Memorandum

To: CHAIR AND COMMISSIONERS

Date: November 18, 2009

From: BIMLA G. RHINEHART
Executive Director

File: Book Item 2.2c (13)
Action

Ref: **Final Environmental Impact Report for the Canoga Transportation Corridor Project (Resolution E-09-102)**

ISSUE: Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR), Findings of Fact and Statement of Overriding Considerations for the Canoga Transportation Corridor Extension Project (project) in Los Angeles County and approve the project for future consideration of funding?

RECOMMENDATION: Staff recommends that the Commission accept the FEIR, Findings of Fact and Statement of Overriding Considerations and approve the project for future consideration of funding.

BACKGROUND: On January 14, 2009, the Los Angeles County Metropolitan Transportation Authority (Metro) approved the FEIR as the CEQA lead agency for the project. Metro adopted the locally preferred alternative (project) which 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 project 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.

The project's environmental analysis found that impacts related to traffic, aesthetics, noise and air quality 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, privacy walls, and other actions. 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 Metro Board adopted a statement of overriding considerations for the significant and unavoidable impacts that could not be mitigated given the specific economic, legal, social, technological, or other feasibility considerations. As required by the California Environmental

Quality Act (CEQA), the Metro Board, in adopting Findings of Fact and a Statement of Overriding Considerations, also adopted a Mitigation Monitoring & Reporting Plan to provide for the implementation and monitoring of measures to mitigate potentially significant effects of the project.

The project is estimated to cost $224,800,000 and is anticipated to be funded with Proposition C ($73,000,000), Proposition 1B State and Local Partnership ($73,000,000), TCRP ($8,800,000) and Proposition 1B PTMISEA ($70,000,000) funds. Construction is anticipated to begin in fiscal year 2009/10.

On November 4, 2009, Metro provided confirmation that the preferred alternative described in the EIR is consistent with the project scope of work for which the CTC has programmed funding.

- Resolution E-09-102
- Project Location
- Findings and Overriding Considerations

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
07-Los Angeles
Resolution E-09-102

1.1 **WHEREAS,** the Los Angeles County Metropolitan Transportation Authority (Metro) has completed a Final Environmental Impact Report (FEIR) pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Canoga Transportation Corridor

1.2 **WHEREAS,** Metro has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS,** the project will extend the Metro Orange Line north four miles from its current western busway terminus at Canoga Avenue and Victory Boulevard, to the Chatsworth Metrolink Station, construct four new bus rapid transit stations, a new platform, and other improvements; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and

1.5 **WHEREAS,** written findings were made pursuant to CEQA guidelines; and

1.6 **WHEREAS,** construction of the proposed project would result in noise and air quality during construction that cannot be mitigated to a less than significant level; and

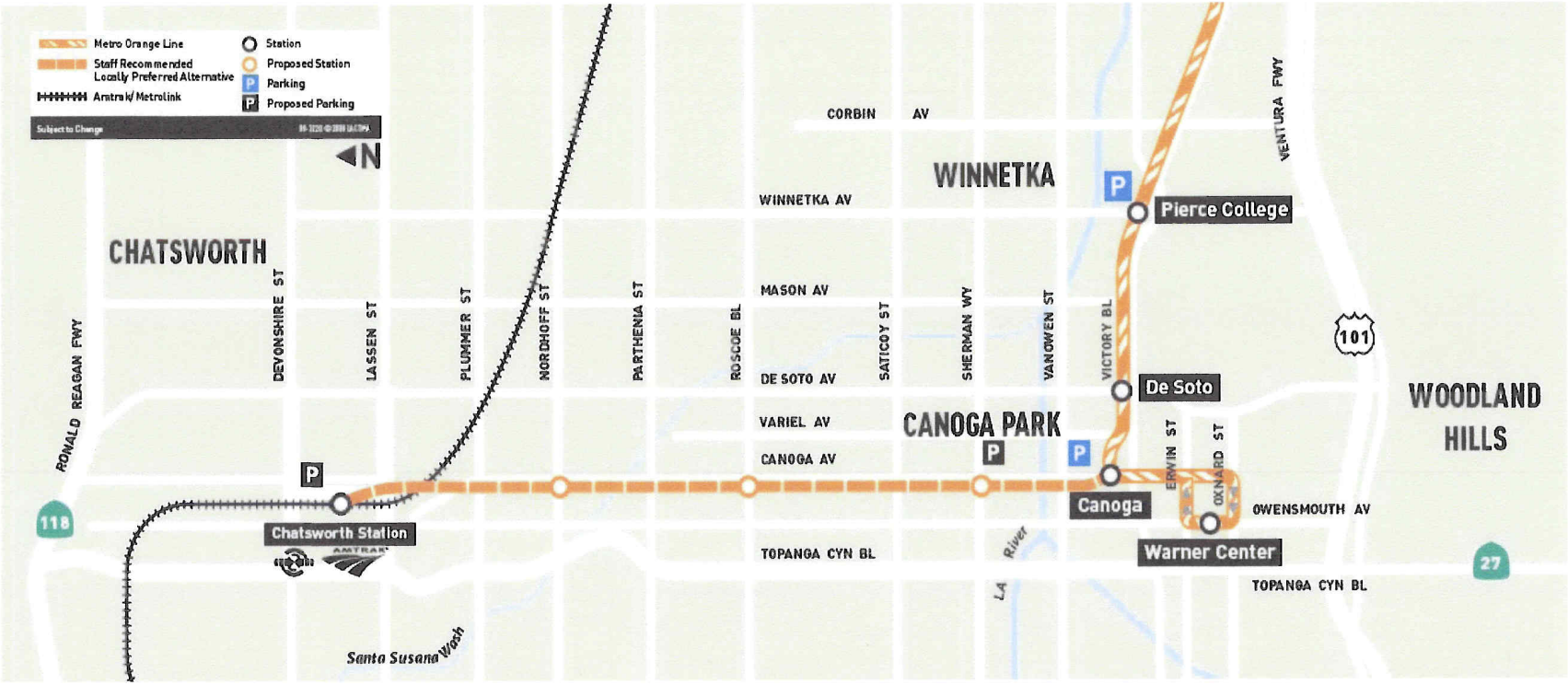
1.7 **WHEREAS,** a statement of overriding considerations was adopted by the Metro Board pursuant to CEQA guidelines that the benefits of the project outweigh the unavoidable adverse environmental impacts of the project; and

1.8 **WHEREAS,** the Metro Board adopted a Mitigation Monitoring and Reporting Plan designed to ensure that, during project implementation, compliance with the required mitigation measures is achieved; and

1.9 **WHEREAS,** the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the findings and statement of overriding considerations and approve the above referenced project to allow for future consideration of funding.

Canoga Extension of the Metro Orange Line
Locally Preferred Alternative (LPA)



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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
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Renee Berlin, Executive Officer Transportation Development and Implementation

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
Land Use and Development			
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.	Review and verify Final Design Plans	Design/Build Contractor	- Metro - Final Design and during construction/Reported once prior to construction and quarterly during construction.
Measures 4.1-2 through 4.1-4 are not applicable to the LPA			
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.	Verify Compliance	Metro	- Metro/LADOT - Final Design/Reported once prior to construction
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.	Verify Compliance	City of Los Angeles Department of City Planning; Metro	City of Los Angeles Department of City Planning; Metro - During the City of Los Angeles Community Plan Update process/Reported once upon completion
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.	Verify Compliance	Metro; City of Los Angeles Department of City Planning	- Metro - Ongoing/Reported as projects are proposed
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.	Verify Compliance	Metro	- Metro/City of Los Angeles Department of City Planning - Ongoing/Reported as projects are proposed
Land Acquisition, Relocation and Displacement			
Measure 4.2-1 not applicable to LPA.			
MM 4.2-2: For leases without an acquisition waiver, Metro shall	Verify Compliance	Metro	- Metro

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
provide relocation assistance and compensation per the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act to those who are displaced as a result of the Canoga Transportation Corridor Project.			- Prior to construction/Reported once
Parklands & Other Community Facilities			
MM 4.4-1: Coordination with City of Los Angeles Fire and Police Department personnel shall be conducted to provide adequate advance notice of construction activities and identify, as necessary, any special arrangements that may be needed to provide emergency services.	Verify coordination with City of Los Angeles Fire and Police Departments	Design/Build Contractor	- Metro - Prior to construction and during construction/Reported quarterly
MM 4.4-2: To minimize the effect of street and lane closures, the construction contractor shall develop a staging/detour plan prior to construction activities. The construction contractor shall provide the staging/detour plans to the City of Los Angeles Fire and Police Department personnel for review. The plans shall be developed to the satisfaction of the City of Los Angeles Fire and Police Department personnel.	Verify completion of a Staging/Detour Plan.	Design/Build Contractor	- Metro - Prior to construction/Reported once
MM 4.4-3: Emergency vehicle access on Canoga Avenue shall be included in construction specifications.	Verify inclusion of emergency vehicle access requirements into Final Design construction specifications	Design/Build Contractor	- Metro - Prior to construction/Reported once
MM 4.4-4: On Canoga Avenue, the construction contractor shall make one lane in each direction available at all times for emergency vehicle use.	Verify inclusion requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.4-5: School officials for the New Academy Canoga Park Elementary School and LAUSD shall be consulted regarding the construction process in order to develop the least intrusive construction process feasible.	Verify coordination with New Academy Canoga Park Elementary School and LAUSD.	Metro; Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.4-6: School officials for the New Academy Canoga Park Elementary School and the LAUSD schools with pedestrian routes on Canoga Avenue shall be consulted in order to ensure maintenance of safe student walk routes and access for passenger vehicles and school buses.	Verify coordination with New Academy Canoga Park Elementary School and LAUSD.	Metro; Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.4-7: Crossing guards or flag men shall be provided at active construction sites in proximity to schools and where school pedestrian routes cross construction areas. The construction contractor shall coordinate with the New Academy Canoga Park Elementary School and LAUSD to determine the location of crossing guards or flag men.	Verify coordination with New Academy Canoga Park Elementary School and LAUSD.	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.4-8: The construction contractor shall coordinate with the	Verify coordination with New	Design/Build Contractor	- Metro

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
New Academy Canoga Park Elementary School and LAUSD to determine haul routes and when haul truck travel shall be avoided. In coordination with the New Academy Canoga Park Elementary School and LAUSD, construction scheduling and haul routes shall be sequenced, to the extent practicable, to minimize conflicts with pedestrians, school buses and vehicular traffic during arrivals and dismissals of the school day.	Academy Canoga Park Elementary School and LAUSD.		- Prior to and during construction/Reported quarterly
MM 4.4-9: The construction contractor shall install fences and/or signage around the station construction sites, construction-related areas immediately adjacent to schools, staging areas, and excavation areas (unless covered with steel plates) to prohibit unauthorized entry into areas that could be hazardous to the public.	Verify Compliance	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.4-10: Metro shall coordinate with the administration at the New Academy School and notify them when intense construction activity (e.g., grading or paving) will occur near the school.	Verify coordination with New Academy Canoga Park Elementary School	Design/Build Contractor	- Metro - During construction/Reported quarterly
Historic, Archeological & Paleontological Resources			
MM 4.5-1; A qualified paleontologic monitor shall monitor excavation in areas identified as likely to contain paleontologic resources. These areas are defined as all areas within the proposed project area where current design plans require excavation to exceed depths of 5 ft. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in his or her professional opinion, sediments being monitored are previously disturbed. Monitoring may also be reduced if the potentially fossiliferous units, previously described, are not found to be present or, if present, are determined by qualified paleontologic personnel to have low potential to contain fossil resources. The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays and shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Because the older Quaternary deposits yield small fossils specimens likely to go unnoticed during typical large scale paleontological monitoring, matrix samples shall be collected and processed to determine the potential for small fossils to be recovered prior to substantial excavations in those sediments. If this sampling indicates these units do possess small fossils, a matrix sample of up to 6,000 pounds shall be	Verify retention of qualified paleontologic monitor	Metro; Design/Build Contractor	- Metro - During construction/Reported quarterly

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
collected at various locations, to be specified by the paleontologist, within the construction area. These matrix samples shall also be processed for small fossils. This is standard mitigation practice that will meet the requirements of Public Resources Code Section 5097.5 which prohibits excavation or removal of any vertebrate paleontological site or any other archaeological, paleontological, or historical feature situated on public lands, except with the express permission of the public agency having jurisdiction over such lands, and Section 30244 which requires reasonable mitigation of adverse impacts on paleontological resources from development on public land.			
MM 4.5-2: Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments, to recover small invertebrates and vertebrates. Unidentifiable specimens shall be discarded.	Verify Compliance	Metro	- Metro - During construction/Reported quarterly (if needed)
MM 4.5-3: Identified specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage.	Verify Compliance	Metro	- Metro - During construction/Reported quarterly (if needed)
MM 4.5-4: A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory, when submitted to the Lead Agency, will signify completion of the program to mitigate impacts to paleontological resources.	Verify Compliance	Metro	- Metro - During construction/Reported quarterly (if needed)
MM 4.5-5: If buried cultural resources are uncovered during construction, all work shall be halted in the immediate vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. If significant cultural resources are located, Metro will avoid them if possible, or mitigate impacts as specified in §15370 of the California Code of Regulations (CEQA Guidelines). If avoidance is not possible, Metro will follow all applicable laws, and treat any discovered resources through standard archaeological practices. These practices include, but are not limited to, manual or mechanical excavations, monitoring, soils testing, photography, mapping, or drawing to adequately recover the scientifically consequential information from and about the archaeological resource. All unanticipated finds shall be documented, and a report of findings prepared, and discoveries further evaluated. In the event of an accidental discovery of any human remains in a	Verify retention of qualified archaeologist	Design/Build Contractor	- Metro - Prior to construction/Reported quarterly

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, State CEQA Guidelines 15064.5(e), and Public Resources Code 5097.98 shall be implemented.			
Visual & Aesthetic Impacts			
MM 4.6-1: To reduce visual impacts, provide trees and landscaping as described in the Project Description and similar to the MOL. Relocation of overhead utility lines on the east side of Canoga Avenue shall be coordinated with Los Angeles Department of Water and Power's program for underground utilities. If utility poles and wires must be relocated above ground, these should be placed to not obstruct or prohibit new tree plantings.	Review and verify Final Design Plans	Design/Build Contractor	- Metro/City of Los Angeles Department of Water and Power - Final Design and construction/Reported quarterly
MM 4.6-2: Walls/fences, and landscape screening shall be designed taking into consideration community input. Landscaping, where technically feasible, shall shield adjacent residencies to maintain privacy.	Review and verify Final Design Plans	Design/Build Contractor	- Metro - Final Design/Reported once
MM 4.6-3: The following Metro Art policies will be applied: Public Art and the Design Process: In 1989, the Metro Board of Directors adopted a Public Art Policy which mandates an allocation of art funds and establishes procedures for artist selection, architect collaboration, and community involvement. Metro Art will manage all artist contracts, coordination, and interfaces. A public art budget will be established for the incorporation of public art within the Project. The budget will include: artist design fees, expense associated with fabrication and installation of artwork, and professional and contractor services required for proper fabrication, installation, and incorporation into the project. The following procedure established by Metro Art will be followed: - The Artwork will be of high quality, be site specific, require minimum maintenance, be resistant to graffiti and vandalism and conform to Metro Art Guidelines for materials and finishes. - Metro Art will identify public art opportunity locations within the stations and corridor environment and will interface with the Planning Consultant, the Preliminary Engineering (PE) design team, and the Design/Builder at key stages in the development and construction of the Project. The	Review and verify Final Design Plans	Metro; Design/Build Contractor	- Metro - Final Design and construction/Reported quarterly

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
PE design team and the Design/Builder will include artwork locations and appropriate details and notes in the construction documents. - In order to ensure that the artists original, approved, design intent is implemented and to ensure that all artwork is in accordance with Metro Art collection standards, Metro Art shall be involved in the review of design/build review submittals. - When implementing Joint Powers Agreement (JPA) projects, Metro Art will facilitate artist contracts with the JPA. Contract with the JPA will include design, fabrication, and delivery of the artwork to the construction Project Site ready for installation by the Design/Build Contractor. The artwork will be included in the construction documents as "furnished by Owner and installed by the Design/Build Contractor." - Metro Art will work with members of the communities impacted by the Project to research and assemble information and unique insights regarding their community. This information is made available to the artists and is intended as a resource, referral, and point of departure for artists to consider when developing their artwork design. Artists will be selected through peer panels involving arts professionals and community representatives in keeping with Public Art Policy. - The inclusion of public art at stations allows for expressive visual variations between each station and the urban areas they serve and shall be considered as elements of variability, and as determined by Metro Art, public art opportunity locations at stations shall occur at the same locations and include the same materials and finishes. - Metro Art may also select artists and identify art opportunity locations for the corridor environment in support of mitigation efforts intended to reduce impacts of walls, construction fences, visual barriers, and /or other detrimental urban conditions affecting the community. Artwork may be temporary or permanent and shall be paid for through funding sources related to mitigation, urban enhancement funds or by other means that do not include the established art budget for the Project.			

