groups or ethnic, religious, or racial background.
        - Policy 1-6.1: Promote individual choice in type, quality, price, and location of housing.
        - Policy 1-6.2: Promote mixed use in all multiple-family residential projects in commercial zones.
        - Policy 1-6.3: Ensure that redevelopment activity minimizes displacement of residents.
        - Policy 1-6.4: Provide for development of townhouses and duplex housing units to increase home ownership options.

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

Effective in September 2017 and revised in February 2018, the City of Los Angeles' Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines) were established in response to the voter-approved Measure JJJ.[6] The TOC Guidelines provide eligibility standards, incentives, and other necessary components for all housing developments located within a one-half mile radius of a Major Transit Stop[7]. Pursuant to California Government Code Section 65915, a density bonus (increase over the otherwise maximum allowable residential density) is allowed for qualifying housing development projects consisting of three or more dwelling units near a Major Transit Stop.

3.4.2 City of Burbank

3.4.2.1 Burbank 2035 General Plan, Housing Element

Adopted on February 4, 2014, the Housing Element identifies strategies and programs that focus on preserving and improving housing and neighborhoods, providing adequate housing sites, assisting in the provision of affordable housing, removing governmental and other constraints to housing investment, and promoting fair and equal housing opportunities. It outlines several goals:

- Conserve and improve the existing housing stock.
- Provide housing sites that accommodate a range of housing types to meet the diverse needs of existing and future residents.

[6] Los Angeles Municipal Code (LAMC), *Section 12.22 A.31*.
[7] Based on the definitions within the City of Los Angeles TOC Guidelines, a Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent SCAG RTP.

- Assist in the development of housing affordable to all economic segments of the community.
- Address governmental constraints to the maintenance, improvement, and development of housing.
- Promote non-discrimination and ensure fair and equal housing opportunities for all persons.

3.4.2.2 Burbank Media District Specific Plan

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

3.4.3 City of Glendale

3.4.3.1 Glendale General Plan, 2014-2021 Housing Element

Completed in January 2014, the Glendale 2014-2021 Housing Element serves as a policy guideline for meeting the housing needs of the community. It identifies the City's existing and projected housing needs and establishes goals and policies to guide City officials in daily decision-making in addressing these needs. Groups requiring the most urgent attention in the City are identified, such as the elderly, lower income households and the homeless. The Housing Element has the following goals, to be a city with:

- A wide range of housing types to meet the needs of current and future residents.
- High quality residential neighborhoods that are attractive and well designed.
- Increase opportunities for affordable housing.
- Housing services that address groups with special housing needs.
- Equal housing opportunities for all persons.
- Housing that is livable and sustainable.

3.4.3.2 Glendale Downtown Specific Plan

Adopted in 2006, and recently amended in 2019, the Glendale Downtown Specific Plan, is an urban design-oriented plan that sets physical standards and land use regulations within the Downtown area. Downtown Glendale consists of various districts based on existing building patterns. The Specific Plan seeks to preserve and enhance the unique character while improving the attractiveness and livability of the Downtown Area.

In terms of population and employment goals, the Glendale Downtown Specific Plan has the following goals and purpose:

- Provide a framework and a manual to guide responsible growth and development of downtown.
- Ensure downtown's long-term status as a good place to do business.
- Provide incentives for a wide range of downtown housing types.
- Concentrate growth in the downtown – a transit-rich entertainment, employment and cultural center – to relieve development pressures on existing residential neighborhoods.

3.4.4 City of Pasadena

3.4.4.1 Pasadena General Plan, Housing Element, 2014-2021

Adopted in 2014 and in effect through 2021, the City of Pasadena's General Plan Housing Element is intended to address the production, maintenance, and improvement of housing in the City.[8] Acknowledging housing, neighborhood, and demographic changes that have occurred since early 2000, the Housing Element seeks to balance both goals and resources. In 2000, Pasadena created a housing vision that expressed its commitment to housing its residents:

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

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

- Sustainable neighborhoods of quality housing, parks and community services, infrastructure, and other associated services that maintain and enhance neighborhood quality, character, and the health of residents.
- An adequate supply and diversity of quality rental and ownership housing opportunities suited to residents of varying lifestyle needs and income levels.
- Expand, protect, and preserve opportunities for households to find and retain housing in Pasadena and afford a greater choice of rental and homeownership opportunities.
- Adequate housing opportunities and support services for seniors, people with disabilities, families with children, college students, and people in need of emergency, transitional, or supportive housing.

[8]City of Pasadena, *Housing Element*, February 2014, https://ww5.cityofpasadena.net/planning/planning-division/community-planning/general-plan/housing/, accessed: March 2, 2020.

