



Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

PLANNING AND PROGRAMMING COMMITTEE  
JANUARY 14, 2009

**SUBJECT: CANOGA TRANSPORTATION CORRIDOR FINAL ENVIRONMENTAL  
IMPACT REPORT (FEIR) – METRO ORANGE LINE EXTENSION**

**ACTION: APPROVE RECOMMENDATIONS**

**RECOMMENDATIONS**

- A. Certify that the Canoga Transportation Corridor, Final Environmental Impact Report (FEIR) is in compliance with the California Environmental Quality Act (CEQA), and reflects our independent judgment and analysis. The FEIR is available upon request;
- B. Adopt the:
  - 1. Findings and Statement of Overriding Considerations (Attachment A) in accordance with CEQA; and
  - 2. Mitigation Monitoring and Reporting Program (Attachment B); and
- C. Authorize the Chief Executive Officer (CEO) to File the Notice of Determination with the Los Angeles County Clerk and State of California Clearinghouse (Attachment C).

**ISSUE**

At the June 26, 2008 meeting, the Board received and filed the Draft EIR for the Canoga Transportation Corridor and adopted the Locally Preferred Alternative (LPA) (Attachment D). The adopted LPA extends the Metro Orange Line (MOL) north four miles from its current western busway terminus at Canoga Avenue and Victory Boulevard, to the Chatsworth Metrolink Station (MOL Extension). The LPA includes four new stations that would be located at Sherman Way (site of an approximate 200 space park-and-ride), Roscoe, Nordhoff, and a new platform at the Chatsworth Metrolink station. In addition, the project would have two grade separations, the first over the Los Angeles River just north of Vanowen, and the second over active railroad tracks at Lassen Street, descending into the Chatsworth Metrolink Station's southern parking lot. The project will include landscaping and a bicycle/pedestrian path similar to the MOL. Attachment E illustrates a typical cross section.

Since the Board's approval of the LPA, work has been completed on the FEIR and Preliminary Engineering (PE). The FEIR is now ready to be certified by the Board and, in accordance with Section 21081 of the California Public Resources Code (PRC) and Section 15091 of the CEQA Guidelines, in conjunction with certifying the FEIR, the Board must approve a Statement of Overriding Considerations explaining why we are willing to accept any residual significant impacts that result from the project. The Statement of Overriding Considerations describes the social, economic, and other benefits of the project that override the significant environmental impacts. Further, in compliance with PRC Section 21081.6, we are required to adopt a Mitigation Monitoring and Reporting Program (MMRP). The MMRP's purpose is to ensure that the mitigation measures identified in the FEIR are properly implemented. Lastly, and in compliance with PRC Section 21167 and Section 15112 of the CEQA guidelines, a Notice of Determination is filed with the County Clerk and State Clearinghouse within five days of action being taken on the project. Once filed, a 30-day statute of limitations commences for CEQA related litigation.

### **POLICY IMPLICATION**

The Canoga Transportation Corridor/MOL Extension project is a baseline project in the Draft Long Range Transportation Plan (LRTP) with a FY 2013 Revenue Operations Date (ROD). Through prior actions, the Board has programmed \$223.1 million to the project primarily consisting of Proposition 1B and Proposition C 25% funds. To enable the project to move forward, the certification of the FEIR, adoption of the Findings and Statement of Overriding Considerations and the MMRP, and the filing of a Notice of Determination must be completed. Otherwise, we would not be in compliance with CEQA and therefore, unable to continue with the next phase of the project, design and construction.

### **OPTIONS**

The Board could decide to not approve the FEIR, not adopt the Findings and Statement of Overriding Considerations or the MMRP and/or not authorize the filing of a Notice of Determination. These actions are not recommended as it would delay the project's ROD and could result in higher project costs.

### **FINANCIAL IMPACT**

The funding of \$6.2 million is included in the FY 09 budget in Project #405513 with \$3 million in Cost Center 4370 and \$3.2 million in Cost Center 8510. These monies were budgeted to complete the environmental, planning, and preliminary engineering phases of the Project.

The current conceptual engineering cost for construction of the MOL Extension is \$215.6 million for the life-of-project budget. Separate Board reports are being presented to complete the project's engineering, approve the use of design-build delivery and approve the life-of-project budget.