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
Design Excellence: Following policy established by the FTA (Circular 9400.1A) for good design in transit projects, and to ensure that the final designs adhere to Metro Design Criteria and are consistent with Metro goals for the Project, Metro shall establish a Customer Environment and Design Committee. Representatives from Metro Departments, including Construction, Operations, Planning and Communications shall serve as a Design Review Board for the duration of the Project and provide design review comments at all stages of design review submittal. Signage and Graphics: Signage will be integrated into the design of stations, canopies, and station configuration and other structures or elements constructed as part of the Project. Signage integration at stations and along the Corridor will further support the notion of identity of Metro as a transit system and be considered as an element of continuity. Signage, wayfinding, and graphic elements will include station pylons markers, platforms identification, directional signs, map cases, parking lot/garage structure, bicycle location signs, and regulatory signage. All signage will be ADA compliant for readability and accessibility. All signage and graphics shall fully conform to the most current version of the Metro Signage Manual.			
MM 4.6-4: To reduce visual impacts for the Canoga Busway, provide landscaping adjacent to the mobile homes, and also visual barriers on the elevated viaduct or other measures that would reduce direct views from the elevated Busway onto adjacent mobile homes.	Review and verify Final Design Plans	Design/Build Contractor	- Metro - Final Design and construction/Reported quarterly
MM 4.6-5: Design guidelines for the elevated bridge structure shall consider community input before the construction phase of the project. Design guidelines shall include techniques to reduce the massing and profile of the elevated structure, and to maintain views, where possible of the Santa Susana Mountains.	Community input provided to Preliminary Engineering plans. Verify Final Design Plan coordination with community.	Design/Build Contractor	- Metro - Final Design/Reported once
MM 4.6-6: A landscape plan and guidelines shall be prepared during Preliminary Engineering stage establishing the number and pattern of tree species. Approximately 1,400 to 1,700 new and relocated trees would be provided. Wherever feasible, specimen trees within the existing ROW or sidewalk shall be preserved or relocated and incorporated into the landscape plan where space permits. Specimen trees removed shall be replaced	Landscape Concept Plan prepared in Preliminary Engineering Review and verify inclusion into Final Design Landscape Plan.	Design/Build Contractor	- Metro - Final Design and construction/Reported quarterly

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
at a minimum of 1:1 ratio with 36 inch box trees. During the Design/Build phase, the alignment of the dedicated lanes and Busway and placement of elements such as privacy walls, natural drainage, and fences as well as landscape guidelines developed during the Preliminary Engineering will be followed and the project will continue to take into account existing mature trees in the Metro ROW and avoid their removal where possible.			
MM 4.6-7: To reduce impacts from glare from bus headlights, stations, and park-and-ride lots, landscaping, fences, or walls or other measures shall be provided, designed and placed in such a way as to minimize glare and nighttime light intrusion on residences. A landscape plan, lighting plan and the design of screening features shall consider community input during final design.	Review and verify inclusion into Final Design Landscape Plan.	Design/Build Contractor	- Metro - Final Design and construction/Reported quarterly
Measure 4.6-8 is not applicable to the LPA.			
MM 4.6-9: The elevated viaduct shall be designed to minimize glare and night-time light intrusion on the mobile homes	Review and verify Final Design Plans	Design/Build Contractor	- Metro - Before Final Design and construction/Reported quarterly
MM 4.6-10: All construction lighting shall be hooded and shielded to minimize spillover effects and glare. Alternatively, screening and construction fences can be used to shield construction lighting. Lighting shall be directed towards the interior of the construction staging area and shielded so as to avoid or minimize spillover into adjacent residential areas. Construction activities directly adjacent to residential uses shall be limited to day time hours unless required by the City of Los Angeles, Union Pacific Railroad, Amtrak or Metrolink.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - During construction/Reported quarterly
Traffic, Circulation & Parking			
MM 4.7-1: Lassen Street & Owensmouth Avenue. Re-time the existing signal from a 50-second cycle during the peak periods to provide a 90-second cycle length during peak periods. In addition, change the existing permissive phasing on Lassen Street to provide protective phasing for left turns onto Owensmouth Avenue.	Review and verify Final Design Plans	LADOT; Design/Build Contractor	- LADOT/Metro - Final Design and construction/Reported quarterly
MM 4.7-2: Lassen Street & Old Depot Plaza Road. Install a three-phase traffic signal that would provide protective left-turn phasing for buses turning left into the Chatsworth Metrolink Station.	Review and verify Final Design Plans	Design/Build Contractor; LADOT	- LADOT/Metro - Final Design and construction/Reported quarterly
MM 4.7-3: Devonshire Street & Old Depot Plaza Road. Install a two-phase traffic signal.	Review and verify Final Design Plans	Design/Build Contractor; LADOT	- LADOT/Metro - Final Design and construction/Reported

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
			quarterly
MM 4.7-4: Canoga Avenue & Vanowen Street. Widen the north leg of the intersection to provide an additional northbound through lane, from one left-turn lane, two through lanes and one right-turn lane to consist of one left-turn lane, three through lanes and one right-turn lane. Re-stripe the Vanowen Street eastbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and one right-turn lane. Re-striping the eastbound approach to accommodate this number of lanes would reduce the width of the Vanowen Street westbound curb-lane. Since Metro Bus 165 stops on the northwest corner of the intersection, this reduction in curb-lane width would produce a traffic blockage every time a bus arrives at the stop (buses arrive every 6-10 minutes during the peak period and every 20 minutes during the off-peak period), but this is not considered a significant impact.	Review and verify Final Design Plans	Design/Build Contractor; LADOT	- LADOT/Metro - Final Design and construction/Reported quarterly
MM 4.7-5: Canoga Avenue & Erwin Street. Change the existing permissive phasing to provide protective phasing for the northbound left turns and the eastbound left turns.	Review and verify Final Design Plans	Design/Build Contractor; LADOT	- LADOT/Metro - Final Design and construction/Reported quarterly
MM 4.7-6: Canoga Avenue & Oxnard Street. Re-stripe the Canoga Avenue southbound approach from one left-turn lane, two through lanes and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and one right-turn lane.	Review and verify Final Design Plans	Design/Build Contractor	- LADOT/Metro - Final Design and construction/Reported quarterly
MM 4.7-7: Canoga Avenue & Nordhoff Street. Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and a right-turn lane.	Review and verify Final Design Plans	Design/Build Contractor	- LADOT/Metro - Final Design and construction/Reported quarterly
MM 4.7-8: Canoga Avenue & Roscoe Boulevard. Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and a right-turn lane. Additionally, re-stripe Roscoe Boulevard westbound approach from one left-turn lane, two through lanes and one shared through-right-turn lane to consist of one left-turn lane, three through lanes and one right-turn lane.	Review and verify Final Design Plans	Design/Build Contractor	- LADOT/Metro Metro/LADOT - Final Design and construction/Reported quarterly
MM 4.7-9: Canoga Avenue & Saticoy Street. Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to	Review and verify Final Design Plans	Design/Build Contractor	- LADOT/Metro - Final Design and construction/Reported quarterly

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
consist of one left-turn lane, two through lanes and one through/right-turn lane.			
MM 4.7-10: Canoga Avenue & Sherman Way. Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and a right-turn lane. Re-stripe the Sherman Way westbound approach to provide an additional shared through-right-turn lane, from one left-turn lane, two through lanes and one right-turn lane to consist of one left-turn lane, two through lanes and one shared through-right-turn lane. To accomplish this, the bus stop for westbound Metro Route 163, located on the northwest corner of the intersection, must be moved further west to allow the third westbound departure lane to be dropped and traffic to merge into two lanes.	Review and verify Final Design Plans	Design/Build Contractor	- LADOT/Metro - Final Design and construction/Reported quarterly
MM 4.7-11: Off-street parking adjacent to the Sherman Way station shall be provided to accommodate future park-and-ride demand, including extra demand due to the loss of any existing spaces at the re-configured MOL Canoga Station.	Review and verify Final Design Plans	Design/Build Contractor	- Metro - Final Design and construction/Reported quarterly
MM 4.7-12: The northern parking lot at the Chatsworth Metrolink Station shall be expanded to replace, at a minimum on a one-for-one basis, the spaces displaced by the bus turn-around on the south parking lot.	Review and verify Final Design Plans	Design/Build Contractor	- Metro/LADOT - Final Design and construction/Reported quarterly
Measures 4.7-13 a and b not applicable to the LPA.			
MM 4.7- 14: Before the start of construction, Worksite Traffic Control Plans (WTCP) and Traffic Circulation Plans, including identification of detour requirements, will be formulated in cooperation with the City of Los Angeles and other affected jurisdictions (County, State). The WTCPs will be based on lane requirements and other special requirements defined by the Los Angeles City Department of Transportation (LADOT) for construction within the City and from other appropriate agencies for construction in those jurisdictions. LADOT will provide the contractor with the latest copy of the Requirements of the Contractor and Signs and Legends, to be incorporated into the WTCPs.	Verify completion of Worksite Traffic Control and Traffic Circulation Plans	Design/Build Contractor	- LADOT/Metro - Prior to construction/Reported quarterly
MM 4.7-15: No designated major or secondary highway will be closed to vehicular or pedestrian traffic except at night or on weekends, unless approval is granted by LADOT. No collector or local street or alley will be completely closed if such closure would prevent continued local vehicular or pedestrian access to residences, businesses and other establishments.	Verify compliance	Design/Build Contractor	- Metro/LADOT as necessary - Prior to construction/Reported quarterly

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
Comprehensive bus rerouting and detour plans will be adopted, if necessary.			
MM 4.7-16: Metro and the design/build contractor will develop preferred haul route plans for the removal of excavated material. The haul route plans shall prohibit the use of local residential streets, and avoid utilizing streets on which schools are located. If it is necessary for a potential haul route to pass a school, trucks shall be prohibited from hauling past the school during normal school hours. The truck haul route plan will distribute the trucks over more than one arterial street route to/from the freeways, but avoid the use of any local residential streets. Hauling operations may occur over more than one shift (not concentrated in an 8-hour period). Haul routes, which must be approved by the City of Los Angeles, will be developed in consultation with and must be approved by the LADOT and the Bureaus of Engineering and Street Services. Example haul routes for carrying out excavated material are summarized below. • Canoga Avenue south to 101 Freeway • Canoga Avenue north and east to De Soto Avenue and north to SR-118	Verify completion of a Haul Route Plan	Design/Build Contractor	- Metro/LADOT - Prior to construction/Reported quarterly
MM 4.7-17: Metro will coordinate with other major construction projects within a 1-mile radius of the construction site to avoid, to the maximum extent practicable, overlapping haul routes with other public or private construction projects.	Verify compliance	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.7-18: Prior to initiating construction, Metro will develop and adopt a site-specific parking plan that identifies construction worker parking restrictions and replacement parking for any substantial quantity of on-street parking lost during construction, subject to consultation with LADOT.	Verify completion of a Parking Plan	Design/Build Contractor	- Metro/LADOT - Prior to construction/Reported quarterly
MM 4.7-19: The City of Los Angeles will provide to the contractor the latest versions of Requirements of the Contractor and Signs and Legends, which will be incorporated into the construction contract and used in developing all WSTCPs.	Verify compliance	Design/Build Contractor	- Metro/LADOT - Prior to construction/Reported quarterly
MM 4.7-20: Contractors shall notify property owners, residences, and businesses of major construction activities (e.g., utility relocation/disruption and re-routing of delivery trucks).	Verify compliance	Metro	- Metro/LADOT - Prior to and during construction/Reported quarterly
MM 4.7-21: Contractors shall coordinate with local businesses and residents to provide advanced notification of traffic detours and delays, and potential utility disruptions associated with construction.	Verify compliance	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
MM 4.7-22: Contractors shall use temporary special signage to inform customers that merchants and other businesses directly affected by construction are open. The signage shall include closure information in advance of any future temporary closure. Signage shall also provide special access directions, if warranted.	Verify compliance	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.7-23: Contractors shall be required to have all employees park off-street or on-street at Metro-approved locations to minimize the loss of commercial parking.	Verify compliance	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.7-24: Unless required by WSTCPs, construction activities shall be sequenced to minimize the temporary removal of multiple blocks of on-street parking at one time, which would make various on-street parking spaces available in an area under construction for a period of time.	Verify compliance	Design/Build Contractor	- Metro -During construction/Reported quarterly
MM 4.7-25: Prior to initiating construction, staging/detour plans will be reviewed by emergency response personnel (i.e. Fire Department).	Verify compliance	Design/Build Contractor	- Metro/LAFD - Prior to construction/Reported once
Air Quality			
MM 4.8-1: Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.8-2: Track-out shall not extend 25 ft. or more from an active operation, and track-out shall be removed at the conclusion of each workday. To reduce track-out, the construction contractor shall remove bulk materials from tires and vehicle undercarriages before vehicles exit the project site through the use of at least one of the measures set forth in the South Coast Air Quality Management District Rule 403 Section (d)(5).	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.8-3: All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.8-4: All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.8-5: Traffic speeds on unpaved roads shall be limited to 15 miles per hour.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.8-6: Operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
MM 4.8-7: Heavy equipment operations shall be suspended during first and second stage smog alerts.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.8-8: On-site stock piles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Report quarterly
MM 4.8-9: Construction contractors shall comply with SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). The requirements for demolition activities include asbestos surveying, notification, asbestos-containing material (ACM) removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.8-10: Construction contractors shall prepare a project-specific Lead Compliance Plan to prevent or minimize worker exposure to lead while handling material containing aerially deposited lead. The Lead Compliance Plan shall contain the elements listed in Title 8, California Code of Regulations, Section 1532.1(e)(2)(B). Before submission to the Engineer, the Lead Compliance Plan shall be approved by an Industrial Hygienist certified in Comprehensive Practice by the American Board of Industrial Hygiene. The plan shall be submitted to the Engineer for review and acceptance at least 15 days prior to beginning work in areas containing aerially deposited lead.	Verify completion of a Lead Compliance Plan	Design/Build Contractor	- Metro - Prior to construction/Reported once
Noise			
MM 4.9-1: Metro will require construction contractors to equip construction equipment with the most effective locally available mufflers, along with any other suitable noise attenuation devices.	Verify inclusion of requirements into Final Design construction specifications. Metro shall establish noise emission limits for construction equipment.	Design/Build Contractor	- Metro - Prior to construction/Reported once
MM 4.9-2: In noise sensitive areas, the construction contractor shall work with Metro to select construction processes and techniques that create the lowest noise levels. These techniques include, but are not limited to, the mixing of concrete off-site instead of on-site, using hydraulic tools instead of pneumatic tools, and using quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
MM 4.9-3: Metro will ensure that equipment staging areas and rock crushing operations for recycling concrete and asphalt rubble are located as far as possible from sensitive receptors along the project corridor.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.9-4: Metro will require that construction contractors limit construction activities that generate loud noise levels to daytime hours, including construction activities that generate loud noise levels for short periods of time. Example restrictions include limiting the use of jackhammers and other pneumatic impact devices and restricting construction in residential areas to daytime hours. Metro shall have the ability to require the construction contractor to enforce additional noise reduction measures to minimize construction noise levels during the evening and nighttime hours. Metro shall also have the ability to limit certain types of construction activities to the daytime hours.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.9-5: Metro will coordinate with the City of Los Angeles Department of Transportation to conduct sandblasting during the daytime hours rather than during the evening and nighttime hours.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro/LADOT - During construction/Reported quarterly
MM 4.9-6: Metro shall develop specific noise limits at noise sensitive areas to be included in the construction specifications and require that construction contractors perform noise monitoring during construction to verify compliance with the limits. Metro shall have the ability to require construction contractors to enforce noise reduction measures to ensure that noise levels at noise sensitive areas are minimized.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.9-7: Metro will require that construction contractors minimize the use of backup alarms. Potential techniques that Metro can require construction contractors to enforce include designing construction sites to minimize the need for backup alarms (subject to approval by safety regulatory agencies); use strobe lights in place of backup alarms at night (subject to approval by safety regulatory agencies); use of flagmen to keep the area behind maneuvering vehicles clear; and use self-adjusting, ambient-controlled backup alarms to adjust the alarm loudness up and down depending on ambient noise levels.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.9-8: Metro will require the construction contractor to establish a "noise disturbance coordinator." The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - During construction/Reported quarterly