3.4.4.2 Central District Specific Plan

Adopted in November 2004, the City of Pasadena's Central District Specific Plan describes the socio-economic context in central Pasadena and the policy implications of the General Plan to have the "primary business, financial, retailing, and government center of the City."[9] Approximately 960 acres in size, the Central District is recognized as the "Downtown" of Pasadena. The Central District's general boundaries are between Interstate 210, Interstate 710, Lake Avenue, and California Boulevard, except the Arroyo Parkway corridor that extends from Interstate 110 into the midst of Downtown. Included within its boundaries are the activity centers popularly known as Old Pasadena, the Civic Center, the Playhouse District and South Lake Avenue. In terms of population and employment, the 1994 General Plan Land Use Element allocated a major share of future growth to the Central District. This share was quantified as an additional 5,095 residential units and 6,217,000 square feet of non-residential development. The Central District Specific Plan include the following principles:

- Growth will be targeted to serve community needs and enhance the quality of life.
- Change will be harmonized to preserve Pasadena's historic character and environment.
- Economic vitality will be promoted to provide jobs, services, revenue, and opportunities.
- Pasadena will be promoted as a healthy family community.
- Pasadena will be a city where people can circulate without cars.
- Pasadena will be promoted as a cultural, scientific, corporate, entertainment, and educational center for the region.
- Community participation will be a permanent part of achieving a greater city.

3.4.4.3 East Colorado Boulevard Specific Plan

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

[9]City of Pasadena, *Central District Specific Plan*, November 2004, https://www.ourpasadena.org/central-district, accessed: March 2, 2020.

The East Colorado Specific Plan includes the following principles:

- Promote a vibrate mix of land uses, a unified streetscape, and a series of distinctive “places” along the Boulevard.
- Identify areas of East Colorado Boulevard, which are appropriate locations for development of mixed-use and housing projects, and areas where commercial development should be concentrated.
- Retain the eclectic mix of uses and protect the vitality of small, independent businesses. Uphold Colorado Boulevard as a location for specialty and niche retail businesses.

4. Existing Setting

This section identifies residential land uses in the Project Area, reviews the applicable SCS and RHNA, and identifies population and housing characteristics within the Project Area.

Population demographic and housing data were obtained from the SCAG 2016 RTP/SCS at the regional and city level and supplemented with information from the U.S. Census Bureau 2010 American Community Survey 5-Year Estimates, 2013-2017, to retrieve information at the Census tract level.[10] Per SCAG's 2016-2040 RTP/SCS information, 2012 estimates are reported at the city level, whereas 2015 estimates are reported for Los Angeles County and the SCAG Region.

The County of Los Angeles includes approximately 4,000 square miles of land, and more than 2,600 square miles of unincorporated areas and 88 incorporated cities. It is the largest County in the State of California as measured by population. Per the SCAG 2016 RTP/SCS, Los Angeles County's population was estimated to be 10,159,000 persons and anticipated to increase by 13.3 percent by 2040. By 2040, the Cities of Los Angeles, Burbank, Glendale, and Pasadena are anticipated to grow between 0.3 to 0.7 percent annually in population and 0.2 to 1.0 percent annually in the number of households. **Table 3** provides general population and housing information at city and regional levels.

For the North Hollywood to Pasadena Corridor, 2017 demographic information was gathered at the census tract level within 0.5 miles of the proposed stations/platforms.[11] As shown in **Table 4**, there are around 176,200 households and approximately 360,000 persons living within 0.5 miles of the North Hollywood to Pasadena Corridor. Of those persons, 45.8 percent report as a Minority and 54.2 percent report as White only (non-Hispanic or Latino) according to the 2013-2017 ACS 5-Year population estimates.[12]

[10] Data was included for Census Tracks within 0.5 miles of stations/platforms.
[11] The U.S. Census Bureau, 2013-2017 American Community Survey (ACS) 5-Year Estimates was similar to SCAG's 2016 RTP/SCS estimated population for Los Angeles County at 10,105,700 in year 2017. The ACS 5-year population and housing estimates were used to identify the Proposed Project information since SCAG's 2016 RTP/SCS did not provide information smaller than the city level.
[12] Minority populations by race are reported as Hispanic or Latino (alone) or Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian and Other Pacific Islander along, some other race, or two or more races that are Not Hispanic or Latino (alone) according to 2013-2017 ACS 5-Year population estimates.

Table 3 – Population and Housing Trends for Corridor Cities, Los Angeles County and SCAG Region

Geography	2012/2015*	2040	Total % Growth (2012 to 2040)	Average Annual Growth per year
POPULATION				
City of Los Angeles	3,845,500	4,609,400	19.9%	0.7%
City of Burbank	103,300	118,700	14.9%	0.5%
City of Glendale	193,200	214,000	10.8%	0.4%
City of Pasadena	140,300	150,700	7.4%	0.3%
County of Los Angeles	10,159,000	11,514,000	13.3%	0.5%
SCAG Region	18,779,000	22,138,000	17.3%	0.7%
HOUSEHOLDS				
City of Los Angeles	1,325,500	1,690,300	27.5%	1.0%
City of Burbank	42,500	48,400	13.9%	0.5%
City of Glendale	72,400	81,100	12.0%	0.4%
City of Pasadena	58,900	62,400	5.9%	0.2%
County of Los Angeles	4,463,000	5,226,000	17.1%	0.7%
SCAG Region	8,006,000	9,872,000	23.3%	0.9%

NOTES: *Per SCAG's 2016 RTP/SCS information, 2012 estimates are reported at the city level, whereas 2015 estimates are reported for Los Angeles County and the SCAG Region.
SOURCE: SCAG, *2016-2040 RTP/SCS Appendix Demographic & Growth Forecast, Jurisdictional Forecast*, adopted April 2016.