## **DISCUSSION**

On March 3, 2008, the completed DEIR was released to the public for the CEQA required 45-day public review and comment period, which concluded on April 16, 2008. The DEIR was published on our website and delivered to libraries and the offices of elected officials. The availability of the DEIR and notification of two community meetings were announced on our website, in the Daily News and La Opinion newspapers and through the distribution of 45,000 mailers. During this period, two public hearings were held. In response, approximately 150 public comments were received. Of the comments received, many expressed concern pertaining to noise and the placement of soundwalls/privacy walls, but also strong support for the Busway alternative on our rail right-of-way. The comments received during the public review period have been responded to in the FEIR and where appropriate, the document has been modified in response to comments.

### **FEIR Findings and Mitigations**

The project's environmental analysis found that traffic, visual, noise and air quality to name a few would be impacted as a result of the project. Except for noise and air quality during construction, all the other significant impacts could be mitigated to less than significant levels through the provision of signalization and intersection redesign, soundwalls/privacy walls, etc. With regard to noise and air quality, these are short term impacts which would occur during construction and as such, it was determined that the long term benefits of the project outweighed the short term impacts. The FEIR and Attachment A, the project's Findings and Facts, and Statement of Overriding Considerations contains the full list of impacts and mitigation measures.

### **Bicycle/Pedestrian Path**

As part of the project, adjacent to the busway a dedicated bicycle/pedestrian path would be constructed. This bicycle/pedestrian path would be an extension of the existing MOL path.

### **Ridership**

By the year 2030, the MOL Extension is expected to generate 9,000 new average weekday daily boardings. This number will contribute to a projected 45,000 average weekday daily boardings for the full alignment from North Hollywood to Warner Center to Chatsworth. Operations is reviewing options to accommodate the anticipated additional riders, which may include strategies such as platooning buses, adding tripper buses, and providing limited stop trips.

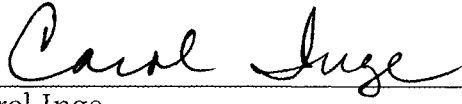
## NEXT STEPS

The project will be transferred to our Construction Department for the preparation of the Design-Build package. Construction staff is working to identify ways to expedite the project's delivery including the option of bidding and constructing selected elements of the project separately. Meetings will continue with Union Pacific (UP) and the Southern California Regional Rail Authority (SCRRA) where required to obtain their approval of the project's design. Additionally, our Real Estate Department will notify our tenants of the termination of their leases and the terms under which they will be required to vacate the property. The Construction Department will return to the Board with periodic updates including any changes, if appropriate, in the project budget.

## ATTACHMENTS

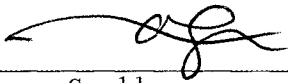
- A. Findings and Statement of Overriding Considerations
- B. Mitigation Monitoring and Reporting Program
- C. Notice of Determination Form
- D. Locally Preferred Alternative - Project Map
- E. Typical Cross Section

Prepared by: Walt Davis, Transportation Planning Manager  
Brian Lin, Director San Fernando Valley/North County Planning Team  
Renee Berlin, Executive Officer Transportation Development and  
Implementation



---

Carol Inge  
Chief Planning Officer



---

Roger Snoble  
Chief Executive Officer

FINDINGS OF FACT AND STATEMENT OF  
OVERRIDING CONSIDERATIONS

ATTACHMENT A

Pursuant to Sections 15091 and 15093 of the State CEQA Guidelines  
and Section 21081 of the Public Resources Code

FINAL ENVIRONMENTAL IMPACT REPORT

CANOGA TRANSPORTATION CORRIDOR PROJECT



Los Angeles County Metropolitan  
Transportation Authority

December 2008

The Final Environmental Impact Report (Final EIR) for the Canoga Transportation Corridor Project identified the Locally Preferred Alternative (LPA). Implementation of the proposed project will result in certain significant environmental impacts. However, the Los Angeles County Metropolitan Transportation Authority Board (Metro Board) finds that the inclusion of certain mitigation measures as part of project approval will reduce most of those potential significant effects to a less-than-significant level. Those impacts that are not reduced to a less-than-significant level are identified and overridden due to specific economic, legal, social, technological, or other feasibility considerations. As required by the California Environmental Quality Act (CEQA), the Metro Board, in adopting these Findings of Fact and Statement of Overriding Considerations (“findings”), also adopts a Mitigation Monitoring & Reporting Plan for the LPA. The Metro Board finds that the Mitigation Monitoring & Reporting Plan, which is incorporated by reference and made a part of these findings as Attachment B, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures to mitigate potentially significant effects of the LPA.