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
(e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All signs posted at the construction site shall list the telephone number for the disturbance coordinator. Metro shall have the ability to require the construction contractor to enforce additional noise reduction measures to minimize construction noise levels.			
MM 4.9-9: If required to mitigate significant noise impacts as defined in the DEIR, Section 4.9.3, Metro will require the construction contractor to install temporary sound barriers (e.g., soundwall or sound blankets) between the construction site and sensitive receptors. Metro will determine the type, length, and height of the sound barriers that would be used, if required to mitigate significant noise impacts as defined in Section 4.9.3 of the DEIR, Metro will require the construction contractor to place portable sound blankets around sandblasting and jackhammering operations. The sound barriers shall break the line-of-sight between the construction equipment on the construction site and the sensitive receptors.	Verify inclusion of requirements into Final Design construction specifications.	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.9-10: New buses intended for use in the corridor shall be equipped with the most effective commercially available mufflers.	Verify compliance	Metro	- Metro - Prior to operation/Reported once
MM 4.9-11: The sound path of the speakers for the passenger information systems shall be directed downward and away from sensitive receptors.	Verify compliance	Metro	- Metro - Prior to operation/Reported once
MM 4.9-12: Sound emitted from the speakers shall not exceed the ambient sound level at the proposed stations by more than ten dBA.	Verify compliance	Metro	- Metro - Prior to operation/Reported once
Measure 4.9-13 not applicable to the LPA.			
[1]MM4.9-14: A wall with a minimum height of 8 ft. shall be constructed along the western property line of the Chatsworth Mobile Home Park. The wall shall be installed along the western perimeter of the property. To break the line-of-sight between the bus lanes on Canoga Avenue and the mobile homes at the Chatsworth Mobile Home Park, the wall shall be extended	Review and verify Final Design Plans Complete construction of walls prior to commencement of construction on the Lassen/Railroad overcrossing	Design/Build Contractor	- Metro - Final Design and during construction/Reported once

[1] This measure is not required to mitigate noise impacts for the LPA, however, Metro has agreed to construct a wall adjacent to the three mobile home parks.

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
from the northernmost mobile home to the Browns Canyon Wash to the south. The installation of the wall shall be coordinated with the applicable public agencies. Metro has also agreed to provide walls along the other mobile home parks on the east side of the Metro right-of-way, south of Parthenia Street.			
MM 4.9-15: In order to eliminate the potential 1 to 2 dBA noise increase, it is recommended that the side of the elevated grade separation facing the Chatsworth Mobile Home Park be constructed with noise reducing material.	Review and verify Final Design Plans	Design/Build Contractor	- Metro - Final Design and during construction/Reported once
Geology, Soils and Seismicity			
MM 4.10-1: A geological study shall be performed during the final design of any proposed grade separation structures located within the fault study area. The results of the geotechnical studies shall be incorporated in the final design of the structure.	Verify completion of a geotechnical investigation	Design/Build Contractor	- Metro - Final Design/Reported once
MM 4.10-2: A geotechnical investigation shall be performed during final design. The investigation shall include collection of site specific soil samples, laboratory testing, engineering analyses, and recommendations for final design.	Verify completion of a geotechnical investigation	Design/Build Contractor	- Metro - Final Design/Reported once
MM4.10-3: During the investigation noted in MM 4.10-2, the magnitude of the strong ground shaking shall be confirmed and acceleration response spectra recommended for design seismic events in accordance with the latest editions of Metro, American Railway Engineering and Maintenance-of-Way Association (AREMA), Caltrans code, and California Building codes. The structural design shall then incorporate these findings in accordance with the applicable codes to maintain structural integrity during seismic events.	Review geotechnical investigation and include requirements in Final Design construction specifications, as needed	Design/Build Contractor	- Metro - Final Design/Reported once
MM 4.10-4: The geotechnical investigation noted in MM 4.10-2 shall include evaluation of site specific liquefaction potential in accordance with California Geological Survey's (CGS) Special Publication 117 for all planned structures that lie within the liquefaction zone.	Review and verify geotechnical investigation	Design/Build Contractor	- Metro - Final Design/Reported once
MM 4.10-5: For lightly loaded structures such as bus stops, canopies, and walls if MM 4.10-4 indicates that the likely effect of liquefaction is increased settlement and not collapse then incorporate geotechnical and/or structural methods to mitigate the effects of liquefaction on the foundations during final design. The geotechnical mitigation methods may range from recompaction of the upper material to provision of a mechanically stabilized earth (MSE) foundation system. The	Review geotechnical investigation and include requirements in Final Design construction specifications, as needed	Design/Build Contractor	- Metro - Final Design/Reported once

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
structural mitigation methods may range from planning for repairs/ maintenance after a seismic event to supporting the improvements on mat foundation or interconnected beam foundations to tolerate the anticipated seismic settlement without collapse.			
MM 4.10-6: For grade separation structures, if MM 4.10-4 indicates liquefaction potential, then incorporate structural design to mitigate effects of liquefaction or perform geotechnical ground improvement to mitigate liquefaction potential. The structural design will likely include pile foundations that extend below the potentially liquefiable layers. The foundation design should incorporate the effects of liquefaction induced down drag on axial pile capacity and reduced lateral resistance from liquefied soils. The ground improvement methods may range from stone columns in non-contaminated areas to compaction grouting in contaminated areas.	Review geotechnical investigation and include requirements in Final Design construction specifications, as needed	Design/Build Contractor	- Metro - Final Design/Reported once
MM 4.10-7: Perform slope stability analyses for the planned abutment slopes at the grade separation structures at Los Angeles River and Lassen Street considering seismic ground shaking and liquefaction potential. If analyses indicate a factor-of-safety (FS) less than 1.1 for pseudo-static conditions or FS less than 1.3 for post-earthquake conditions, deformation analyses should be performed and its effects on the foundations should be evaluated. If the foundations cannot tolerate the estimated deformations, the slope inclinations will have to be revised (to be shallower) such that the minimum FS values noted above are met.	Review and verify geotechnical investigation included a slope stability analysis and include requirements in Final Design construction specifications, as needed	Design/Build Contractor	- Metro - Final Design/Reported once
MM 4.10-8: Implementing industry standard storm water pollution control Best Management Practices would reduce soil erosion to a less than significant or adverse level. Erosion control measures that shall be implemented as part of Best Management Practices would include the placement of sandbags, use of proper grading techniques, appropriate sloping, and covering or stabilizing topsoil stockpiles. Construction industry standard storm water Best Management Practices are provided in the State of California Storm Water Best Management Practice Handbook, Construction Activity.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - Final Design and during construction/Reported quarterly
MM 4.10-9: Discoveries of undocumented wells or dry holes during construction activities must be reported to the City of Los Angeles and the California Division of Oil, Gas and Geothermal Resources (DOGGR). Any wells or dry holes uncovered must be	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - Final Design and during construction/Reported quarterly

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Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
plugged and abandoned in accordance with current DOGGR regulations.			
MM 4.10-10: Any groundwater that is encountered during foundation installation should be contained and disposed of off-site appropriately.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - Final Design and during construction/Reported quarterly
Hazardous Materials			
MM 4.11-1: A Phase II investigation shall be performed at proposed bus stops along Canoga Avenue at Sherman Way, Nordhoff, Roscoe, and at the Chatsworth Metrolink station. Soil borings shall be performed at locations where earthwork is planned for construction of bus stops. Soil sampling shall include environmental screening for contamination by visual observations and field screening for volatile organic compounds with a photoionization detector (PID). The soils shall be tested for arsenic and lead. Based on field screening, soil samples shall be analyzed for the suspected chemicals by a laboratory certified by the State of California Department of Health Services.	Verify inclusion of requirements into Final Design construction specifications	Metro; Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.11-2: Railroad ties stored for reuse or removed during construction excavation are presumed treated with preservatives and thereby subject to Title 22 Alternative Management Standards for Treated Wood Waste (TWW).	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.11-3: On the previous Metro Orange Line project from the North Hollywood Station to the Canoga Park and Ride Station, Metro and the California Department of Toxic Substance Control (DTSC) agreed on a plan for handling soils with elevated levels of arsenic. The DTSC calculated an action level for arsenic to be 50 ppm. Soils with arsenic levels above 50 ppm were removed and disposed of off-site according to State disposal guidelines. Soils with arsenic between 11 and 50 ppm were considered as having elevated levels of arsenic and were required to be managed to prevent migration of arsenic to water supplies as well as exposure to humans. A similar agreement between Metro and DTSC establishing thresholds for removal and management of soils with elevated levels of arsenic is anticipated for this project based on the soil condition in the Project area. To evaluate the presence and extent of arsenic in the near surface soils, a Phase II investigation shall be performed where earthwork is planned.	Verify inclusion of requirements into Final Design construction specifications	Metro; Design/Build Contractor	- Metro/DTSC - Prior to construction/Reported quarterly
MM 4.11-4: Yellow thermoplastic paint markings on the	Verify inclusion of requirements	Design/Build Contractor	- Metro

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Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
pavement should be evaluated for lead and other heavy metals such as chromium before disposal.	into Final Design construction specifications		- Prior to and during construction/Reported quarterly
MM 4.11-5: Excavated soils with lead above a total threshold limit concentration (TTLC) above 1,000 ppm and/or soluble threshold limit concentration (STLC) above 5 mg/l are considered hazardous. Metro plans to coordinate with DTSC to have a site specific background level for the project and a plan for handling soils with elevated levels of lead. To evaluate the presence and extent of lead in the near surface soils, a Phase II investigation shall be performed where earthwork is planned.	Verify inclusion of Phase II investigation requirements into Final Design construction specifications	Design/Build Contractor	- Metro/DTSC - Prior to construction/Reported quarterly
MM 4.11-6: Soils with petroleum hydrocarbons or hazardous constituents exceeding cleanup levels provided by California Regional Water Quality Control Board (RWQCB) and/or Department of Toxic Substances Control (DTSC) shall be remediated or disposed of offsite according to State guidelines	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro/DTSC/RWQCB - Prior to and during construction/Reported quarterly
MM 4.11-7: Metro must make allowances for future groundwater monitoring wells to be installed by Pratt & Whitney at the Canoga Park-and-Ride Station, if required.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro/DTSC - Completion of construction/Reported once
MM 4.11-8: To evaluate evidence of hazardous substances, unlabeled drums, and petroleum hydrocarbons observed during the Phase I investigation, a Phase II investigation shall be performed where earthwork is planned between 7000 and 7900 Canoga Avenue. Sufficient borings shall be preformed to estimate the lateral extent and levels of contamination. Soil sampling shall include environmental screening for contamination by visual observations and field screening for volatile organic compounds with a photo ionization detector (PID). Based on field screening, soil samples shall be analyzed for the suspected chemicals by a laboratory certified by the State of California Department of Health Services.	Verify inclusion of Phase II investigation requirements into Final Design construction specifications	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly
MM 4.11-9: To evaluate for the presence of deeper soil contamination and volatile organic compounds (VOC) in groundwater at grade separation excavations, soils borings and groundwater monitoring wells shall be installed. Soil sampling shall include environmental screening for contamination by visual observations and field screening for volatile organic compounds with a PID. Based on field screening, soil samples shall be analyzed for the suspected chemicals by a certified laboratory. Groundwater samples should be analyzed for VOC.	Incorporate into Design/Build Contract Review and verify the Phase II investigation analyzed groundwater samples for VOCs	Design/Build Contractor	- Metro - During construction of the Lassen Street/Railroad overcrossing/Reported quarterly
MM 4.11-10: Groundwater removed for construction purposes with VOC above State and Federal Maximum Contaminant	Verify inclusion of requirements into Final Design construction	Design/Build Contractor	- Metro - Final Design and during

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Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
Levels for drinking water shall be treated or disposed according to applicable State guidelines.	specifications		construction/Reported quarterly
MM 4.11-11: Buildings that will be demolished shall have a comprehensive asbestos containing materials (ACM) inspection prior to demolition. ACM that may be identified as present in any building to be demolished, including the building material debris observed at the waste transfer facility between Vanowen Street and Sherman Way shall be tested and properly disposed.	Verify completion of a ACM inspection and inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction /Reported quarterly
MM 4.11-12: At 6969 Deering Avenue, 7001 Deering Avenue, and 7101/7119 Deering Avenue, a Phase II investigation shall be performed consisting of surveying the lots to assess for potentially unknown remaining underground storage tanks.	Incorporate into Design/Build Contract Verify completion of a Phase II investigation	Design/Build Contractor	- Metro - Prior to construction/Reported quarterly
MM 4.11-13: At 21350 Sherman Way groundwater monitoring shall continue until the case is closed by RWQCB	Incorporate into Design/Build Contract Verify compliance	Design/Build Contractor	- RWQCB - Metro to coordinate quarterly with RWCB to monitor cleanup of site during construction in the area or until the case is closed.
Water Resources			
MM 4.12-1: Runoff from parking lots (MOL Canoga Station, Sherman Way Station, and Chatsworth Metrolink Station) shall be treated, as required by Standard Urban Storm Water Mitigation Plan (SUSMP), prior to discharging into existing storm drain systems. Stormceptor® units have been installed as post-construction treatment control Best Management Practices (BMPs) at the existing MOL Canoga Station. These units shall continue to be used for the modified parking area and additional BMP treatments, per present day design options allowed by the California Regional Water Quality Control Board, will be added at the new Sherman Way Station and existing Chatsworth Metrolink Station. At the Canoga Station, the design must make accommodations for installation of groundwater monitoring wells, if wells are required to address contamination from the Pratt & Whitney site.	Incorporate into Design/Build Contract Verify compliance	Design/Build Contractor	- Metro - During construction/Reported quarterly
MM 4.12-2: Where sufficient area is available, runoff shall be collected in roadside vegetated swales and directed to existing curb and gutter or storm drains on Canoga Avenue. In other areas, runoff shall be collected in gutters and directed to the storm drain systems on Canoga Avenue. Swale design shall be coordinated with mitigations for potential arsenic and lead in soils.	Incorporate into Design/Build Contract Verify compliance	Design/Build Contractor	- Metro - During construction/Reported quarterly

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
MM 4.12-3: Prepare SUSMP in accordance with the Los Angeles Municipal Storm Water permit to address construction and operational impacts. The SUSMP shall identify post-development peak runoff, conserve natural areas, minimize storm water pollutants, protect slopes and channels, and post-construction BMPs and other items as required by the permit.	Incorporate into Design/Build Contract Verify completion of a SUSMP	Design/Build Contractor	- Metro - Prior to construction/Reported once
MM 4.12-4: Develop Storm Water Pollution Prevention Plan (SWPPP) that complies with National Pollutant Discharge Elimination System (NPDES) requirements from California State Water Resources Control Board (SWQCB). Construction shall be in compliance with this permit.	Incorporate into Design/Build Contract Verify completion of a SWPPP	Design/Build Contractor	- Metro/SWQCB - Prior to construction/Reported once
MM 4.12-5: Small detention/infiltration basins shall be provided as-needed within the ROW, including in park-and-ride lots at Canoga, Sherman Way, and Chatsworth Metrolink Stations, to reduce peak flow and runoff volumes to pre-project conditions.	Verify inclusion of requirements into Final Design construction specifications	Design/Build Contractor	- Metro - During construction/Reported quarterly
Biological Resources & Ecosystems			
MM 4.13-1: Any grading or removal of native or non-native vegetation for the project shall be conducted outside the core nesting season for native birds in the project area, which is 01 March through 31 August. If such activities cannot be so restricted, a pre-construction nesting bird survey shall be conducted. The survey shall begin 30 days prior to disturbance of suitable nesting habitat and consist of weekly survey visits by a qualified biologist with experience in conducting breeding bird surveys and with the birds of the project region, to detect any nesting by protected species in or within 100 feet (300 feet for raptors) of disturbance areas, as access to adjacent areas allows. Survey visits will continue on a weekly basis with the last visit being conducted no more than 3 days prior to the initiation of relevant project disturbance. If the nest of a protected native bird is found, the project proponent will delay all potentially disturbing activities within 100 feet (300 feet for raptors) of the nest until the biologist has determined that the nest is no longer in active use by protected species. Limits of construction to avoid a nest should be established in the field in an easily observed manner, such as with flagging and stakes or construction fencing. Construction personnel will be instructed on the sensitivity of the area. The biologist will map and record information, including nest locations (avoiding activities which may themselves cause nest abandonment or failure, such as	Incorporate into Design/Build Contract Verify completion of a pre-construction nesting bird survey if grading or removal of native or non-native vegetation is to occur between 01 March and 31 August.	Design/Build Contractor	-Metro -Prior to construction/ Reported quarterly until construction commences and no further surveys are needed.