Information was also compiled for transit-dependent groups (see **Table 3**) which include students (persons age 5 to 17 years old), seniors (persons age 65 or more), workers who use public transportation to work (excluding taxicab), and those who work from home (less likely to use/own a car). Based on this information, 26 percent of the total population is either a student (11 percent) or senior (15 percent) who may be transit dependent. Low-income households[13] were also complied from 2013-2017 ACS 5-Year Estimates. Around 17 percent of households have families with below poverty level[14] status which are also considered highly transit-dependent.[15] **Figure 2** shows population characteristics for the Project Study Area.

[13] Low-income households are households that have a total family income that is less than the poverty threshold.
[14] The ACS 5-Year Estimates determines poverty level status based on income thresholds that vary by family size and composition. If a family's total income is less than the family's threshold, then the family and every individual is considered in poverty. Income thresholds vary by the size of the family and age of the members, are used throughout the United States (do not vary geographically) and are updated annually for inflation.
[15] These transit-dependent groups are not mutually exclusive and there may be overlap in population groups (e.g., below poverty-level and students or seniors).

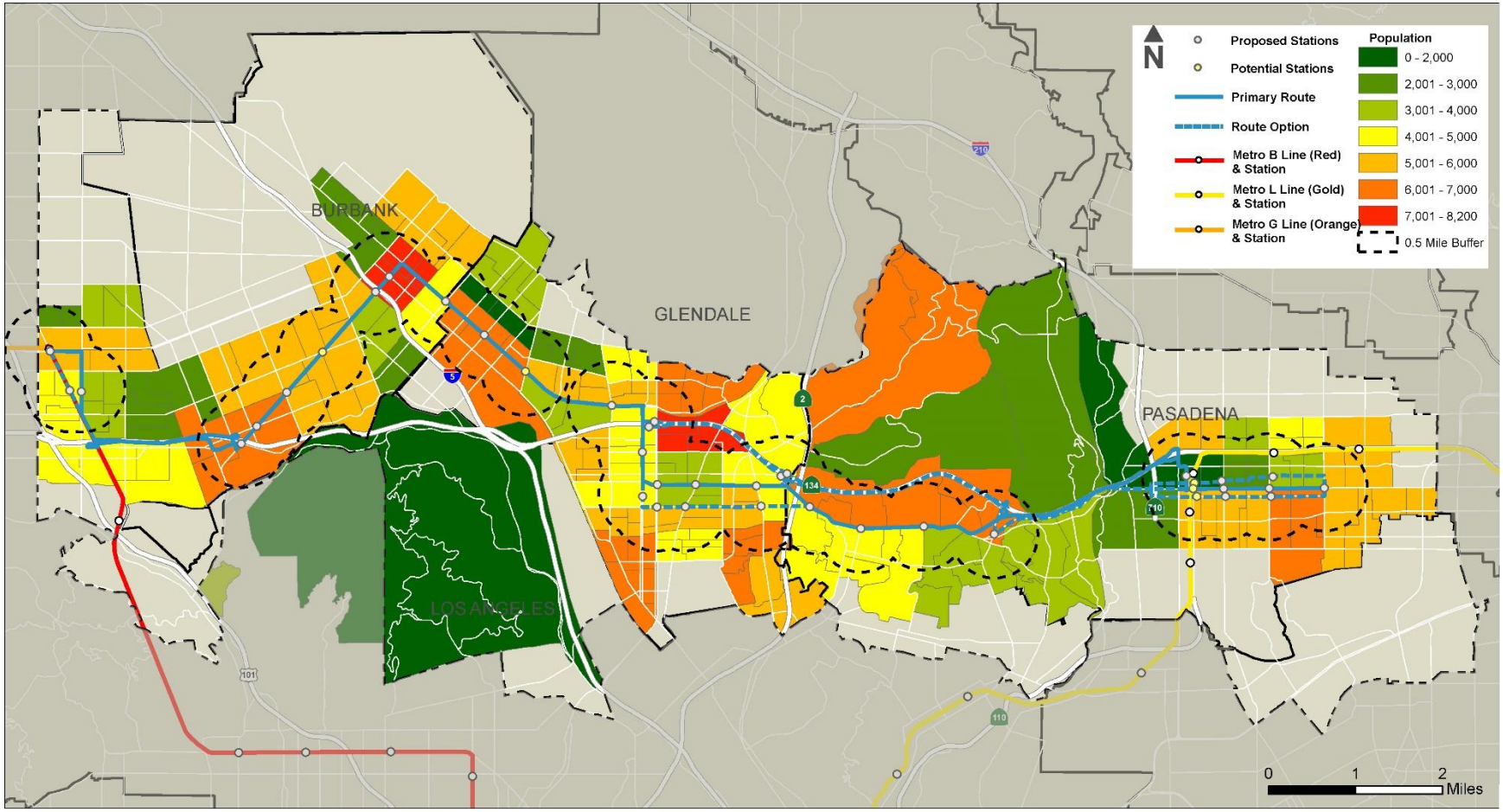
Table 4 – General Demographic Characteristics within 0.5 Miles of Stations/Platforms