In accordance with CEQA and the CEQA Guidelines, the Metro Board adopts these findings as part of the certification of the Final EIR for the LPA. Pursuant to Public Resources Code Section 21082.1(c)(3), the Metro Board also finds that the Final EIR reflects the Metro Board’s independent judgment as the lead agency for the Canoga Transportation Corridor Project LPA.

ORGANIZATION OF FINDINGS/ATTACHMENT A

- Section 1.0: Presents a glossary of terms that are relevant to this document.
- Section 2.0: Contains the statutory requirements of the findings and a record of proceedings.
- Section 3.0: Contains the project description, goals, and objectives.
- Section 4.0: Identifies the potentially significant effects of the LPA, which were determined to be mitigated to a less-than-significant level.
- Section 5.0: Identifies the significant impacts that cannot be mitigated to a less-than-significant level even though all feasible mitigation measures have been identified and incorporated into the LPA.
- Section 6.0: Identifies the LPA's potential environmental effects that were determined not to be significant or less than significant, and, therefore, no mitigation is required.
- Section 7.0: Discusses Cumulative impacts regarding the LPA.
- Section 8.0: Describes the alternatives analyzed in the evaluation of the project, as well as findings on mitigation measures.
- Section 9.0: Includes the Metro Board's Statement of Overriding Considerations.



**TABLE OF CONTENTS**

<b><u>SECTION</u></b>	<b><u>PAGE</u></b>
1.0 Glossary of Terms .....	ii
2.0 Introduction.....	1
3.0 Canoga Transportation Corridor Project .....	3
4.0 Significant Effects Determined to be Mitigated to Less-Than-Significant Levels .....	7
5.0 Significant Effects that are Not Mitigated to a Less-Than-Significant Level .....	32
6.0 Effects Determined Not to be Significant or Less Than Significant.....	35
7.0 Cumulative Impacts.....	44
8.0 Project Alternatives and Mitigation Measures .....	50
9.0 Statement of Overriding Considerations.....	58

**LIST OF TABLES**

Table 8-1 Project Alternatives Comparison.....	50
Table 8-2 Cost-Effectiveness Calculation: Incremental Value Over No Project.....	51
Table 8-3 Cost-Effectiveness Index Calculation.....	52

## 1.0 GLOSSARY OF TERMS

### **BRT**

This is an abbreviation for Bus Rapid Transit.

### **Draft EIR**

This is an abbreviation for the Draft Environmental Impact Report.

### **Final EIR**

This is an abbreviation for the Final Environmental Impact Report.

### **LPA**

This is an abbreviation for Locally Preferred Alternative.

### **Metro**

Term is an abbreviation for the Los Angeles County Metropolitan Transportation Authority.

### **Metro ROW**

This is an abbreviation for the Metro-owned railroad right-of-way.

### **MOL**

This is an abbreviation for the Metro Orange Line. The MOL is a dedicated bus transitway operated by Metro, which began its operation on October 29, 2005. It travels fourteen miles between Warner Center and the North Hollywood Metro Red Line subway station in the San Fernando Valley.

### **TSM**

This is an abbreviation for Transportation Systems Management. A TSM Alternative was one of four alternatives evaluated in the Draft Environmental Impact Report. It consists of the addition of local bus service on Canoga Avenue and headway improvements to several existing Metro bus routes.

### **The proposed project/project**

These are other names for the Canoga Transportation Corridor Project.

### **Canoga Busway/Busway (Alternative 1)**

This Project Alternative was selected as the LPA. The Canoga Busway Alternative consists of a fixed busway extending BRT service north from the existing MOL Canoga Station along the Metro-owned railroad ROW paralleling Canoga Avenue, to the Chatsworth Metrolink Station.

### **Elevated Grade Separation of Railroad Tracks and Lassen Street (Option 5)**

This option was selected as the LPA to connect the Canoga Busway Alternative to the Chatsworth Metrolink Station. The busway extends along the west side of the railroad tracks and is elevated over the railroad tracks and Lassen Street on a grade separation, then descends into the parking lot of the Chatsworth Metrolink Station. The multi-use path would remain at-grade adjacent to the west side of the grade-separated busway and end at Lassen Street.