MITIGATION MONITORING & REPORTING PLAN CANOGA TRANSPORTATION COORIDOR PROJECT			
Mitigation Measures	Monitoring Action	Party Responsible for Implementing Mitigation	- Enforcement Agency - Monitoring Phase/Timing
directly accessing or standing at the nest), species, status, and date, and report all relevant information within 48 hours to relevant project personnel and resource agency personnel. The distance of 100 feet (300 feet for raptors) is based on tolerance for project activities for native birds in an existing, urban setting, but can be increased to 500 feet for raptors (300 feet for other protected species) if appropriate to prevent conflict with existing laws in the judgment of the biologist.			
MM 4.13-2: All trees removed must be replaced in accordance with applicable guidelines.	Incorporate into Design/Build Contract Verify compliance	Design/Build Contractor	- Metro/City of Los Angeles Department of Public Works, Street Tree Division - During construction/Reported quarterly
Safety & Security			
MM 4.15-1: To further minimize impacts to schools, students, and active pedestrian communities, the following will be implemented: • Emergency services providers and school officials will be consulted regarding the construction process to reduce intrusiveness of the construction process and provide for continuing two-way communication throughout the construction period. • School officials will be consulted in order to ensure maintenance of safe student walk routes and access for passenger vehicles and school buses. • Flag men will be provided during intersection modifications in active pedestrian communities. Crossing guards or flag men will be provided at active construction sites in proximity to schools and where school pedestrian routes cross construction areas. • Construction scheduling and haul routes will be sequenced to minimize conflicts with pedestrians, school buses and vehicular traffic during arrivals and dismissals on school days.	Incorporate into Design/Build Contract Verify compliance	Design/Build Contractor	- Metro - Prior to and during construction/Reported quarterly

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Notice of Determination

ATTACHMENT C

To:

☐ Office of Planning and Research

For U.S. Mail: P.O. Box 3044, Sacramento, CA 95812-3044

Street Address: 1400 Tenth St, Sacramento, CA 95814

☒ County Clerk

County of: Los Angeles

Address: 12400 Imperial Highway, Norwalk, CA 90650

From:

Public Agency: Los Angeles County Metropolitan Transportation Authority

Address: One Gateway Plaza, Los Angeles, CA 90012

Contact: Walk Davis - Mail Stop 99-22-9

Phone: 213-922-3079

Lead Agency (if different from above):

Address:

Contact:

Phone:

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse):

Project Title: Canoga Transportation Corridor

Project Location (include county): In Los Angeles County, the project starts at the Canoga Park Station and goes north along Canoga Avenue up to the Chatsworth Metrolink Station.

Project Description:

The Canoga Transportation Corridor is a 4-mile extention of Metro's Orange Line (MOL) Bus Rapid Transit System (BRTS).

This is to advise that the Los Angeles County Metropolitan Transportation Authority has approved the above described project on ☒ Lead Agency or ☐ Responsible Agency

January 23, 2009 (Date) and has made the following determinations regarding the above described project:

1. The project [☒ will ☐ will not] have a significant effect on the environment.
2. ☒ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒ were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not] adopted for this project
5. A statement of Overriding Considerations [☒ was ☐ was not] adopted for this project.
6. Findings [☒ were ☐ were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

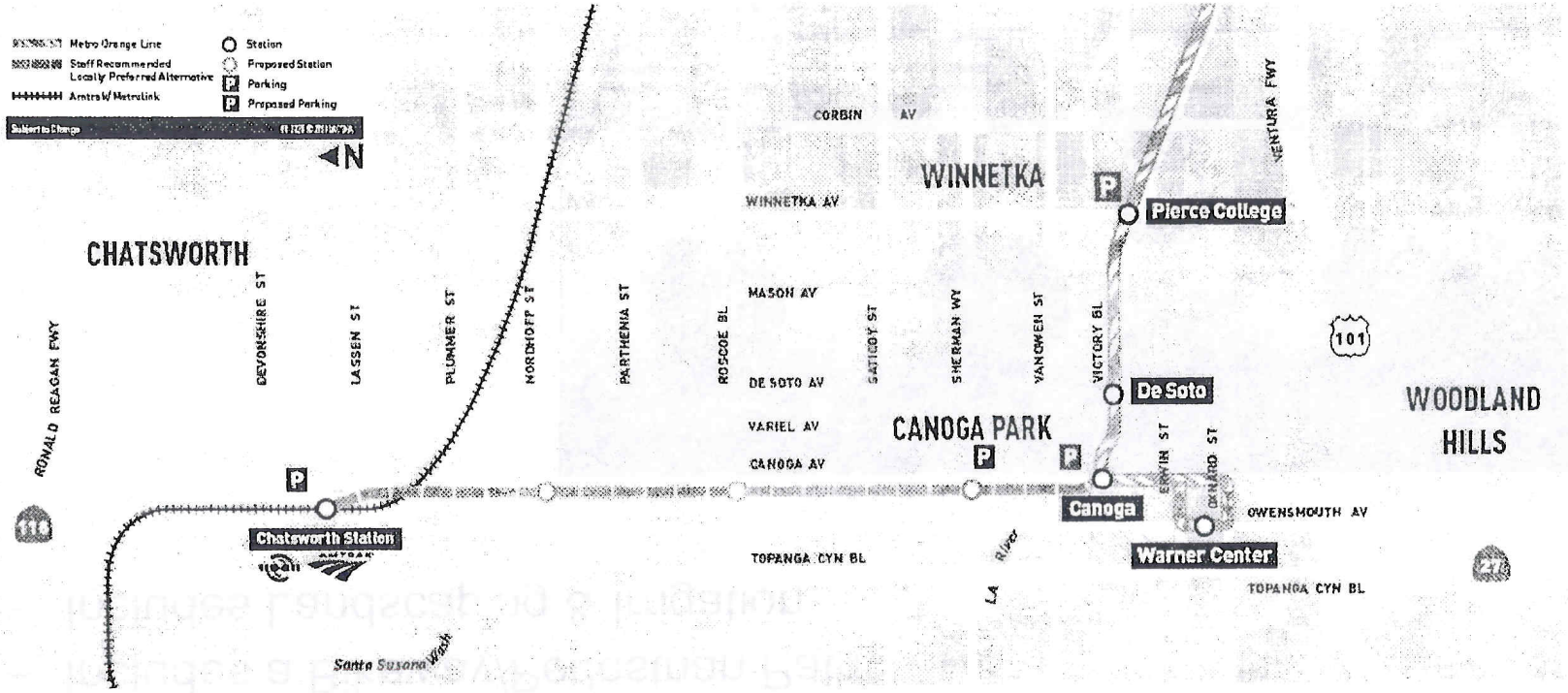
Signature (Public Agency) _____ Title _____

Date _____ Date Received for filing at OPR _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2005

Canoga Extension of the Metro Orange Line
Locally Preferred Alternative (LPA)



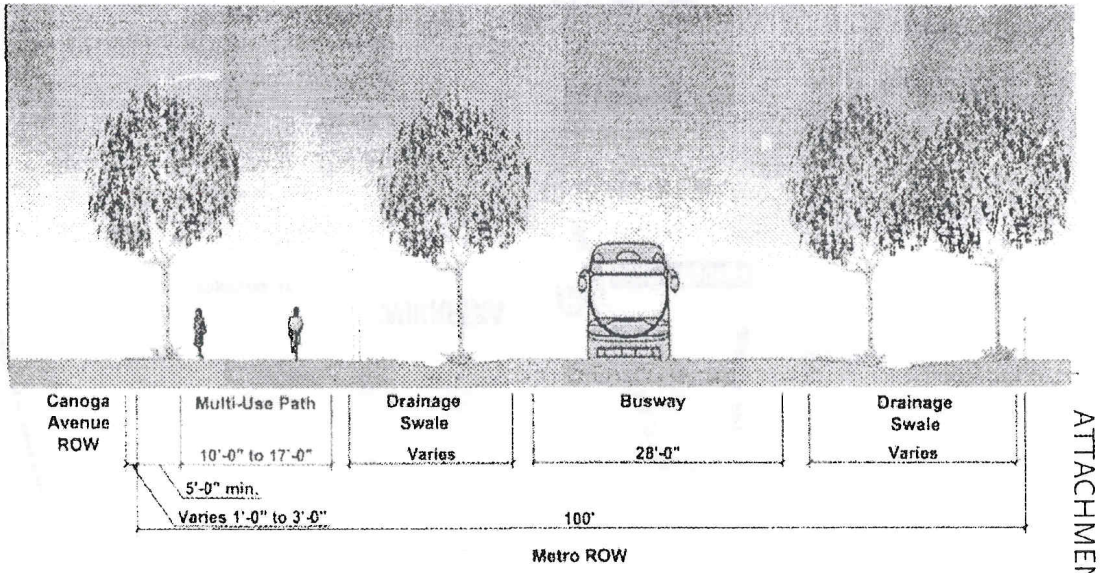
Metro

ATTACHMENT D

Typical Cross Section

Exclusive Busway

- Separation from Automobile Traffic
- Includes a Bikeway/Pedestrian Path
- Includes Landscaping & Irrigation



Metro

ATTACHMENT E

5.0 SIGNIFICANT EFFECTS THAT ARE NOT MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL

The Final EIR identified the following significant or potentially significant construct-phase-related impacts, as described below, that cannot be mitigated to a less-than-significant level, despite the implementation of mitigation measures or selection of alternatives to reduce these impacts. As stated in CEQA Guidelines Section 15091, the Metro Board finds that "Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible . . . mitigation measures or project alternatives" identified in the Final EIR. The Metro Board further finds that the project has been designed in a manner that reduces impacts to the maximum extent reasonably feasible, while achieving the specific economic, legal, social and technological benefits intended to be provided in the Canoga Transportation Corridor study area.

- Construction - Noise. The Final EIR discloses that during the construction phase of the LPA mitigated noise levels would still exceed the five-dBA significance threshold at seven sensitive receptors. As such, the LPA would result in a significant and unavoidable construction noise impact that cannot be mitigated to less-than-significant level.

- Construction - Air Quality. $PM_{2.5}$ and PM_{10} emissions from the construction of the LPA will cause temporary significant air quality impacts that cannot be mitigated to less-than-significant levels. Even after implementation of mitigation measures, the $PM_{2.5}$ and PM_{10} emissions generated in the site preparation/demolition, grading, and construction phases will still exceed South Coast Air Quality Management District daily emissions $PM_{2.5}$ and PM_{10} thresholds.

POPULATION, HOUSING & ENVIRONMENTAL JUSTICE

Impact 4.3.6 Due to residual impacts for construction air quality and noise, the LPA would have significant and unavoidable impact related to population, housing and environmental justice even with mitigation.

Mitigation Measures for Impact 4.3.6 Mitigation Measures MM 4.7-14 through MM 4.7-25 listed under Impact 4.7.6 for Traffic, Circulation & Parking, Mitigation Measures MM 4.8-1 through MM 4.8-10 listed under Impact 4.8.2 for Air Quality, and Mitigation Measures MM 4.9-1 through MM 4.9-7 listed under Impact 4.9.1 for Noise & Vibration will be implemented.

AIR QUALITY

Impact 4.8.2 Based on localized emission calculations, the LPA would result in a significant and unavoidable localized air quality construction impacts even with mitigation.

Mitigation Measures for Impact 4.8.2 The following mitigation measures will be implemented:

MM 4.8-1 through MM 4.8-8 would reduce localized PM2.5 and PM10 fugitive dust emissions for the Canoga On-Street Dedicated Bus Lanes and the Canoga Busway Alternatives.

MM 4.8-1: Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.

MM 4.8-2: Track-out shall not extend 25 feet. or more from an active operation, and track-out shall be removed at the conclusion of each workday. To reduce track-out, the construction contractor shall

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

Carol Inge
Chief Planning Officer

Roger Snoble
Chief Executive Officer

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.

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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 PERFERED 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.

LAND ACQUISITION, RELOCATION AND DISPLACEMNT

Impact 4.2.2 The LPA would impact businesses on property that is leased. Business displacements would also occur where the leased property is used for ancillary or support operations such as access, parking and/or storage. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.2.2 The following mitigation measures will be implemented:

MM 4.2-2: For leases without an acquisition waiver, Metro shall provide relocation assistance and compensation per the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act to those who are displaced as a result of the Canoga Transportation Corridor Project.

Findings for Impact 4.2.2 The Metro Board finds that relocation assistance and compensation in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act for leased properties would reduce impacts. Compliance with these Acts would result in the fair compensation of the leasees and the ability of acquired properties to maintain or remain operational in the project area. The implementation of the LPA would result in the non-renewal of all 25 sign lease agreements. All 25 of the outdoor advertising sign and billboard lease agreements are month-to-month, which allow Metro to terminate the lease with 90 days notice or less. Implementation of the LPA would result in the non-renewal of 56 of the 60 ground leases. However, the four leases that may be renewed, would be reconfigured, if possible. The tenants that would be displaced by the LPA may be entitled to relocation assistance under the California Act due to the termination or non-renewal of their lease agreements with Metro. However, the qualification is dependent upon the specific lease agreement. In many instances, the lease agreement with Metro contains a provision wherein the tenant acknowledged that they are not entitled to relocation benefits if the lease is not renewed for a public transit project. Therefore, with the implementation of Mitigation Measure MM 4.2-2, impacts related to businesses on property that is leased would be less than significant.

POPULATION, HOUSING & ENVIRONMENTAL JUSTICE

Impact 4.3.4 The LPA would have the potential to displace employment opportunities as a result of the termination and reconfiguration of lease agreements within the Metro ROW. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.3.4 Mitigation Measure MM 4.2-2 listed under Impact 4.2.2 will be implemented.

Findings for Impact 4.3.4 The Metro Board finds that relocation assistance and compensation in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act for leased properties would reduce impacts related to displaced employment opportunities. Although implementation of the LPA would not require acquisition of private property outside of the Metro ROW, the LPA would result in the termination and reconfiguration of lease agreements between commercial and industrial businesses operating within the Metro ROW. Compliance with these Acts would result in the fair compensation of property owners and lessees and the ability of the affected properties to maintain or remain operational in the project area. However, it is assumed that some jobs and employment opportunities would be displaced, as certain businesses would likely relocate out of the area and other businesses would chose to close. It is estimated that the implementation of the LPA would result in the loss of approximately 219 jobs. However, because of the overall local and regional employment growth

anticipated in the area, the number of jobs displaced would be relatively small in comparison to the total jobs in the region. Therefore, with the implementation of Mitigation Measure MM 4.2-2, impacts related to displaced employment opportunities would be less than significant.

Impact 4.3.5 The LPA would disproportionately affect minority and/or low-income populations through the displacement of employment. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.3.5 Mitigation Measures MM 4.2-2 listed under Impact 4.2.2 will be implemented.

Findings for Impact 4.3.5 The Metro Board finds that the LPA would be an improvement to the existing public transportation system serving the area and would result in beneficial impacts to the local population. As discussed above, although the implementation of the LPA would result in the loss of approximately 219 jobs, which may affect minority and low-income residents, these residents would benefit from increased access to mass transit and, subsequently, increased access to employment opportunities and regional centers. However, as a disproportionate number of minority workers could be affected by the displacement of jobs as certain businesses would likely relocate out of the area and other business would choose to close. Compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act for leased properties would result in the fair compensation of property owners and lessees and the ability of the affected properties to maintain or remain operational in the project area. Therefore, with the implementation of Mitigation Measure MM 4.2-2, impacts related to minority and/or low-income populations would be less than significant.