TOTAL IN NORTH HOLLYWOOD TO PASADENA CORRIDOR		
Total Population 2017	359,800	
Total Number of Households 2017	176,200	
	Persons	**% of Population**
RACE		
White	194,925	54.2%
Black or African American	13,914	3.9%
American Indian and Alaska Native	542	0.15%
Asian	53,356	14.8%
Native Hawaiian / Other Pacific Islander	397	0.11%
Other race	1,451	0.40%
Two or more races	11,121	3.1%
Hispanic or Latino	84,105	23.4%
Total Minority Population	164,886	45.8%
TRANSIT DEPENDENT POPULATION GROUPS		
Students Age 5-17 Years	38,943	11.0%
Age 65+ Years	53,698	15.1%
Public Transportation for Work	9,147	5.0%
Work from Home	13,271	7.2%
MODE OF TRANSPORTATION TO WORK		
Car, Truck or Van – Drove Alone	136,242	73.7%
Car, Truck or Van – Carpool	13,164	7.1%
Public Transportation for Work	9,147	5.0%
Work from Home	13,271	7.2%
Walked	8,328	4.5%
Taxicab, Motorcycle, Bicycle or other Means	4,688	2.5%
POVERTY LEVELS		
# of Households Below Poverty Level	30,063	17.1%
# of Households at or above Poverty Level	146,122	82.9%
Total Population Below Poverty Level	55,137	15.5%

NOTES: Total 2017 Population for age and poverty information = 355,360 (population for whom poverty status is determined). Total 2017 Population for Journey to Work information = 184,840. Percentages indicate percent of total 2017 population or # of households that falls within the specified category. Percentages may not add up to 100 percent as they have been rounded.

SOURCE: U.S. Census Bureau 2010, *2013-2017 American Community Survey (ACS) 5-Year Estimates for Census Tracts*.

Figure 2 – Existing Population



SOURCE: U.S. Census Bureau 2010, 2013-2017 American Community Survey (ACS) 5-Year Estimates for Census Tracts within Project Area.

According to the U.S. Census Bureau housing data (forecasted for 2018 conditions), approximately 93.2 percent of existing housing units are either owner (19 percent) or renter (74.2 percent) occupied. In comparison, there are a low number of vacant units in the Project Area (6.8 percent).

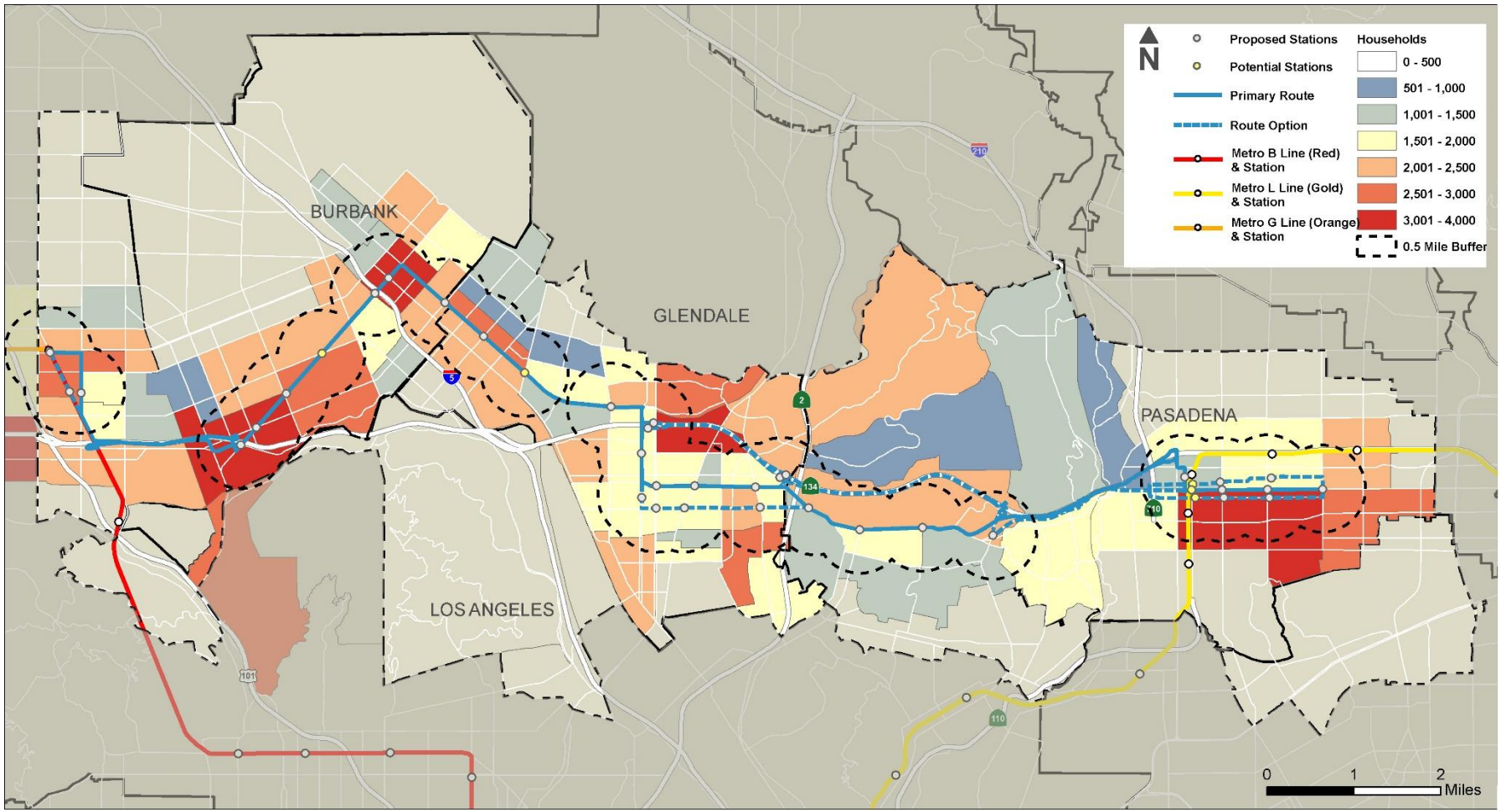
The average home value is estimated at around $552,480, with average values ranging from $415,350 to $885,075 under 2018 conditions. Median household incomes are estimated at $63,000 annually with an average household size of 2.18 persons per household. **Table 5** and **Figure 3** provide housing characteristics for the Project Study Area.