## 2.0 INTRODUCTION

### STATUTORY REQUIREMENTS FOR FINDINGS

The California Environmental Quality Act (CEQA) (Public Resources Code Section 21081), and particularly the CEQA Guidelines (the Guidelines) (14 Cal. Code Regulations, Section 15091) require that:

*“No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:*

*a. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*

*b. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*

*c. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.”*

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the project lies with another agency. (CEQA Guidelines, Section 15091 (a), (b)).

For those significant effects that cannot be mitigated to a less-than-significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment (see, Pub. Res. Code Section 21081(b)). The Guidelines state in Section 15093 that:

“If the specific economic, legal, social, technological, or other benefits of a propos[ed] project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered ‘acceptable.’”

### RECORD OF PROCEEDINGS

For purposes of CEQA and the findings set forth herein, the record of proceedings for the Metro Board’s decision on the BRT Build Alternative consists of: (a) matters of common knowledge to the Metro Board, including, but not limited to, federal, state and local laws and regulations and (b) the following documents which are in the custody of the Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Records Management, MS 99-PL-5, Los Angeles, CA 90012:

- Notice of Preparation and other public notices issued by the Project Applicant in conjunction with the proposed project (Appendix A of the Draft EIR);
- The Draft EIR, dated March 3, 2008;
- All testimony, documentary evidence, and all correspondence submitted in response to the notice of preparation or the notice of intent or during scoping or by agencies or members of the public during the public comment period on the Draft EIR and responses to those comments (Final EIR);
- The Final EIR dated December 2008 including all appendices thereto and those documents that were incorporated therein by reference;
- The Mitigation Monitoring & Reporting Program (Section 7.0 of the Final);
- All findings, statements of overriding consideration, and resolutions adopted by the Metro Board in connection with the proposed project, and all documents cited or referred to therein;
- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by the Metro Board, Project Applicant, or the consultants to each, relating to the project;
- All documents submitted to the Metro Board by agencies or members of the public in connection with development of the proposed project; and
- All actions of the Metro Board with respect to the Canoga Transportation Corridor.

### 3.0 CANOGA TRANSPORTATION CORRIDOR PROJECT

#### CANOGA TRANSPORTATION CORRIDOR STUDY AREA

The Canoga Transportation Corridor Study was initiated in May 2007 to identify how to build upon the success of the Metro Orange Line (MOL) with a north-south connection from the western end of the busway at the Canoga Station to the Chatsworth Metrolink Station four miles to the north. Initially, eight alternatives along three different corridors were considered. The MOL extension alternatives included on-street, mixed-flow operations and dedicated bus lanes on Topanga Canyon Boulevard, De Soto Avenue and Canoga Avenue. Public scoping meetings were held in July 2007 at which input on project alternatives was solicited. A Screening Report was completed in September 2007 which narrowed the range of alternatives for study in the Draft Environmental Impact Report (Draft EIR). The following is a brief description of the four alternatives evaluated in the Draft EIR:

- **Alternative 1 – No Project.** This Alternative reflects the condition anticipated for the year 2030, based on SCAG's growth forecast if no major transit improvement investments are made in the western SFV. This scenario would mean that the Metro-owned ROW or Canoga Avenue would not be used for a transit project. This alternative is used as a baseline for comparison to the TSM, On-Street Dedicated Bus Lanes, and Busway Alternatives.
- **Alternative 2 – Transportation Systems Management (TSM).** This Alternative consists of the addition of local bus service on Canoga Avenue and headway improvements to several existing Metro bus routes.
- **Alternative 3 – Canoga On-Street Dedicated Bus Lanes.** This Alternative consists of widening Canoga Avenue into the Metro-owned parallel former railroad right-of-way to provide dedicated bus-only lanes along the curbs and bicycle/pedestrian paths on the adjacent Metro right-of-way.
- **Alternative 4 – Canoga Busway.** This Alternative consists of a fixed busway extending BRT service north from the existing MOL Canoga Station within the Metro-owned railroad ROW paralleling Canoga Avenue to the Chatsworth Metrolink Station.