PARKLANDS & OTHER COMMUNITY FACILITIES

Impact 4.4.4 The LPA would temporarily disrupt parks and community facilities during construction and could adversely affect emergency response times for police and fire protection services. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.4.4 The following mitigation measures will be implemented:

Parklands and Recreational Facilities:

MM 4.8-1 through MM 4.8-10 for Air Quality and MM 4.9-1 through MM 4.9-7 for Noise would mitigate construction impacts on parklands and recreation facilities.

Police and Fire Protection:

MM 4.4-1: Coordination with City of Los Angeles Fire and Police Department personnel shall be conducted to provide adequate advance notice of construction activities and identify, as necessary, any special arrangements that may be needed to provide emergency services.

MM 4.4-2: To minimize the effect of street and lane closures, the construction contractor shall develop a staging/detour plan prior to construction activities. The construction contractor shall provide the staging/detour plans to the City of Los Angeles Fire and Police Department personnel for review. The plans shall be developed to the satisfaction of the City of Los Angeles Fire and Police Department personnel.

MM 4.4-3: Emergency vehicle access on Canoga Avenue shall be included in construction specifications.

MM 4.4-4: On Canoga Avenue, the construction contractor shall make one lane in each direction available at all times for emergency vehicle use.

Schools and Libraries:

MM 4.4-5: School officials for the New Academy Canoga Park Elementary School and LAUSD shall be consulted regarding the construction process in order to develop the least intrusive construction process feasible.

MM 4.4-6: School officials for the New Academy Canoga Park Elementary School and the LAUSD schools with pedestrian routes on Canoga Avenue shall be consulted in order to ensure maintenance of safe student walk routes and access for passenger vehicles and school buses.

MM 4.4-7: Crossing guards or flag men shall be provided at active construction sites in proximity to schools and where school pedestrian routes cross construction areas. The construction contractor shall coordinate with the New Academy Canoga Park Elementary School and LAUSD to determine the location of crossing guards or flag men.

MM 4.4-8: The construction contractor shall coordinate with the New Academy Canoga Park Elementary School and LAUSD to determine haul routes and when haul truck travel shall be avoided. In coordination with the New Academy Canoga Park Elementary School and LAUSD, construction scheduling and haul routes shall be sequenced, to the extent practicable, to minimize conflicts with pedestrians, school buses and vehicular traffic during arrivals and dismissals of the school day.

MM 4.4-9: The construction contractor shall install fences and/or signage around the station construction sites, construction-related areas immediately adjacent to schools, staging areas, and excavation areas (unless covered with steel plates) to prohibit unauthorized entry into areas that could be hazardous to the public.

MM 4.4-10: Metro shall coordinate with the administration at the New Academy School and notify them when intense construction activity (e.g., grading or paving) will occur near the school.

MM 4.8-1 through MM 4.8-10 listed under Impact 4.9.1 for Air Quality and MM 4.9-1 through MM 4.9-7 4.9.1 for Noise & Vibration would also mitigate construction impacts on schools and libraries.

Findings for Impact 4.4.4 The Metro Board finds that implementation of Mitigation Measures MM 4.8-1 through MM 4.8-10 listed under Impact 4.8.2 and Mitigation Measures MM 4.9-1 through MM 4.9-7 listed under Impact 4.9.1 would reduce temporary, periodic air quality, noise, and vibration impacts that may indirectly affect parks and recreational facilities, schools, and libraries. The Metro Board also finds that implementation of Mitigation Measures MM 4.4-1 through MM 4.4-10 would reduce construction impacts related to police and fire protection services, and schools and libraries to less than significant levels.

Parklands and Recreational Facilities

The closest park or recreation facility to the LPA is Parthenia Park, approximately 250 feet west of Canoga Avenue. No other parks and recreational facilities would be directly or indirectly affected during construction. During construction, implementation of the recommended mitigation measures would reduce any temporary, periodic noise, vibration, and air quality impacts that may

indirectly affect parks and recreational facilities. Although significant air quality impacts are anticipated at Parthenia Park even with implementation of air quality mitigation measures, the impact would be short term and would only occur when construction activities are within 750 feet of the park. Therefore, since the air quality impacts would be temporary and short-term, impacts associated with the physical disruption of parks and recreational facilities would be less than significant.

Police and Fire Protection

Increased traffic on local streets, particularly at intersections, could have a significant effect on emergency response times. Street and lane closures would likely increase traffic congestion. To minimize the effect of these closures, staging/detour plans during construction would be reviewed with emergency personnel prior to construction. Notification of road or lane closures would be distributed to ensure no disruption of service. Furthermore, emergency vehicle access shall be included in construction specifications. At all street closures, an attempt would be made for one lane in each direction for emergency vehicle use to be maintained at all times. Therefore, with implementation of mitigation measures, construction impacts related to police and fire protection services would be less than significant.

Schools and Libraries

All of the schools within the Corridor except for the New Academy Canoga Park Elementary School, which is located adjacent to Canoga Avenue at 21425 Cohasset Street, are located over 1,000 feet from the LPA. Similarly, the two libraries within the Corridor are located over 1,000 feet from the Canoga Busway Alternative. During construction, implementation of mitigation measures would reduce any temporary, periodic noise, vibration, and air quality impacts that may indirectly affect school and libraries within the Corridor. Therefore, with implementation of mitigation measures, construction impacts related to schools and libraries would be less than significant.

HISTORIC, ARCHEOLOGIACAL & PALEONTOLOGICAL RESOURCES

Impact 4.5.1 Construction activities would have the potential to damage or destroy significant or unique paleontological resources or sites. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.5.1 The following mitigation measures will be implemented:

MM 4.5-1: A qualified paleontologic monitor shall monitor excavation in areas identified as likely to contain paleontologic resources. These areas are defined as all areas within the proposed project area where current design plans require excavation to exceed depths of 5 feet. The qualified paleontologic monitor shall retain the option to reduce monitoring if, in his or her professional opinion, sediments being monitored are previously disturbed. Monitoring may also be reduced if the potentially fossiliferous units, previously described, are not found to be present or, if present, are determined by qualified paleontologic personnel to have low potential to contain fossil resources. The monitor shall be equipped to salvage fossils and samples of sediments as they are unearthed to avoid construction delays and shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. Because the older Quaternary deposits yield small fossils specimens likely to go unnoticed during typical large scale paleontological monitoring, matrix samples shall be collected and processed to determine the potential for small fossils to be recovered prior to substantial excavations in those sediments. If this sampling indicates these units do possess small fossils, a matrix sample of up to 6,000 pounds shall be collected at various locations, to be specified by the paleontologist, within the construction area. These matrix samples shall also be processed for small

fossils. This is standard mitigation practice that will meet the requirements of Public Resources Code Section 5097.5 which prohibits excavation or removal of any vertebrate paleontological site or any other archaeological, paleontological, or historical feature situated on public lands, except with the express permission of the public agency having jurisdiction over such lands, and Section 30244 which requires reasonable mitigation of adverse impacts on paleontological resources from development on public land.

MM 4.5-2: Recovered specimens shall be prepared to a point of identification and permanent preservation, including washing of sediments, to recover small invertebrates and vertebrates. Unidentifiable specimens shall be discarded.

MM 4.5-3: Identified specimens shall be curated into a professional, accredited museum repository with permanent retrievable storage.

MM 4.5-4: A report of findings, with an appended itemized inventory of specimens, shall be prepared. The report and inventory, when submitted to the Lead Agency, will signify completion of the program to mitigate impacts to paleontological resources.

Findings for Impact 4.5.1 The Metro Board finds that implementation of mitigation measures would reduce project-related impacts to paleontological resources that may be encountered during construction of proposed project. If paleontological resources are encountered during project-related construction activities, such activities would be halted until the specimens are properly removed under the direction of a qualified paleontologic monitor. In addition, specimens removed from the construction area would be evaluated, prepared and/or curated before being placed in the appropriate accredited museum repository. Therefore, with the implementation of Mitigation Measures MM 4.5-1 through MM 4.5-4, impacts related to paleontological resources that may be encountered during construction would be less than significant.

Impact 4.5.2 Construction activities would have the potential to damage or destroy significant archaeological resources. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.5.2 The following mitigation measure will be implemented:

MM 4.5-5: If buried cultural resources are uncovered during construction, all work shall be halted in the immediate vicinity of the archaeological discovery until a qualified archaeologist can visit the site of discovery and assess the significance of the archaeological resource. If significant cultural resources are located, Metro will avoid them if possible, or mitigate impacts as specified in §15370 of the California Code of Regulations (CEQA Guidelines). If avoidance is not possible, Metro will follow all applicable laws, and treat any discovered resources through standard archaeological practices. These practices include, but are not limited to, manual or mechanical excavations, monitoring, soils testing, photography, mapping, or drawing to adequately recover the scientifically consequential information from and about the archaeological resource. All unanticipated finds shall be documented, and a report of findings prepared, and discoveries further evaluated. In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code Section 7050.5, State CEQA Guidelines Section 15064.5(e), and Public Resources Code Section 5097.98 shall be implemented.

Findings for Impact 4.5.2 The Metro Board finds that although the Metro ROW has a low potential to contain intact or buried archaeological resources, the implementation of mitigation measures would restore and protect any unknown archaeological resources that may exist in the project area that are encountered during project-related construction activities. If archaeological resources are

encountered during project-related construction activities, such activities would be halted until a qualified archaeologist can visit the site to evaluate the resource. All archaeological resource discoveries would be documented and further evaluated and any human remains found during construction activities would be handled in accordance with applicable State regulations and guidelines. These actions would prevent damage to any unknown archaeological resources or human remains that may potentially be located in the project area. Therefore, with implementation of Mitigation Measures MM 4.5-5, impacts related to archaeological resources that may be encountered during construction would be less than significant.

VISUAL & AESTHETIC IMPACTS

Impact 4.6.1 For the LPA, most elements would be at-grade and would not adversely affect a scenic vista or degrade the existing visual quality of the area. Vertical elements such as trees, stations, artwork, walls, and signage, would not adversely affect views of the mountains or the visual quality of the area. In most cases, stations would be located in areas adjoining multi-family residential, commercial or industrial development, would be in scale with existing surrounding land uses and massing and would not obstruct the character of key views. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.6.1 The following mitigation measures will be implemented:

MM 4.6-1: To reduce visual impacts, provide trees and landscaping as described in the Project Description and similar to the MOL. Relocation of overhead utility lines on the east side of Canoga Avenue shall be coordinated with Los Angeles Department of Water and Power's program for underground utilities. If utility poles and wires must be relocated above ground, these should be placed to not obstruct or prohibit new tree plantings.

MM 4.6-2: Walls/fences, and landscape screening shall be designed taking into consideration community input. Landscaping, where technically feasible, shall shield adjacent residencies to maintain privacy.

MM 4.6-3: The following Metro Art policies will be applied:

Public Art and the Design Process: In 1989, the Metro Board of Directors adopted a Public Art Policy which mandates an allocation of art funds and establishes procedures for artist selection, architect collaboration, and community involvement. Metro Art will manage all artist contracts, coordination, and interfaces. A public art budget will be established for the incorporation of public art within the Project. The budget will include: artist design fees, expense associated with fabrication and installation of artwork, and professional and contractor services required for proper fabrication, installation, and incorporation into the project. The following procedure established by Metro Art will be followed:

- The Artwork will be of high quality, be site specific, require minimum maintenance, be resistant to graffiti and vandalism and conform to Metro Art Guidelines for materials and finishes.
- Metro Art will identify public art opportunity locations within the stations and corridor environment and will interface with the Planning Consultant, the Preliminary Engineering (PE) design team, and the Design/Builder at key stages in the development and construction of the Project. The PE design team and the Design/Builder will include artwork locations and appropriate details and notes in the construction documents.

- In order to ensure that the artists original, approved, design intent is implemented and to ensure that all artwork is in accordance with Metro Art collection standards, Metro Art shall be involved in the review of design/build review submittals.
- When implementing Joint Powers Agreement (JPA) projects, Metro Art will facilitate artist contracts with the JPA. Contract with the JPA will include design, fabrication, and delivery of the artwork to the construction Project Site ready for installation by the Design/Build Contractor. The artwork will be included in the construction documents as "furnished by Owner and installed by the Design/Build Contractor."
- Metro Art will work with members of the communities impacted by the Project to research and assemble information and unique insights regarding their community. This information is made available to the artists and is intended as a resource, referral, and point of departure for artists to consider when developing their artwork design. Artists will be selected through peer panels involving arts professionals and community representatives in keeping with Public Art Policy.
- The inclusion of public art at stations allows for expressive visual variations between each station and the urban areas they serve and shall be considered as elements of variability, and as determined by Metro Art, public art opportunity locations at stations shall occur at the same locations and include the same materials and finishes.
- Metro Art may also select artists and identify art opportunity locations for the corridor environment in support of mitigation efforts intended to reduce impacts of walls, construction fences, visual barriers, and /or other detrimental urban conditions affecting the community. Artwork may be temporary or permanent and shall be paid for through funding sources related to mitigation, urban enhancement funds or by other means that do not include the established art budget for the Project.

Design Excellence: Following policy established by the FTA (Circular 9400.1A) for good design in transit projects, and to ensure that the final designs adhere to Metro Design Criteria and are consistent with Metro goals for the Project, Metro shall establish a Customer Environment and Design Committee. Representatives from Metro Departments, including Construction, Operations, Planning and Communications shall serve as a Design Review Board for the duration of the Project and provide design review comments at all stages of design review submittal.

Signage and Graphics: Signage will be integrated into the design of stations, canopies, and station configuration and other structures or elements constructed as part of the Project. Signage integration at stations and along the Corridor will further support the notion of identity of Metro as a transit system and be considered as an element of continuity. Signage, wayfinding, and graphic elements will include station pylons markers, platforms identification, directional signs, map cases, parking lot/garage structure, bicycle location signs, and regulatory signage. All signage will be ADA compliant for readability and accessibility. All signage and graphics shall fully conform to the most current version of the Metro Signage Manual.

MM 4.6-4: To reduce visual impacts for the LPA, provide landscaping adjacent to the mobile homes, and also visual barriers on the elevated viaduct or other measures that would reduce direct views from the elevated Busway onto adjacent mobile homes.

MM 4.6-5: Design guidelines for the elevated bridge structure shall consider community input before the construction phase of the project. Design guidelines shall include techniques to reduce the massing and profile of the elevated structure, and to maintain views, where possible of the Santa Susana Mountains.

<u>Findings for Impact 4.6.1</u> The Metro Board finds that with the implementation of mitigation measures, the profile of the elevated grade separation of railroad tracks and Lassen Street under the

LPA, would be visually consistent with the existing built environment of the project area. The provision of trees, landscaping, and the potential relocation of overhead utility lines would soften the visual effect of the proposed elevated profile. Community input, the application of Metro Art policies, and the creation of design guidelines would ensure that the LPA would not disrupt existing scenic views and adhere as close as possible to the communities' vision for aesthetics of the project area. Therefore, with implementation of Mitigation Measures MM 4.6-1 through MM 4.6-5, visual and aesthetic impacts would be less than significant.

Impact 4.6.2 Portions of Canoga Avenue and the Metro ROW contain trees that would be affected by the construction of the LPA. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.6.2 The following mitigation measure will be implemented:

MM 4.6-6: A landscape plan and guidelines shall be prepared during Preliminary Engineering stage establishing the number and pattern of tree species. Approximately 1,400 to 1,700 new and relocated trees would be provided. Wherever feasible, specimen trees within the existing ROW or sidewalk shall be preserved or relocated and incorporated into the landscape plan where space permits. Specimen trees removed shall be replaced at a minimum of 1:1 ratio with 36 inch box trees. During the Design/Build phase, the alignment of the dedicated lanes and Busway and placement of elements such as privacy walls, natural drainage, and fences as well as landscape guidelines developed during the Preliminary Engineering will be followed and the project will continue to take into account existing mature trees in the Metro ROW and avoid their removal where possible.

Findings for Impact 4.6.2 The Metro Board finds that although the LPA would potentially impact existing trees located along Canoga Avenue and within the Metro ROW, implementation of mitigation measures would provide for the planting of more trees than currently exist. The landscape plan and guidelines would preserve, relocate, or incorporate existing trees where space permits, which would result in less change to the visual character of the project area. Therefore, with implementation of Mitigation Measure MM 4.6-6, impacts related to visual and aesthetic impacts would be less than significant.