Table 5 – Housing Characteristics

TOTAL IN PROJECT STUDY AREA		
Total number of Housing Units	188,000	
	# of Units	**% of Total Units**
Vacant Units	12,750	6.8%
Occupied	175,180	93.2%
Owner-Occupied	*35,760*	*19.0%*
Renter-Occupied	*139,420*	*74.2%*
CORRIDOR HOUSEHOLD INFORMATION		
Average Home Value	$552,480	
Range of Average Home Values	$415,350 to $885,075	
Median Household Income	$63,000	
Average Household Size	2.18	

NOTES: Average Household Size is the household population divided by total households in 2018. Per Capita Income represents the income received by all persons aged 15 years and over divided by the total population. Median Household Income and Average Household Size were weighted based on the number of occupied units. Percentages indicate percent of total housing units that falls within the specified category. Number of units and percentages have been rounded.
SOURCE: U.S. Census Bureau 2010, *Summary File* 1. ESRI Forecasts for 2018.

Figure 3 – Existing Households



SOURCE: U.S. Census Bureau 2010, 2013-2017 American Community Survey (ACS) 5-Year Estimates for Census Tracts within Project Area

5. Significance Thresholds and Methodology

5.1 SIGNIFICANCE THRESHOLDS

In accordance with Appendix G of the State CEQA Guidelines, the Project would have a significant impact related to population and housing if it would:

a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extensions of roads or other infrastructure);
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and/or
c) Displace substantial numbers of people necessitating the construction of replacement housing elsewhere.

5.2 METHODOLOGY

The evaluation was prepared in compliance with CEQA Guidelines Section 15131, which provides guidance on how to address economic and social effects in EIRs. Consistent with the CEQA Guidelines, the following steps were used to assess potential impacts of the Proposed Project on existing population and housing in the Project Area:

1) Collected demographic information for the census tracts.
2) Conducted an assessment of construction and operational impacts on population and housing based on the Proposed Project's anticipated effects to existing and projected growth.

6. Impact Analysis

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

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

Construction

No Impact. Construction activities would not include new homes, businesses, or related infrastructure. Construction would create new jobs for construction workers; however, construction labor requirements are expected to be met with the existing local or regional labor pool. Since these new jobs would be temporary, they are not expected to indirectly induce substantial new population growth in the area. Because construction of the Proposed Project would not induce substantial population growth, either directly or indirectly, construction is not anticipated to result in substantial population growth within the Project Area. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

No Impact. Operational activities would not result in substantial changes to the existing population in the Project Area. The Proposed Project would not include development of new housing or businesses that would directly induce population growth. The additional bus service would generate additional employment opportunities for bus drivers; however, there is currently a substantial employment base and residential population in the Project Area and employment opportunities would not be expected to result in substantial migration of additional residents to the Project Area.

The Proposed Project could indirectly affect growth and development in the Project Area by providing enhanced transit connections within the Project Area. This may attract residents or businesses from other areas of the region to the immediate areas surrounding the proposed stations/platforms. However, the BRT system in itself would not induce unplanned population or employment growth.