Five options were also considered for the northern segment to connect to the Chatsworth Metrolink Station:

- **Option 1 – Busway Ends At Plummer.** Under this Option, buses would exit the Busway at Plummer Street and travel on Plummer Street, Owensmouth Avenue, Lassen Street and Old Depot Plaza Road.
- **Option 2 – At-Grade "T" Intersection on Lassen Approx. 200 Feet West of Tracks.** Under this Option, the busway and the multi-use path would extend north to Lassen Street on the west side of the railroad tracks, intersecting Lassen Street at a new signalized intersection approximately 200 feet west of the tracks. Buses would travel in mixed flow on Lassen Street and cross the tracks to reach the Chatsworth Metrolink Station.
- **Option 3 – At-Grade Parallel Crossing of Lassen West of Tracks.** Under this Option, the busway and the multi-use path would extend north to Lassen Street directly west of the railroad tracks and cross Lassen Street at a signalized intersection to access the Busway terminus station on the west side of the tracks. A pedestrian grade separation to cross the tracks would be provided.

Sidewalks along the north side of Lassen Street would be widened between the railroad tracks and Old Depot Plaza Road to provide a connection of the multi-use path to the station.

- **Option 4 – Underpass of Tracks with Crossing of Lassen East of Tracks.** Under this Option, the busway would pass under the railroad tracks in a grade separation and cross Lassen Street at-grade. Two potential intersections of the busway on Lassen Street are being considered in this EIR. One would be located at the existing Old Depot Plaza Road intersection on Lassen Street. The second option would include an intersection adjacent to the east side of the railroad tracks, with buses crossing Lassen Street parallel to the tracks at a signalized intersection into a redesigned Chatsworth Metrolink Station.
- **Option 5 Elevated/Underground Grade Separation of Railroad Tracks and Lassen Street.** Under this Option, the busway extends along the west side of the railroad tracks and is either elevated over or depressed under the railroad tracks and Lassen Street on a grade separation, then descending or ascending into the parking lot of the Chatsworth Metrolink Station. The multi-use path would remain at-grade adjacent to the west side of the grade-separated busway and end at Lassen Street.

#### THE LOCALLY PREFERRED ALTERNATIVE (LPA)

The Metro Board selected the Canoga Busway (Alternative 4) and the Elevated Grade Separation of Railroad Tracks and Lassen Street (Option 5) to connect to the Chatsworth Metrolink Station as the Locally Preferred Alternative (LPA). The Canoga Busway Alternative meets more of the goals and objectives established for this corridor than the other alternatives. The Busway received strong public support, significantly more than any other alternative. It is less costly and more cost-effective than the On-Street Dedicated Bus Lanes Alternative. It provides aesthetic and landscape improvements along the corridor and provides the high-quality premium rapid bus service that has been successful on the MOL. It also provides more safety (incident prevention) and certainty in terms of bus speeds and travel times into the future since buses are in a dedicated facility separate from automobiles. The Elevated Grade Separation of Railroad Tracks and Lassen Street option is the safest way to access the Metrolink station and no private property would have to be acquired for this option.

#### PROJECT GOALS AND OBJECTIVES

The goals and objectives of the Canoga Transportation Corridor Project have been developed from the transportation and land use goals and objectives of the participating government agencies and are consistent with the other transit improvements currently planned for Los Angeles County.

1. Enhance regional transit connections to/from the western San Fernando Valley.
  - Connect with other regional transportation facilities, including the MOL, Ventura Metro Rapid Bus and Metrolink;
  - Capitalize on the success of the MOL by providing an operational and physical interface with a north-south transit service;
  - Complete a “Transit Loop” in the San Fernando Valley, comprising Metrolink and the MOL, and covering both east-west and north-south corridors;
  - Provide an alternative to the congested San Diego (I-405), Golden State (I-5), Ronald Reagan (SR-118) and Hollywood (SR-170-US-101) freeways;
  - Promote intra-modal and inter-modal integration and connectivity to improve system-wide transportation efficiency; and