Impact 4.6.3 The construction of the LPA would result in the installation of additional lighting at station areas and along the bikeway. Additional lighting would be limited to 12 feet to 20 feet high lighting poles along the bikeway and lighting of stations similar to the MOL. The impacts of bus headlights on residents along the corridor would be minimal due to planned landscape improvements, fences, walls and other measures. Walls located close to existing mobile homes and their outdoor spaces would reduce access to sunlight and air and impacts would be significant without mitigation. The elevated component of the LPA that has the potential to add significantly to ambient lighting adjacent to mobile homes if lighting is provided on the overpass. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.6.3 The following mitigation measures will be implemented:

MM 4.6-7: To reduce impacts from glare from bus headlights, stations, and park-and-ride lots, landscaping, fences, or walls or other measures shall be provided, designed and placed in such a way as to minimize glare and nighttime light intrusion on residences. A landscape plan, lighting plan and the design of screening features shall consider community input during final design.

MM 4.6-9: The elevated viaduct shall be designed to minimize glare and night-time light intrusion on the mobile homes.

Findings for Impact 4.6.3 The Metro Board finds that although the construction of the LPA would result in light and glare impacts, implementation of mitigation measures would reduce the intrusion onto adjacent light-sensitive residences. Mitigation measures would also reduce the visual contrast and disruption of proposed walls on existing mobile homes and their useable open spaces, as well as provide for adequate light and air for the existing mobile homes and their useable open spaces. Therefore, with implementation of Mitigation Measures MM 4.6-7 and MM 4.6-9, visual and aesthetic impacts would be less than significant.

Impact 4.6.4 Construction of the LPA would result in temporary disruptions to the visual character of the study area. Such disruptions would not include blockage of key views, but could result in visual intrusions, shade and shadow, increase in ambient light levels, and glare during the short period of construction. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.6.4 The following mitigation measure will be implemented:

MM 4.6-10: All construction lighting shall be hooded and shielded to minimize spillover effects and glare. Alternatively, screening and construction fences can be used to shield construction lighting. Lighting shall be directed towards the interior of the construction staging area and shielded so as to avoid or minimize spillover into adjacent residential areas. Construction activities directly adjacent to residential uses shall be limited to day time hours unless required by the City of Los Angeles, Union Pacific Railroad, Amtrak or Metrolink.

Findings for Impact 4.6.4 The Metro Board finds that although the construction lighting required with the LPA would result in temporary disruptions related to visual character, visual intrusions, shade and shadow, light, and glare, the implementation of mitigation measures would reduce these intrusions. Additional lighting would be limited to 12 feet to 20 feet high lighting poles along the bikeway and lighting of stations similar to the MOL. The temporary visual contrast and disruption related to the construction of the LPA would be reduced by the installation of hoods and shield onto construction lighting. Hoods and shields would focus the light beams onto the construction areas and reduce spillover lighting onto light-sensitive uses and other adjacent properties. Limiting construction activities located adjacent to residential uses to day time hours would eliminate the need to utilize construction lighting, which is only needed in the night-time hours. Therefore, with implementation of Mitigation Measure MM 4.6-10, visual and aesthetic impacts related to construction would be less than significant.

TRAFFIC, CIRCULATION & PARKING

Impact 4.7.3 Development of the LPA would result in increased delays on local intersections. Some of the study intersections in the vicinity of the project site would experience a potentially significant increase in delay without mitigation. Nine intersections would be significantly impacted before mitigations. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.7.3 The following mitigation measures will be implemented:

MM 4.7-1: Lassen Street & Owensmouth Avenue. Re-time the existing signal from a 50-second cycle during the peak periods to provide a 90-second cycle length during peak periods. In addition, change the existing permissive phasing on Lassen Street to provide protective phasing for left turns onto Owensmouth Avenue.

MM 4.7-2: Lassen Street & Old Depot Plaza Road. Install a three-phase traffic signal that would provide protective left-turn phasing for buses turning left into the Chatsworth Metrolink Station.

MM 4.7-3: Devonshire Street & Old Depot Plaza Road. Install a two-phase traffic signal.

MM 4.7-4: Canoga Avenue & Vanowen Street. Widen the north leg of the intersection to provide an additional northbound through lane, from one left-turn lane, two through lanes and one right-turn lane to consist of one left-turn lane, three through lanes and one right-turn lane. Re-stripe the Vanowen Street eastbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and one right-turn lane. Re-striping the eastbound approach to accommodate this number of lanes would reduce the width of the Vanowen Street westbound curb-lane. Since Metro Bus 165 stops on the northwest corner of the intersection, this reduction in curb-lane width would produce a traffic blockage every time a bus arrives at the stop (buses arrive every 6-10 minutes during the peak period and every 20 minutes during the off-peak period), but this is not considered a significant impact.

MM 4.7-5: Canoga Avenue & Erwin Street. Change the existing permissive phasing to provide protective phasing for the northbound left turns and the eastbound left turns.

MM 4.7-6: Canoga Avenue & Oxnard Street. Re-stripe the Canoga Avenue southbound approach from one left-turn lane, two through lanes and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and one right-turn lane.

MM 4.7-7: Canoga Avenue & Nordhoff Street. Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and a right-turn lane.

MM 4.7-8: Canoga Avenue & Roscoe Boulevard. Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and a right-turn lane. Additionally, re-stripe Roscoe Boulevard westbound approach from one left-turn lane, two through lanes and one shared through-right-turn lane to consist of one left-turn lane, three through lanes and one right-turn lane.

MM 4.7-9: Canoga Avenue & Saticoy Street. Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and one through/right-turn lane.

MM 4.7-10: Canoga Avenue & Sherman Way. Re-stripe the Canoga Avenue southbound approach from one left-turn lane, one through lane and one shared through-right-turn lane to consist of one left-turn lane, two through lanes and a right-turn lane. Re-stripe the Sherman Way westbound approach to provide an additional shared through-right-turn lane, from one left-turn lane, two through lanes and one right-turn lane to consist of one left-turn lane, two through lanes and one shared through-right-turn lane. To accomplish this, the bus stop for westbound Metro Route 163, located on the northwest corner of the intersection, must be moved further west to allow the third westbound departure lane to be dropped and traffic to merge into two lanes.

Findings for Impact 4.7.3 The Metro Board finds that although the LPA would result in increased intersection delays, mitigation measures would provide for intersection signal timing and phasing and physical intersection configuration changes, such as additional traffic and turning lanes, to reduce impacts. Nine intersections would be significantly impacted before mitigations. The increased easy of traffic circulation, traffic lane capacity, and other improvements would reduce traffic delays and queuing. Therefore, with implementation of Mitigation Measures MM 4.7-1 through 4.7-10, impacts related to traffic delays at local intersections would be less than significant.

Impact 4.7.4: The LPA would have a significant impact on existing Park-and-Ride Lots due to the additional traffic created by transit patrons accessing the stations. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.7.4 The following mitigation measures will be implemented:

MM 4.7-11: Off-street parking adjacent to the Sherman Way station shall be provided to accommodate future park-and-ride demand, including extra demand due to the loss of any existing spaces at the re-configured MOL Canoga Station.

MM 4.7-12: The northern parking lot at the Chatsworth Metrolink Station shall be expanded to replace, at a minimum on a one-for-one basis, the spaces displaced by the bus turn-around on the south parking lot.

Findings for Impact 4.7.4 The Metro Boards finds that although the LPA would significantly impact existing Park-and-Ride Lots in the project area, mitigation measures would replace any affected parking spaces. The provision of off-street parking adjacent to the Sherman Way station and the expansion of the northern parking lot at the Chatsworth Metrolink Station would accommodate any future parking demand, displaced parking spaces due to the reconfiguration of the Canoga Station, and displace parking spaces due to the bus turn-around on the south parking lot (Chatsworth Metrolink Station). Because of the adequate number of off-street parking spaces provided in the mitigation measures, transit patrons would be able to park in these lots instead of parking in adjacent on-street parking spaces. As such, the potential for spillover parking onto adjacent residential or other streets to occur would be prevented. Potential effects on adjacent neighborhood or business on-street parking availability would be reduced. Therefore, with implementation of Mitigation Measures MM 4.7-11 and 4.7-1, impacts related to the existing Park-and-Ride Lots would be less than significant.

Impact 4.7.6 Construction of the LPA has the potential to result in significant construction impacts on traffic circulation. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.7.6 The following mitigation measures will be implemented:

MM 4.7-14: Before the start of construction, Worksite Traffic Control Plans (WTCPs) and Traffic Circulation Plans, including identification of detour requirements, will be formulated in cooperation with the City of Los Angeles and other affected jurisdictions (County, State). The WTCPs will be based on lane requirements and other special requirements defined by the Los Angeles City Department of Transportation (LADOT) for construction within the City and from other appropriate agencies for construction in those jurisdictions. LADOT will provide the contractor with the latest copy of the Requirements of the Contractor and Signs and Legends, to be incorporated into the WTCPs.

MM 4.7-15: No designated major or secondary highway will be closed to vehicular or pedestrian traffic except at night or on weekends, unless approval is granted by LADOT. No collector or local street or alley will be completely closed if such closure would prevent continued local vehicular or pedestrian access to residences, businesses and other establishments. Comprehensive bus rerouting and detour plans will be adopted, if necessary.

MM 4.7-16: Metro and the design/build contractor will develop preferred haul route plans for the removal of excavated material. The haul route plans shall prohibit the use of local residential streets, and avoid utilizing streets on which schools are located. If it is necessary for a potential haul route to

pass a school, trucks shall be prohibited from hauling past the school during normal school hours. The truck haul route plan will distribute the trucks over more than one arterial street route to/from the freeways, but avoid the use of any local residential streets. Hauling operations may occur over more than one shift (not concentrated in an 8-hour period). Haul routes, which must be approved by the City of Los Angeles, will be developed in consultation with and must be approved by the LADOT and the Bureaus of Engineering and Street Services.

Example haul routes for carrying out excavated material are summarized below.

- Canoga Avenue south to 101 Freeway
- Canoga Avenue north and east to De Soto Avenue and north to SR-118

MM 4.7-17: Metro will coordinate with other major construction projects within a 1-mile radius of the construction site to avoid, to the maximum extent practicable, overlapping haul routes with other public or private construction projects.

MM 4.7-18: Prior to initiating construction, Metro will develop and adopt a site-specific parking plan that identifies construction worker parking restrictions and replacement parking for any substantial quantity of on-street parking lost during construction, subject to consultation with LADOT.

MM 4.7-19: The City of Los Angeles will provide to the contractor the latest versions of Requirements of the Contractor and Signs and Legends, which will be incorporated into the construction contract and used in developing all WSTCPs.

MM 4.7-20: Contractors shall notify property owners, residences, and businesses of major construction activities (e.g., utility relocation/disruption and re-routing of delivery trucks).

MM 4.7-21: Contractors shall coordinate with local businesses and residents to provide advanced notification of traffic detours and delays, and potential utility disruptions associated with construction.

MM 4.7-22: Contractors shall use temporary special signage to inform customers that merchants and other businesses directly affected by construction are open. The signage shall include closure information in advance of any future temporary closure. Signage shall also provide special access directions, if warranted.

MM 4.7-23: Contractors shall be required to have all employees park off-street or on-street at Metro-approved locations to minimize the loss of commercial parking.

MM 4.7-24: Unless required by WSTCPs, construction activities shall be sequenced to minimize the temporary removal of multiple blocks of on-street parking at one time, which would make various on-street parking spaces available in an area under construction for a period of time.

MM 4.7-25: Prior to initiating construction, staging/detour plans will be reviewed by emergency response personnel (i.e. Fire Department).

<u>Findings for Impact 4.7.6</u> The Metro Boards finds that although the LPA would result in temporary traffic circulation impacts during the construction phase, mitigation measures would reduce impacts. Various traffic control plans, adherence to detour requirements, haul route plans, construction parking plans, coordination with other construction projects in the project area, special signage, notification of adjacent property owners, construction activity sequencing, and other

measures would reduce potential traffic delays, hazards, and impacts during the construction phase. All parties involved in the construction phase of the project, as well as the general public in the project area, would be aware of the temporary construction activities taking place. Therefore, with implementation of Mitigation Measures MM 4.7-14 through 4.7-25, construction-related traffic circulation impacts would be less than significant.

AIR QUALITY

Impact 4.8.5 The LPA could emit a substantial amount of toxic air contaminants (TACs) as a result of the presence of hazardous materials in the Metro ROW. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.8.5 The following mitigation measures will be implemented:

MM 4.8-9: Construction contractors shall comply with SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities). The requirements for demolition activities include asbestos surveying, notification, asbestos-containing material (ACM) removal procedures and time schedules, ACM handling and clean-up procedures, and storage, disposal, and landfilling requirements for asbestos-containing waste materials.

MM 4.8-10: Construction contractors shall prepare a project-specific Lead Compliance Plan to prevent or minimize worker exposure to lead while handling material containing aerially deposited lead. The Lead Compliance Plan shall contain the elements listed in Title 8, California Code of Regulations, Section 1532.1(e)(2)(B). Before submission to the Engineer, the Lead Compliance Plan shall be approved by an Industrial Hygienist certified in Comprehensive Practice by the American Board of Industrial Hygiene. The plan shall be submitted to the Engineer for review and acceptance at least 15 days prior to beginning work in areas containing aerially deposited lead.

Findings for Impact 4.8.5 The Metro Board finds that although the LPA would potentially contribute to hazardous materials identified within or near the Metro ROW becoming airborne and resulting in TAC exposure, mitigation measures would reduce these effects. Compliance with SCAQMD Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities) would reduce the amount of airborne hazardous materials by properly handling and disposing of ACMs, resulting in reduced TAC exposure. The Lead Compliance Plan would also reduce the amount of airborne hazardous materials by properly handling and disposing of materials containing aerially deposited lead, resulting in reduced TAC exposure. Therefore, with implementation of Mitigation Measures MM 4.8-9 and 4.8-10, impacts related to TAC exposure would be less than significant.

NOISE & VIBRATION

Impact 4.9.3 Operation of the LPA could significantly increase ambient noise levels as a result of buses traveling along the Metro ROW. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.9.3 The following mitigation measures will be implemented:

MM 4.9-10: New buses intended for use in the corridor shall be equipped with the most effective commercially available mufflers.

MM 4.9-11: The sound path of the speakers for the passenger information systems shall be directed downward and away from sensitive receptors.

MM 4.9-12: Sound emitted from the speakers shall not exceed the ambient sound level at the proposed stations by more than ten dBA.

[1]MM4.9-14: A wall with a minimum height of 8 feet shall be constructed along the western property line of the Chatsworth Mobile Home Park. The wall shall be installed along the western perimeter of the property. To break the line-of-sight between the bus lanes on Canoga Avenue and the mobile homes at the Chatsworth Mobile Home Park, the wall shall be extended from the northernmost mobile home to the Browns Canyon Wash to the south. The installation of the wall shall be coordinated with the applicable public agencies. Metro has also agreed to provide walls along the other mobile home parks on the east side of the Metro right-of-way, south of Parthenia Street.

MM 4.9-15: In order to eliminate the potential 1 to 2 dBA noise increase, it is recommended that the side of the elevated grade separation facing the Chatsworth Mobile Home Park be constructed with noise reducing material.

Findings for Impact 4.9.3 The Metro Board finds that although the LPA would result in significant operational noise impacts, mitigation measures would reduce operational noise levels. The utilization of mufflers would reduce operational noise from bus engines as they accelerate. Speakers for the passenger information systems would be installed to be directed downward, away from any adjacent sensitive receptors and would not increase ambient sound levels by more than ten dBA. The reimbursement of multi-family residential uses north of Lassen Street who retrofit and the purchase of noise easements from affected property owners would indirectly reduce operational noise impacts. Adjacent sensitive receptors, including mobile home park residents, would not be significantly affected by project-related operational noise with the installation of walls. Therefore, with implementation of Mitigation Measures MM 4.9-10 through 4.9-15, operational noise impacts would be less than significant.

Impact 4.9.5 The LPA could result in a significant cumulative noise impact. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.9.5 The following mitigation measures will be implemented:

Mitigation Measures MM 4.9-10 and MM 4.9-15 listed above under Impact 4.9.3 would reduce cumulative noise impacts.