Although there are regional and local plans and policies which encourage and incentivize development near transit stations, such as the City of Los Angeles' Affordable Housing Incentive Program (TOC Guidelines), based on nationwide BRT studies,[16] the Proposed Project in itself would not dramatically increase property values or stimulate development. There are a number of other factors that influence growth related to transit improvements including: public policies to encourage development, station area demographics, high transit reliability and effective service and design, strong real estate market trends, assembly of parcels, and station area/neighborhood design. To the extent that the Project improves transit reliability and overall service in the region, it would incentivize some degree of development that would be consistent with regional and local plans related to growth. The Proposed Project is not expected to change existing growth and development patterns as projected by SCAG. Rather, the Proposed Project would introduce a new transit service in the region which would allow for increased development around station areas consistent with local city policies. These policies are growth management strategies that are aimed at reducing environmental effects that typically result from growth such as greenhouse gas emissions by focusing development in areas where there is transit infrastructure to support the denser future populations. Accordingly, the Proposed Project would be located within areas that are anticipated to grow in the future and which have organized their communities to handle development in areas well served by transit, as outlined in the guiding Housing Elements, Community Plans and Specific Plans for the jurisdictions along the Project route. Therefore, any development that could result around station/platform areas is anticipated to be consistent with these current growth projections. With respect to analyzing potential impacts under CEQA, the Proposed Project would not induce unplanned population or employment growth.

Overall, operational activities would not induce unplanned population growth. 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.

[16] Center for Transit-Oriented Development, *"Capturing the Value of Transit"*, November 2008.

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

Construction

No Impact. The Proposed Project would be constructed within the curb lanes of an existing roadway and would not result in the displacement of any existing housing units. The Proposed Project would not require any right-of-way acquisitions that would impact existing housing. In addition, the Proposed Project would not require the construction or expansion of a maintenance and storage facility. No housing displacement impacts would occur as result of the Proposed Project. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

No Impact. The Proposed Project would not require the acquisition of residential properties or the displacement of existing housing units. Operation and maintenance activities would be focused on physical improvements including the BRT route and stations/platforms which would also not require the displacement of any housing units. No housing displacement impacts would occur as result of the Proposed Project. Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

Impact c) Would the Proposed Project displace substantial numbers of people necessitating the construction of replacement housing elsewhere?

Construction

No Impact. The Proposed Project would be constructed within the curb lanes of an existing roadway and would not result in the displacement of any people or businesses. The Proposed Project would not require any right-of-way acquisitions for the proposed routes or stations/platforms that would necessitate construction of replacement housing or relocation of existing businesses. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Operations

No Impact. The Proposed Project would not displace any people or businesses since the proposed transportation facilities would operate entirely within the existing transportation right-of-way. No physical barriers would be introduced that would displace people or businesses.

Therefore, the Proposed Project would not result in a significant impact related to operational activities.

Mitigation Measures

No mitigation measures are required.

Significance of Impacts after Mitigation

No impact.

7. Cumulative Analysis

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

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

CEQA Guidelines Section 15130(b) further provides that the discussion of cumulative impacts reflects "the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone." Rather, the discussion is to "be guided by the standards of practicality and reasonableness and should focus on the cumulative impact to which the identified other projects contribute." CEQA Guidelines Sections 15130(b)(1)(A) and (B) include two methodologies for assessing cumulative impacts. One method is a list of past, present, and probable future projects producing related or cumulative impacts. The other method is a summary of projections contained in an adopted local, regional, or statewide plan, or related planning document that describes or evaluates conditions contributing to the cumulative effect. Such plans may include a general plan, regional transportation plan, or plans for reducing greenhouse gas emissions. The cumulative effect on 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 4a** through **4c** 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 4a – Cumulative Impact Study Area