- Relieve congestion through the Cahuenga (U.S. 101) and Sepulveda (I-405), and Santa Susana (SR-118) passes by providing connections to the Los Angeles Basin through the Metro Red Line and to the Wilshire Metro Rapid Bus.
2. Improve north-south mobility in the western San Fernando Valley.
    - Connect important activity centers, including educational, medical, cultural, commercial and business;
    - Enhance transit accessibility to residential land uses;
    - Support sustainable transportation development by increasing transit ridership;
    - Provide efficient, convenient and affordable transit alternatives to both choice riders and riders without easy access to other modes of transportation ;
    - Minimize north-south travel times;
    - Provide enhanced bi-directional north-south transit service;
    - Provide opportunities to intercept traffic passing through the Valley;
    - Provide park-and-ride lots at transit stops where compatible with surrounding land uses; and
    - Relieve congestion on North-South arterials
  3. Support land use and development goals.
    - Provide high-capacity transit linkages between major activity centers;
    - Support the objectives/strategies of SCAG's Compass Growth Vision for focusing growth in existing and emerging centers and along major transportation corridors;
    - Achieve City of Los Angeles General Plan Framework Plan goals for increased transit use and concentration of growth in designated Targeted Growth Areas;
    - Coordinate with City of Los Angeles' Transportation Element policies for Transit Priority Arterial Streets;
    - Enhance joint development opportunities;
    - Support and be compatible with the goals of the Los Angeles River Revitalization Master Plan for ensuring safe access to and compatibility between the river and other activity centers;
    - Support the objective of the Warner Center Specific Plan to coordinate future land use development in Warner Center with the public transit and transportation system;
    - Support the Canoga Park- Winnetka – Woodland Hills – West Hills Community Plan policies for the development of a public transit system that improves mobility with convenient alternatives to automobile travel and the provision of safe, attractive and clearly identifiable transit stops with user friendly design amenities; and
    - Support the Chatsworth-Porter Ranch Community Plan policy for the increase in bus routes and bus frequency as the potential ridership increases in the Community with population growth.
  4. Maximize community input, i.e., define the project in a manner that it is responsive to community and policy makers.
    - Provide opportunities for community input to the planning and environmental review process;
    - Seek new ways to share information and incorporate community views into planning (i.e. ensure a collaborative and interactive participation process); and
    - Provide alternative and multi-lingual methods for community input, including in-person, telephone, and web-based opportunities for information and feedback.
  5. Provide a transportation project that is compatible with and enhances the physical environment wherever possible.

- Identify cost-effective improvements that minimize adverse effects on the environment;
  - Avoid impacts on parklands;
  - Minimize noise impacts;
  - Minimize impacts on cultural resources;
  - Minimize air pollution;
  - Reduce conflicts with trucks, autos and pedestrians to ensure safety;
  - Incorporate streetscape improvements in the transit improvements;
  - Incorporate improvements at transit stops that enhances the physical environment for waiting passengers;
  - Incorporate improvements that enhance bicycle and pedestrian accessibility to transit stops;
  - Incorporate improvements along the transit corridor that provide enhanced bicycle and pedestrian mobility to the surrounding neighborhoods; and
  - Provide connections to planned landscaping and trail improvements along the Los Angeles River.
6. Provide a transportation improvement project that minimizes impacts on the community
- Minimize business and residential dislocations, community disruption, and property damage;
  - Avoid creating physical barriers, destroying neighborhood cohesiveness, or in other ways lessening the quality of the human environment;
  - Minimize traffic and parking impacts; and
  - Minimize impacts during construction.
7. Provide a transportation project that is cost-effective and within the ability of Metro to fund, including capital and operating costs
- Identify cost-saving measures to reduce project costs;
  - Leverage existing transportation resources and explore new innovative financing opportunities;
  - Prioritize alternatives eligible for State Traffic Congestion Relief Program funding earmarked for the San Fernando Valley;
  - Maximize the benefits associated with the use of existing public rights-of-way;
  - Ensure fiscal consistency with the Metro Long Range Transportation Plan;
  - Ensure integration with Metro Local services; and
  - Identify, if appropriate, a phased implementation plan for alternatives to be implemented as funds are identified.



#### 4.0 SIGNIFICANT EFFECTS DETERMINED TO BE MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL

Below are the determinations of the Metro Board regarding the environmental effects, significant impacts, and corresponding mitigation measures of the Canoga Transportation Corridor Project organized by topic area. These determinations or findings address the effects of the Locally Preferred Alternative (LPA).

This section is arranged by numbered environmental topic area. Many of the main topic areas have numbered sub-topic areas under which numbered impacts are listed and described. The impact statement and corresponding mitigation measures and findings numbering match the numbering in the Draft EIR. Unless otherwise stated, the narrative of the impact applies to the components and/or options identified as part of the LPA. Impacts listed that only apply to specific options of the LPA or options that are not a part of the LPA will be identified as such by name. Each impact discussion is followed by numbered mitigation measures. Determination of findings by the Metro Board follows the list of mitigation measures for each impact described.

##### LAND USE & DEVELOPMENT

**Impact 4.1.1** Implementation of the LPA would not renew business leases, including Metro tenants along the ROW, and would result in the acquisition and displacement of commercial/industrial property substantially altering the character of the surrounding area. Impacts would be significant without mitigation.