Findings for Impact 4.9.5 The Metro Board finds that although the LPA, in conjunction with other projects in the area, would result in significant cumulative noise impacts, mitigation measures would reduce noise levels. The utilization of mufflers would reduce operational noise from bus engines as they accelerate. Speakers for the passenger information systems would be installed to be directed downward, away from any adjacent sensitive receptors and would not increase ambient sound levels by more than ten dBA. The reimbursement of multi-family residential uses north of Lassen Street who retrofit and the purchase of noise easements from affected property owners would indirectly reduce operational noise impacts. Adjacent sensitive receptors, including mobile home park residents, would not be significantly affected by project-related operational noise with the installation of walls. Therefore, with implementation of Mitigation Measures MM 4.9-10 through 4.9-15, cumulative noise impacts would be less than significant.

[1] This measure is not required to mitigate noise impacts, however, Metro has agreed to construct a wall adjacent to the three mobile home parks.

GEOLOGY, SOILS & SEISMICITY

Impact 4.10.1 The LPA could expose people or structures to potentially significant adverse effects from surface rupture of an earthquake fault. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.10.1 The following mitigation measure will be implemented:

MM 4.10-1: A geological study shall be performed during the final design of any proposed grade separation structures located within the fault study area. The results of the geotechnical studies shall be incorporated in the final design of the structure.

Findings for Impact 4.10.1 The Metro Board finds that although the LPA may expose people or structures to adverse effects resulting from the surface rupture of an earthquake fault, the completion and implementation of geotechnical studies would reduce impacts. The evaluation and implementation of the geotechnical study recommendations, which would occur during final design, would ensure that proposed grade separations located within the fault study area are constructed properly to withstand potential fault rupture. This would reduce the risk of exposure of people or structures to the adverse effects from surface rupture of an earthquake fault. Therefore, with implementation of Mitigation Measures MM 4.10-1, impacts related to earthquake fault rupture would be less than significant.

Impact 4.10.2 The project could expose people or structures to significant adverse effects from strong seismic ground shaking. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.10.2 The following mitigation measures will be implemented:

MM 4.10-2: A geotechnical investigation shall be performed during final design. The investigation shall include collection of site specific soil samples, laboratory testing, engineering analyses, and recommendations for final design.

MM4.10-3: During the investigation noted in MM 4.10-2, the magnitude of the strong ground shaking shall be confirmed and acceleration response spectra recommended for design seismic events in accordance with the latest editions of Metro, American Railway Engineering and Maintenance-of-Way Association (AREMA), Caltrans code, and California Building codes. The structural design shall then incorporate these findings in accordance with the applicable codes to maintain structural integrity during seismic events.

Findings for Impact 4.10.2 The Metro Board finds that although the LPA may expose people or structures to adverse effects resulting from strong seismic ground shaking, the completion of geotechnical investigations would reduce impacts. The geotechnical investigation, including soil sampling and testing, engineering analyses, ground shaking and acceleration testing, would result in recommendations that would protect people and structures by constructing the LPA with the structural integrity required with the geotechnical characteristics of the project area. Therefore, with implementation of Mitigation Measures MM 4.10-2 through MM 4.10-3, impacts related to seismic ground shaking would be less than significant.

Impact 4.10.3 The LPA could expose people or structures to potentially significant adverse effects from liquefaction-induced ground failures. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.10.3 The following mitigation measures will be implemented:

MM 4.10-4: The geotechnical investigation noted in MM 4.10-2 shall include evaluation of site specific liquefaction potential in accordance with California Geological Survey's (CGS) Special Publication 117 for all planned structures that lie within the liquefaction zone.

MM 4.10-5: For lightly loaded structures such as bus stops, canopies, and walls if MM 4.10-4 indicates that the likely effect of liquefaction is increased settlement and not collapse then incorporate geotechnical and/or structural methods to mitigate the effects of liquefaction on the foundations during final design. The geotechnical mitigation methods may range from recompaction of the upper material to provision of a mechanically stabilized earth (MSE) foundation system. The structural mitigation methods may range from planning for repairs/ maintenance after a seismic event to supporting the improvements on mat foundation or interconnected beam foundations to tolerate the anticipated seismic settlement without collapse.

MM 4.10-6: For grade separation structures, if MM 4.10-4 indicates liquefaction potential, then incorporate structural design to mitigate effects of liquefaction or perform geotechnical ground improvement to mitigate liquefaction potential. The structural design will likely include pile foundations that extend below the potentially liquefiable layers. The foundation design should incorporate the effects of liquefaction induced down drag on axial pile capacity and reduced lateral resistance from liquefied soils. The ground improvement methods may range from stone columns in non-contaminated areas to compaction grouting in contaminated areas.

Findings for Impact 4.10.3 The Metro Board finds that although the LPA may expose people or structures to adverse effects resulting from liquefaction-induced ground failures, the completion of geotechnical investigations and structural mitigation would reduce impacts. The geotechnical investigation, including the evaluation of liquefaction potential, would result in recommendations that would protect people and structures by constructing the LPA with the structural integrity required with the geotechnical characteristics of the project area. The implementation of structural mitigation methods would ensure that proposed bus stops, canopies, walls, and grade separation structures would not collapse during a seismic event due to liquefaction-induced ground failures. Also, these structures would be repaired after a seismic event. Therefore, with implementation of Mitigation Measures MM 4.10-4 through MM 4.10-6, impacts related to liquefaction-induced ground failure would be less than significant.

Impact 4.10.4 The LPA would expose people or structures to less than significant adverse effects from landslides. No mitigation is required, although mitigation is recommended.

Mitigation Measures for Impact 4.10.4 Mitigation Measures MM 4.10-2 and MM 4.10-7 are recommended to reduce instability of new slopes during seismic conditions.

MM 4.10-7: Perform slope stability analyses for the planned abutment slopes at the grade separation structures at Los Angeles River and Lassen Street considering seismic ground shaking and liquefaction potential. If analyses indicate a factor-of-safety (FS) less than 1.1 for pseudo-static conditions or FS less than 1.3 for post-earthquake conditions, deformation analyses should be performed and its effects on the foundations should be evaluated. If the foundations cannot tolerate the estimated deformations, the slope inclinations will have to be revised (to be shallower) such that the minimum FS values noted above are met.

Findings for Impact 4.10.4 The Metro Board finds that although the LPA may expose people or structures to adverse effects resulting from landslides, the completion of slope stability and deformation analyses would reduce impacts. These analyses would assess the level of safety associated with the planned abutment slopes at the grade separation structures at Los Angeles River

and Lassen Street and recommend any design modifications needed for the foundations. These analyses would result in recommendations that would protect people and structures by constructing the abutment slopes to properly withstand the effects of landslides. Therefore, with implementation of Mitigation Measures MM 4.10-7, impacts related to landslides would be less than significant.

Impact 4.10.10 The LPA would have less than significant impacts on geologic resources during construction. No mitigation is required, although measures are recommended.

Mitigation Measures for Impact 4.10.10 The following mitigation measures will be implemented:

MM 4.10-8: Implementing industry standard storm water pollution control Best Management Practices would reduce soil erosion to a less than significant or adverse level. Erosion control measures that shall be implemented as part of Best Management Practices would include the placement of sandbags, use of proper grading techniques, appropriate sloping, and covering or stabilizing topsoil stockpiles. Construction industry standard storm water Best Management Practices are provided in the State of California Storm Water Best Management Practice Handbook, Construction Activity.

MM 4.10-9: Discoveries of undocumented wells or dry holes during construction activities must be reported to the City of Los Angeles and the California Division of Oil, Gas and Geothermal Resources (DOGGR). Any wells or dry holes uncovered must be plugged and abandoned in accordance with current DOGGR regulations.

MM 4.10-10: Any groundwater that is encountered during foundation installation should be contained and disposed of off-site appropriately.

Findings for Impact 4.10.10 The Metro Board finds that although the LPA may impact geological resources during the construction phase, mitigation would reduce impacts. The implementation of Best Management Practices such as the placement of sandbags and the covering of topsoil stockpiles would reduce soil erosion and storm water pollution by keeping soil on the construction site or transporting the soil properly. Therefore, with implementation of Mitigation Measures MM 4.10-8 through MM 4.10-10, impacts related to geologic resources during construction would be less than significant.

HAZARDOUS MATERIALS

Impact 4.11.1 The LPA is located on land that is known to contain hazardous materials and as a result could create a hazard to the public or environment. Impacts would be significant without mitigation.

Mitigation Measures for Impact 4.11.1 The following mitigation measures will be implemented:

MM 4.11-1: A Phase II investigation shall be performed at proposed bus stops along Canoga Avenue at Sherman Way, Nordhoff, Roscoe, and at the Chatsworth Metrolink station. Soil borings shall be performed at locations where earthwork is planned for construction of bus stops. Soil sampling shall include environmental screening for contamination by visual observations and field screening for volatile organic compounds with a photoionization detector (PID). The soils shall be tested for arsenic and lead. Based on field screening, soil samples shall be analyzed for the suspected chemicals by a laboratory certified by the State of California Department of Health Services.

MM 4.11-2: Railroad ties stored for reuse or removed during construction excavation are presumed treated with preservatives and thereby subject to Title 22 Alternative Management Standards for Treated Wood Waste (TWW).

MM 4.11-3: On the previous Metro Orange Line project from the North Hollywood Station to the Canoga Park and Ride Station, Metro and the California Department of Toxic Substance Control (DTSC) agreed on a plan for handling soils with elevated levels of arsenic. The DTSC calculated an action level for arsenic to be 50 ppm. Soils with arsenic levels above 50 ppm were removed and disposed of off-site according to State disposal guidelines. Soils with arsenic between 11 and 50 ppm were considered as having elevated levels of arsenic and were required to be managed to prevent migration of arsenic to water supplies as well as exposure to humans. A similar agreement between Metro and DTSC establishing thresholds for removal and management of soils with elevated levels of arsenic is anticipated for this project based on the soil condition in the Project area. To evaluate the presence and extent of arsenic in the near surface soils, a Phase II investigation shall be performed where earthwork is planned.

MM 4.11-4: Yellow thermoplastic paint markings on the pavement should be evaluated for lead and other heavy metals such as chromium before disposal.

MM 4.11-5: Excavated soils with lead above a total threshold limit concentration (TTLC) above 1,000 ppm and/or soluble threshold limit concentration (STLC) above 5 mg/l are considered hazardous. Metro plans to coordinate with DTSC to have a site specific background level for the project and a plan for handling soils with elevated levels of lead. To evaluate the presence and extent of lead in the near surface soils, a Phase II investigation shall be performed where earthwork is planned.

MM 4.11-6: Soils with petroleum hydrocarbons or hazardous constituents exceeding cleanup levels provided by California Regional Water Quality Control Board (RWQCB) and/or Department of Toxic Substances Control (DTSC) shall be remediated or disposed of offsite according to State guidelines.

MM 4.11-7: Metro must make allowances for future groundwater monitoring wells to be installed by Pratt & Whitney at the Canoga Park-and-Ride Station, if required.

MM 4.11-8: To evaluate evidence of hazardous substances, unlabeled drums, and petroleum hydrocarbons observed during the Phase I investigation, a Phase II investigation shall be performed where earthwork is planned between 7000 and 7900 Canoga Avenue. Sufficient borings shall be preformed to estimate the lateral extent and levels of contamination. Soil sampling shall include environmental screening for contamination by visual observations and field screening for volatile organic compounds with a photo ionization detector (PID). Based on field screening, soil samples shall be analyzed for the suspected chemicals by a laboratory certified by the State of California Department of Health Services.

MM 4.11-9: To evaluate for the presence of deeper soil contamination and volatile organic compounds (VOC) in groundwater at grade separation excavations, soils borings and groundwater monitoring wells shall be installed. Soil sampling shall include environmental screening for contamination by visual observations and field screening for volatile organic compounds with a PID. Based on field screening, soil samples shall be analyzed for the suspected chemicals by a certified laboratory. Groundwater samples should be analyzed for VOC.

MM 4.11-10: Groundwater removed for construction purposes with VOC above State and Federal Maximum Contaminant Levels for drinking water shall be treated or disposed according to applicable State guidelines.

MM 4.11-11: Buildings that will be demolished shall have a comprehensive asbestos containing materials (ACM) inspection prior to demolition. ACM that may be identified as present in any building to be demolished, including the building material debris observed at the waste transfer facility between Vanowen Street and Sherman Way shall be tested and properly disposed.

MM 4.11-12: At 6969 Deering Avenue, 7001 Deering Avenue, and 7101/7119 Deering Avenue, a Phase II investigation shall be performed consisting of surveying the lots to assess for potentially unknown remaining underground storage tanks.

MM 4.11-13: At 21350 Sherman Way groundwater monitoring shall continue until the case is closed by RWQCB.

Findings for Impact 4.11.1 The Metro Board finds that although the LPA could create a hazard to the public or environment because the project is located on land that is known to contain hazardous materials, mitigation would reduce impacts. The completion of Phase I and II Investigations, including soil borings, installation of groundwater monitoring wells, and comprehensive ACM inspections would prevent the exposure of people to hazardous materials. The results of the studies and inspections would be implemented and considered in the design and construction of the proposed project, resulting in reduced impacts. Also, coordination with the DTSC and RWQCB, as well as compliance with all applicable State and local regulations for the handling and monitoring of potentially hazardous materials would ensure that people are not exposed to a significant levels of toxins, which may exist in hazardous materials. Therefore, with implementation of Mitigation Measures MM 4.11-1 through MM 4.11-13, impacts related to hazardous materials would be less than significant.

WATER RESOURCES

Impact 4.12.1 Construction or operation of the LPA could result in violations of any water quality standards or waste discharge requirements. Impacts would be less than significant with mitigation.

Mitigation Measures for Impact 4.12.1 The following mitigation measures will be implemented:

MM 4.12-1: Runoff from parking lots (MOL Canoga Station, Sherman Way Station, and Chatsworth Metrolink Station) shall be treated, as required by Standard Urban Storm Water Mitigation Plan (SUSMP), prior to discharging into existing storm drain systems. Stormceptor® units have been installed as post-construction treatment control Best Management Practices (BMPs) at the existing MOL Canoga Station. These units shall continue to be used for the modified parking area and additional BMP treatments, per present day design options allowed by the California Regional Water Quality Control Board, will be added at the new Sherman Way Station and existing Chatsworth Metrolink Station. At the Canoga Station, the design must make accommodations for installation of groundwater monitoring wells, if wells are required to address contamination from the Pratt & Whitney site.

MM 4.12-2: Where sufficient area is available, runoff shall be collected in roadside vegetated swales and directed to existing curb and gutter or storm drains on Canoga Avenue. In other areas, runoff shall be collected in gutters and directed to the storm drain systems on Canoga Avenue. Swale design shall be coordinated with mitigations for potential arsenic and lead in soils.

MM 4.12-3: Prepare SUSMP in accordance with the Los Angeles Municipal Storm Water permit to address construction and operational impacts. The SUSMP shall identify post-development peak

runoff, conserve natural areas, minimize storm water pollutants, protect slopes and channels, and post-construction BMPs and other items as required by the permit.

MM 4.12-4: Develop Storm Water Pollution Prevention Plan (SWPPP) that complies with National Pollutant Discharge Elimination System (NPDES) requirements from California State Water Resources Control Board (SWQCB). Construction shall be in compliance with this permit.

Findings for Impact 4.12.1 The Metro Board finds that although the construction and operation of the LPA could violate water quality standards or waste discharge requirements, mitigation would reduce impacts. The collection and treatment of runoff water near stations and the installation of groundwater monitoring wells, in compliance with the SUSMP and Best Management Practices, would result in a reduced amount of polluted runoff in local storm drains and ensure that groundwater does not become contaminated. The preparation of a SUSMP in accordance with the Los Angeles Municipal Storm Water permit, would prevent a substantial increase in storm water pollution and implement post construction Best Management Practices, which would water resources in the project area. A decrease in parking area and commercial/industrial development within the ROW would also be beneficial to water quality. Therefore, with implementation of Mitigation Measures MM 4.12-1 through MM 4.12-4, water quality impacts would be less than significant.

Impact 4.12.3 The LPA could substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in substantial erosion or siltation on- or off-site or result in flooding on- or off-site. Impacts would be less than significant with mitigation.

Mitigation Measures for Impact 4.12.3 The following mitigation measure will be implemented:

MM 4.12-5: Small detention/infiltration basins shall be provided as-needed within the ROW, including in park-and-ride lots at Canoga, Sherman Way, and Chatsworth Metrolink Stations, to reduce peak flow and runoff volumes to pre-project conditions.