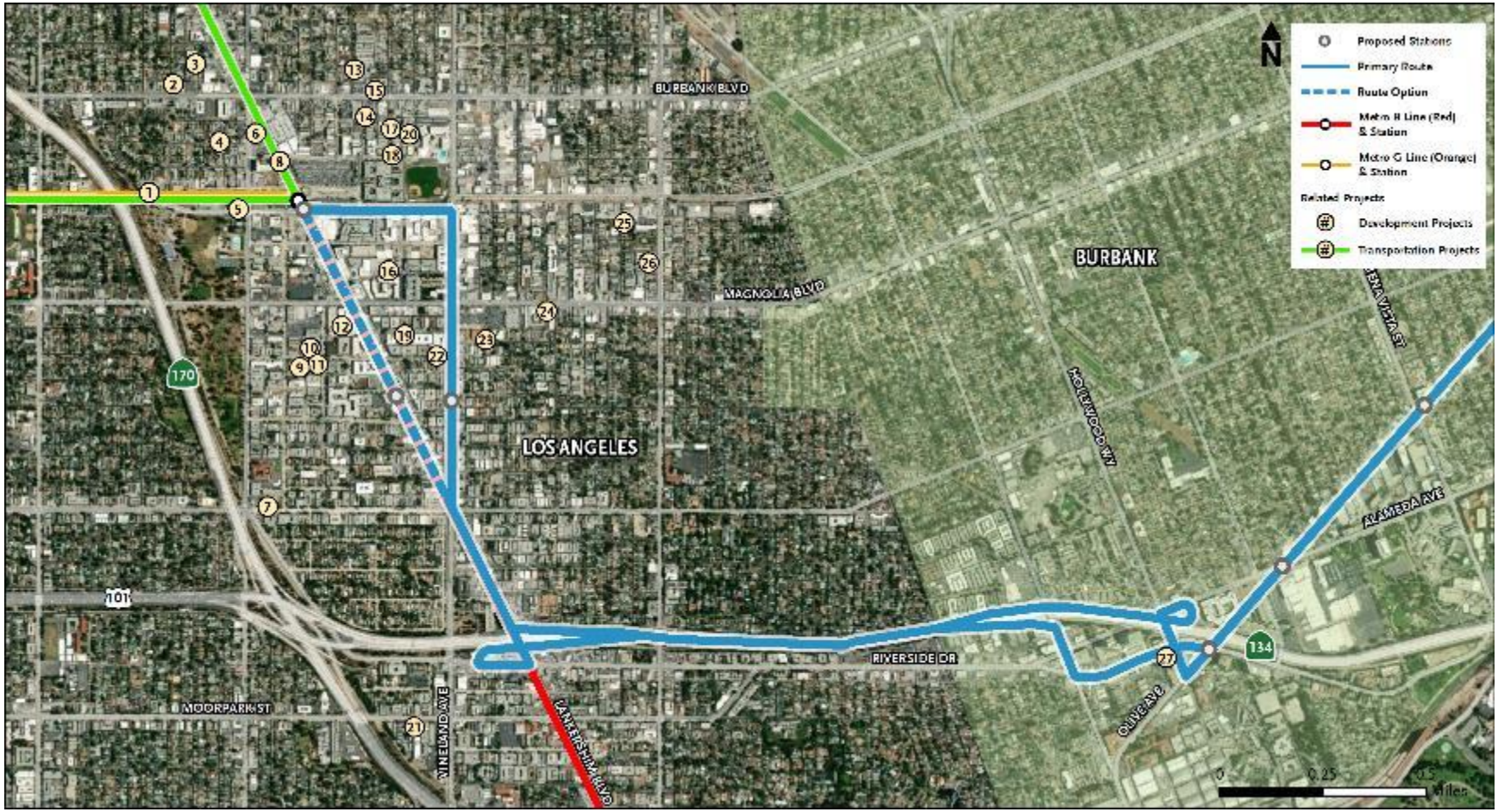
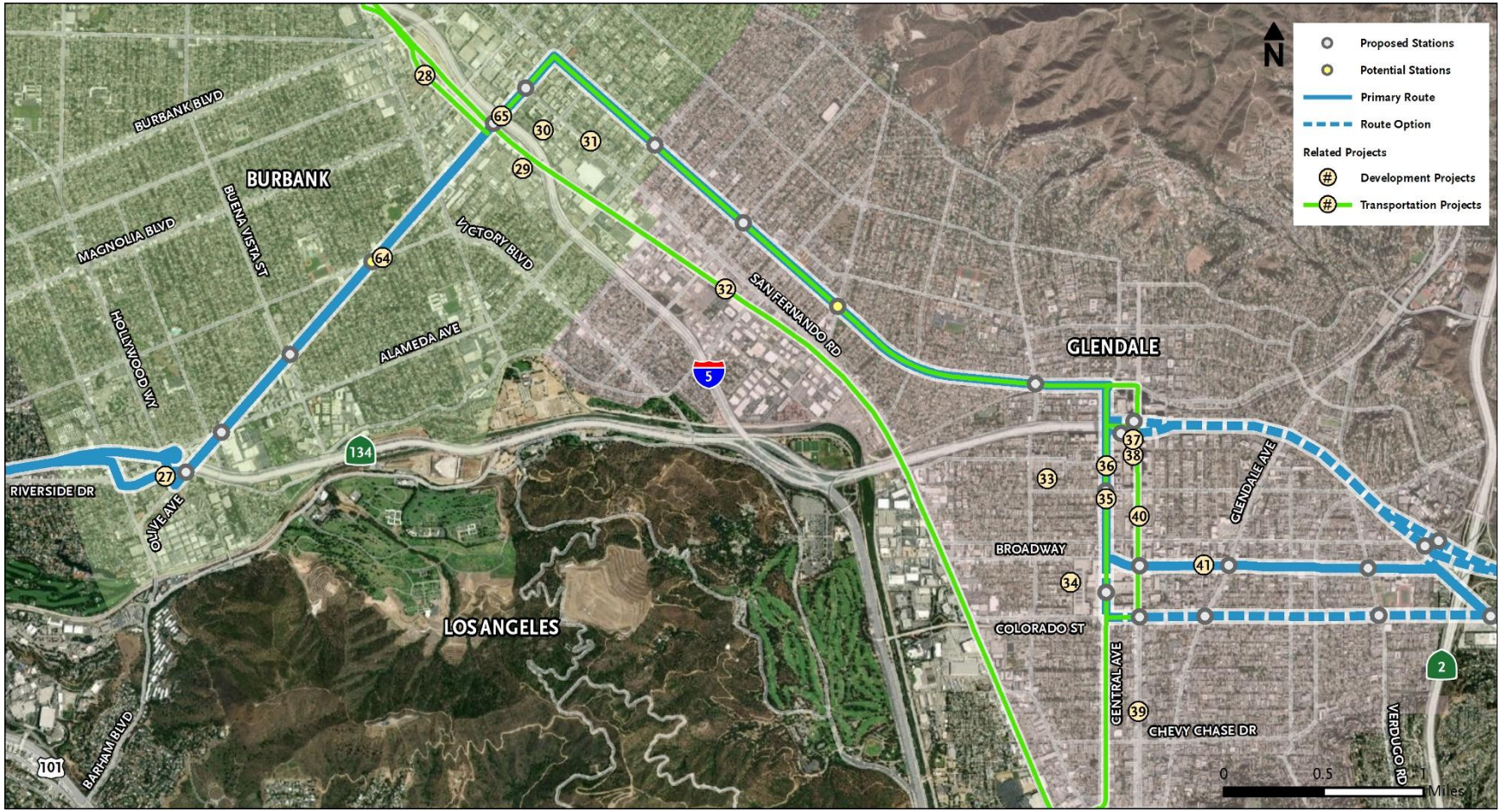
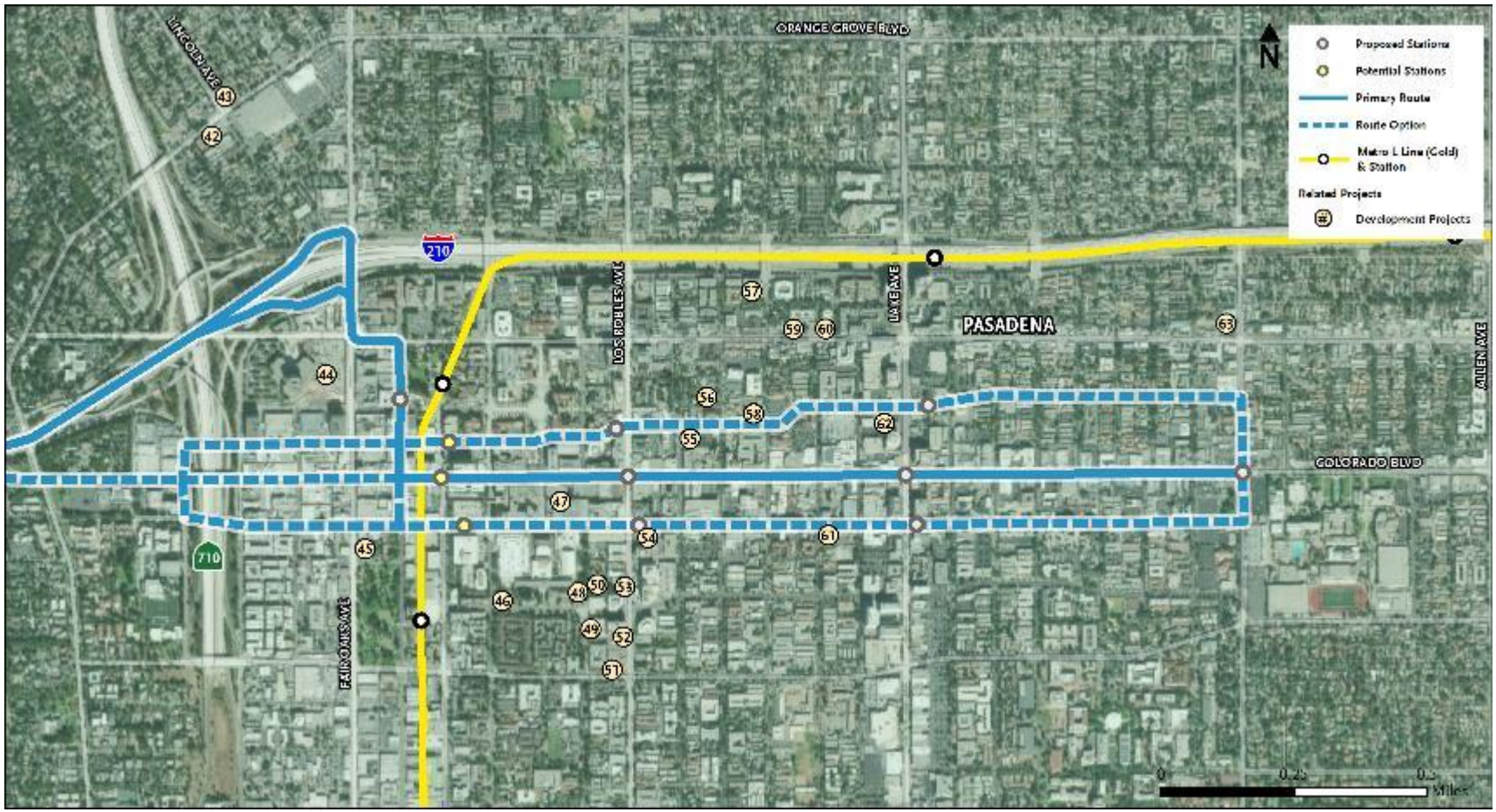


Figure 4b – Cumulative Impact Study Area



Metro

Figure 4c – Cumulative Impact Study Area



Metro

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

Map ID	Project Name	Location	Description	Status
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
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
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

Map ID	Project Name	Location	Description	Status
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.

The Proposed Project would not result in substantial changes to the existing population or housing in the Project Area. Therefore, the Proposed Project would not result in incremental effects to population and housing that could be compounded or increased when considered together with similar effects from other past, present, and reasonably foreseeable probable future projects. There is no potential for the Proposed Project to contribute to a cumulative impact.

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