**Mitigation Measures for Impact 4.1.1** The following mitigation measure will be implemented:

MM 4.1-1: Walls and/or fences, and landscaping shall be included in the Metro ROW buffering mobile homes and other residential units from the project along the Metro ROW.

**Findings for Impact 4.1.1** The Metro Board finds that although the loss of the businesses would change the character of the Metro ROW to a landscaped multi-modal transportation facility, the removal of these leased businesses would not alter, degrade or substantially change the functioning of the existing surrounding land uses. The walls and/or fencing and landscaping would reduce potential land use compatibility issues associated with the existing mobile homes and other residential units located adjacent to the alignment by providing a buffer between the two land uses. The Metro Board also finds that Metro coordination with property owners would assist in determining the extent and type of acquisitions. Implementation of the LPA would not require acquisition of private property outside of the Metro ROW; however, the LPA would result in the termination and reconfiguration of lease agreements between commercial and industrial businesses operating within the Metro ROW. Therefore, with implementation of Mitigation Measure MM 4.1-1, land use compatibility impacts would be less than significant.

**Impact 4.1.2** Generally, the LPA would be consistent with planned land uses and policies contained in most of the relevant plans. The General Plan Transportation Element Secondary Highway standard would require an exception to address unique conditions along Canoga Avenue. Impacts would be significant without mitigation.

**Mitigation Measures for Impact 4.1.2** The following mitigation measures will be implemented:

MM 4.1-5: Due to unique conditions along Canoga Avenue, a request from the City for relief from the Secondary Highway Standards shown in the cross-sections in the City of Los Angeles

Transportation Element needs to be secured. The modification would include dedicated bus lanes, the elimination of parking on the street, and a substitution for a standard City sidewalk for a multi-purpose bikeway/pedestrian path to be developed to Metro standards and landscaping adjacent to Canoga Avenue.

MM 4.1-6: A modification of the Chatsworth - Porter Ranch Community Plan shall be made to change the text to read a high capacity urban rail or "premium bus" system when the City updates this Plan.

Findings for Impact 4.1.2 The Metro Board finds that when the City of Los Angeles begins Plan updates, changes to portions of the Canoga Park- Winnetka Hills - West Hill Community Plan and Chatsworth Porter - Rancho Community Plan to include goals, objectives, and/or policies that call for transportation improvements in the ROW, would ensure that the LPA would be consistent with these community plans. Likewise, a request from the City for relief from the Secondary Highway Standards in the City's Transportation Element would result in the consistency with this land use policy document. Therefore, with implementation of Mitigation Measures MM 4.1-5 and MM 4.1-6, impacts related planned land uses and policies contained the relevant plans would be less than significant.

Impact 4.1.3 The LPA would increase the likelihood of redevelopment on adjacent land at higher intensities. Further study and approval from the City of Los Angeles would be required before specific development changes could be identified and analyzed. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.1.3 The following mitigation measures will be implemented:

MM 4.1-7: Metro and the City of Los Angeles shall coordinate on any proposed transit-oriented projects or any change in land use designation or zoning change that are within ¼ mile of a station by reviewing projects and environmental assessments for potential transit linkages to the stations, the mix of uses, and other conditions that would increase transit usage and reduce potential land use impacts.

MM 4.1-8: Any future joint use proposal made on the Metro ROW shall provide measures to protect adjacent sensitive uses including such measures as landscaped setbacks, walls, fences, lighting that does not spill over into neighborhoods, parking management to avoid spill over parking in the neighborhoods, clearly defined pathways to the stations, varied building massing and height transition for compatibility with adjacent development, and special attention to enhance pedestrian environment.

Findings for Impact 4.1.3 The Metro Board finds that Metro and City of Los Angeles coordination on transit-oriented projects and land use designation/zoning changes in station areas would ensure that these actions, in conjunction with the LPA, would not result in the redevelopment of adjacent land at intensities that would adversely impact existing sensitive uses in the project area. Further study and approval from the City of Los Angeles would be required before specific development changes could be identified and analyzed. Mitigation measures implemented with any future joint use proposals made on the Metro ROW, including landscaped setbacks, walls, fences, and others would protect adjacent sensitive uses from the effects of higher intensity redevelopment that could occur near station areas. Therefore, with implementation of Mitigation Measures MM 4.1-7 and 4.1-8, potential station area growth impacts would be less-than-significant.