Findings for Impact 4.12.3 The Metro Board finds that although the LPA would substantially alter the existing drainage pattern of the site or area or substantially increase the rate or amount of surface runoff resulting in erosion, siltation, or flooding, mitigation would reduce impacts. The installation of small detention/infiltration basins in order to channel runoff water within the Metro ROW and at several stations, would result in a reduced amount of runoff traveling on impervious surfaces, therefore, ensuring a reduction in the alteration of a river or stream and associated erosion or siltation. With implementation of Mitigation Measure MM 4.12-5, less-than-significant impacts related to water resources would occur.

Impact 4.12.4 The LPA could create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant with mitigation.

Mitigation Measures for Impact 4.12.4 Mitigation Measures MM 4.12-1 through MM 4.12-4 listed under Impact 4.12.2 will be implemented.

Findings for Impact 4.12.4 The Metro Board finds that although the LPA may potentially create or contribute runoff water, which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff, impacts would be reduced with mitigation measures. The collection and treatment of runoff water near stations and the installation

of groundwater monitoring wells, in compliance with the SUSMP and Best Management Practices, would result in a reduced amount of polluted runoff in local storm drains and ensure that groundwater does not become contaminated. The preparation of a SUSMP in accordance with the Los Angeles Municipal Storm Water permit, would prevent a substantial increase in storm water pollution and implement post construction Best Management Practices, which would water resources in the project area. Therefore, with implementation of Mitigation Measures MM 4.12-1 through MM 4.12-4, impacts related to water runoff would be less than significant.

Impact 4.12.5 The LPA could substantially degrade water quality by increasing the amount of impervious area and increasing runoff. Impacts would be less than significant with mitigation.

Mitigation Measures for Impact 4.12.5 Mitigation Measures MM 4.12-1 through MM 4.12-4 listed under Impact 4.12.2 will be implemented.

Findings for Impact 4.12.5 The Metro Board finds that although the LPA may substantially degrade water quality, impacts would be reduced with mitigation measures. The collection and treatment of runoff water near stations and the installation of groundwater monitoring wells, in compliance with the SUSMP and Best Management Practices, would result in a reduced amount of polluted runoff in local storm drains and ensure that groundwater does not become contaminated. The preparation of a SUSMP in accordance with the Los Angeles Municipal Storm Water permit, would prevent a substantial increase in storm water pollution and implement post construction Best Management Practices, which would water resources in the project area. Therefore, with implementation of Mitigation Measures MM 4.12-1 through MM 4.12-4, impacts related to water quality would be less than significant.

BIOLOGICAL RESOURCES & ECOSYSTEMS

Impact 4.13.5 The LPA would require the removal of a small number of planted trees. These trees do not have special regulatory status as rare or sensitive. Removal of trees or other construction activities, however, could affect native birds and their nests and conflict with the Migratory Bird Treaty Act and similar laws in the California Fish and Game Code protecting native bird species. Impacts would be less than significant with mitigation.

Mitigation Measures for Impact 4.13.5 The following mitigation measures will be implemented:

MM 4.13-1: Any grading or removal of native or non-native vegetation for the project shall be conducted outside the core nesting season for native birds in the project area, which is 01 March through 31 August. If such activities cannot be so restricted, a pre-construction nesting bird survey shall be conducted. The survey shall begin 30 days prior to disturbance of suitable nesting habitat and consist of weekly survey visits by a qualified biologist with experience in conducting breeding bird surveys and with the birds of the project region, to detect any nesting by protected species in or within 100 feet (300 feet for raptors) of disturbance areas, as access to adjacent areas allows. Survey visits will continue on a weekly basis with the last visit being conducted no more than 3 days prior to the initiation of relevant project disturbance. If the nest of a protected native bird is found, the project proponent will delay all potentially disturbing activities within 100 feet (300 feet for raptors) of the nest until the biologist has determined that the nest is no longer in active use by protected species. Limits of construction to avoid a nest should be established in the field in an easily observed manner, such as with flagging and stakes or construction fencing. Construction personnel will be instructed on the sensitivity of the area. The biologist will map and record information, including nest locations (avoiding activities which may themselves cause nest abandonment or failure, such as directly accessing or standing at the nest), species, status, and date, and report all relevant

information within 48 hours to relevant project personnel and resource agency personnel. The distance of 100 feet (300 feet for raptors) is based on tolerance for project activities for native birds in an existing, urban setting, but can be increased to 500 feet for raptors (300 feet for other protected species) if appropriate to prevent conflict with existing laws in the judgment of the biologist.

MM 4.13-2: All trees removed must be replaced in accordance with applicable guidelines.

Findings for Impact 4.13.5 The Metro Board finds that although the LPA may affect native birds and their nests due to the removal of a small number of planted trees, impacts would be reduced with mitigation measures. The removal of trees in accordance with applicable regulations would ensure that any protected trees are properly removed and/or replaced, maintaining the visual character of the project area. The removal of trees outside the core nesting season for native birds in the project area, which is March 1st through August, 31st would ensure that native birds nesting in the trees would not be affected by the project. In the event that the removal of the trees must occur during the core nesting season, the pre-construction survey conducted by a qualified biologist would assess the location and number of trees that may potentially contain active nests, which would be protected. The tracking of the locations of active nests and coordination with applicable resource agency personnel would assist the qualified biologist in making informed recommendations regarding the protection of protected bird species in conjunction with case-by-case adjustments to the construction schedule. Therefore, with implementation of Mitigation Measures MM 4.13-1 and MM 4.13-2, impacts related to biological resources would be less than significant.

SAFETY & SECURITY

Impact 4.15.4 The LPA has the potential to have significant construction impacts on safety and security as a result of detours, street closures, and increase traffic at intersections. Impacts would be less than significant with mitigation.

Mitigation Measures for Impact 4.15.4 The following mitigation measure will be implemented:

MM 4.15-1: To further minimize impacts to schools, students, and active pedestrian communities, the following will be implemented:

- Emergency services providers and school officials will be consulted regarding the construction process to reduce intrusiveness of the construction process and provide for continuing two-way communication throughout the construction period.
- School officials will be consulted in order to ensure maintenance of safe student walk routes and access for passenger vehicles and school buses.
- Flag men will be provided during intersection modifications in active pedestrian communities. Crossing guards or flag men will be provided at active construction sites in proximity to schools and where school pedestrian routes cross construction areas.
- Construction scheduling and haul routes will be sequenced to minimize conflicts with pedestrians, school buses and vehicular traffic during arrivals and dismissals on school days.

Findings for Impact 4.15.4 The Metro Board finds that although the LPA has the potential to significantly affect safety and security in the project area during the construction phase, impacts would be reduced with mitigation measures. Metro consultation and ongoing communication with emergency service providers and school officials during the construction phase would prevent any unforeseen safety or security issues from arising and would protect students, pedestrians, as well as vehicular and school bus access to local schools. The location of flag men or crossing guards at intersections near active pedestrian communities, schools, and school pedestrian routes would

ensure a safe pedestrian environment during the construction phase. The sequencing of construction scheduling and haul routes to minimize conflicts with pedestrians, school buses and vehicular traffic during arrivals and dismissals on school days would prevent safety hazards and accidents from occurring during the construction phase. The safety and security impacts on local schools, students, and active pedestrian communities would be reduced. Therefore, with implementation of Mitigation Measures MM 4.15-5, impacts related to safety and security would be less than significant.

5.0 SIGNIFICANT EFFECTS THAT ARE NOT MITIGATED TO A LESS-THAN-SIGNIFICANT LEVEL

The Final EIR identified the following significant or potentially significant construct-phase-related impacts, as described below, that cannot be mitigated to a less-than-significant level, despite the implementation of mitigation measures or selection of alternatives to reduce these impacts. As stated in CEQA Guidelines Section 15091, the Metro Board finds that "Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible . . . mitigation measures or project alternatives" identified in the Final EIR. The Metro Board further finds that the project has been designed in a manner that reduces impacts to the maximum extent reasonably feasible, while achieving the specific economic, legal, social and technological benefits intended to be provided in the Canoga Transportation Corridor study area.

- Construction - Noise. The Final EIR discloses that during the construction phase of the LPA mitigated noise levels would still exceed the five-dBA significance threshold at seven sensitive receptors. As such, the LPA would result in a significant and unavoidable construction noise impact that cannot be mitigated to less-than-significant level.

- Construction - Air Quality. $PM_{2.5}$ and PM_{10} emissions from the construction of the LPA will cause temporary significant air quality impacts that cannot be mitigated to less-than-significant levels. Even after implementation of mitigation measures, the $PM_{2.5}$ and PM_{10} emissions generated in the site preparation/demolition, grading, and construction phases will still exceed South Coast Air Quality Management District daily emissions $PM_{2.5}$ and PM_{10} thresholds.

POPULATION, HOUSING & ENVIRONMENTAL JUSTICE

Impact 4.3.6 Due to residual impacts for construction air quality and noise, the LPA would have significant and unavoidable impact related to population, housing and environmental justice even with mitigation.

Mitigation Measures for Impact 4.3.6 Mitigation Measures MM 4.7-14 through MM 4.7-25 listed under Impact 4.7.6 for Traffic, Circulation & Parking, Mitigation Measures MM 4.8-1 through MM 4.8-10 listed under Impact 4.8.2 for Air Quality, and Mitigation Measures MM 4.9-1 through MM 4.9-7 listed under Impact 4.9.1 for Noise & Vibration will be implemented.

AIR QUALITY

Impact 4.8.2 Based on localized emission calculations, the LPA would result in a significant and unavoidable localized air quality construction impacts even with mitigation.

Mitigation Measures for Impact 4.8.2 The following mitigation measures will be implemented:

MM 4.8-1 through MM 4.8-8 would reduce localized PM2.5 and PM10 fugitive dust emissions for the Canoga On-Street Dedicated Bus Lanes and the Canoga Busway Alternatives.

MM 4.8-1: Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.

MM 4.8-2: Track-out shall not extend 25 feet. or more from an active operation, and track-out shall be removed at the conclusion of each workday. To reduce track-out, the construction contractor shall

remove bulk materials from tires and vehicle undercarriages before vehicles exit the project site through the use of at least one of the measures set forth in the South Coast Air Quality Management District Rule 403 Section (d)(5).

MM 4.8-3: All haul trucks hauling soil, sand, and other loose materials shall maintain at least six inches of freeboard in accordance with California Vehicle Code Section 23114.

MM 4.8-4: All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).

MM 4.8-5: Traffic speeds on unpaved roads shall be limited to 15 miles per hour.

MM 4.8-6: Operations on unpaved surfaces shall be suspended when winds exceed 25 miles per hour.

MM 4.8-7: Heavy equipment operations shall be suspended during first and second stage smog alerts.

MM 4.8-8: On-site stock piles of debris, dirt, or rusty materials shall be covered or watered at least twice per day.

NOISE & VIBRATION

Impact 4.9.1 Construction activity would significantly increase ambient noise levels through the use of heavy-duty construction equipment. The LPA would result in significant and unavoidable construction noise impacts even with mitigation.

Mitigation Measures for Impact 4.9.1 The following mitigation measures will be implemented:

MM 4.9-1: Metro will require construction contractors to equip construction equipment with the most effective locally available mufflers, along with any other suitable noise attenuation devices.

MM 4.9-2: In noise sensitive areas, the construction contractor shall work with Metro to select construction processes and techniques that create the lowest noise levels. These techniques include, but are not limited to, the mixing of concrete off-site instead of on-site, using hydraulic tools instead of pneumatic tools, and using quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than track equipment).

MM 4.9-3: Metro will ensure that equipment staging areas and rock crushing operations for recycling concrete and asphalt rubble are located as far as possible from sensitive receptors along the project corridor.

MM 4.9-4: Metro will require that construction contractors limit construction activities that generate loud noise levels to daytime hours, including construction activities that generate loud noise levels for short periods of time. Example restrictions include limiting the use of jackhammers and other pneumatic impact devices and restricting construction in residential areas to daytime hours. Metro shall have the ability to require the construction contractor to enforce additional noise reduction measures to minimize construction noise levels during the evening and nighttime hours. Metro shall also have the ability to limit certain types of construction activities to the daytime hours.

MM 4.9-5: Metro will coordinate with the City of Los Angeles Department of Transportation to conduct sandblasting during the daytime hours rather than during the evening and nighttime hours.

MM 4.9-6: Metro shall develop specific noise limits at noise sensitive areas to be included in the construction specifications and require that construction contractors perform noise monitoring during construction to verify compliance with the limits. Metro shall have the ability to require construction contractors to enforce noise reduction measures to ensure that noise levels at noise sensitive areas are minimized.

MM 4.9-7: Metro will require that construction contractors minimize the use of backup alarms. Potential techniques that Metro can require construction contractors to enforce include designing construction sites to minimize the need for backup alarms (subject to approval by safety regulatory agencies); use strobe lights in place of backup alarms at night (subject to approval by safety regulatory agencies); use of flagmen to keep the area behind maneuvering vehicles clear; and use self-adjusting, ambient-controlled backup alarms to adjust the alarm loudness up and down depending on ambient noise levels.

MM 4.9-8: Metro will require the construction contractor to establish a "noise disturbance coordinator." The disturbance coordinator shall be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would be required to implement reasonable measures such that the complaint is resolved. All signs posted at the construction site shall list the telephone number for the disturbance coordinator. Metro shall have the ability to require the construction contractor to enforce additional noise reduction measures to minimize construction noise levels.

MM 4.9-9: If required to mitigate significant noise impacts as defined in the DEIR, Section 4.9.3, Metro will require the construction contractor to install temporary sound barriers (e.g., soundwall or sound blankets) between the construction site and sensitive receptors. Metro will determine the type, length, and height of the sound barriers that would be used, if required to mitigate significant noise impacts as defined in Section 4.9.3 of the DEIR, Metro will require the construction contractor to place portable sound blankets around sandblasting and jackhammering operations. The sound barriers shall break the line-of-sight between the construction equipment on the construction site and the sensitive receptors.

6.0 EFFECTS DETERMINED NOT TO BE SIGNIFICANT OR LESS THAN SIGNIFICANT

The Metro Board finds that, based upon substantial evidence in the record, the following impacts associated with the LPA are less than significant, and no mitigation is required.

LAND USE & DEVELOPMENT

Impact 4.1.4 Construction of the LPA would result in temporary disruptions to the existing land use in the area, however the land use impacts related to construction would not be significant. No additional mitigation measures for land use are required other than traffic congestion, access, parking, and air quality listed in Sections 4.7 through 4.9.

Findings for Impact 4.1.4 Construction of the LPA would occur within Metro ROW and intersecting streets, where it would be compatible with surrounding industrial/commercial nature of the area, typically south of Roscoe Boulevard. Along some portions of the alignment, construction would occur near residential neighborhoods. Although construction activities would be located within Metro ROW, construction activities would be incompatible with these residential uses due to increased traffic congestion, noise and vibration, and decreased visual quality. However, these impacts would be mitigated as discussed in Sections 4.6 through 4.9 of the Final EIR. Access to the neighborhoods or retained leases may be detoured for short period of time during construction, but access would continue to be available. Impacts related to construction of the proposed project would be temporary and have no significant land use impacts from construction with implementation of mitigation measures required in other Sections of the Final EIR. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

LAND ACQUISITION, RELOCATION AND DISPLACEMNT

Impact 4.2.1 The LPA would not impact property owners and occupants of private property through land acquisition resulting in the displacement of businesses along the corridor.

Findings for Impact 4.2.1 Implementation of the LPA would not require acquisition of private property outside of the Metro ROW. Although the LPA would result in the termination and reconfiguration of lease agreements between commercial and industrial businesses operating within the Metro ROW, the tenants that would be displaced by the LPA may be entitled to relocation assistance under the California Act due to the termination or non-renewal of their lease agreements with Metro. However, the qualification is dependent upon the specific lease agreement. In many instances, the lease agreement with Metro contains a provision wherein the tenant acknowledged that they are not entitled to relocation benefits if the lease is not renewed for a public transit project. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.2.3 The LPA does not have the potential to significantly impact licenses and easements along the Metro ROW, and no mitigation is required.

Findings for Impact 4.2.3 Implementation of the LPA would result in the non-renewal of all eight licenses and easements along the Metro RIW. However, all eight licenses and easements are month-to-month, which allow for Metro to terminate the licenses or easements with 90 days notice or less. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.2.4 The LPA would not have any land acquisition, displacement or relocation impacts as a result of construction activities.

Findings for Impact 4.2.4 Land acquisition and termination of Metro leases would occur prior to construction. Although temporary easements within the cross street ROWs would likely be required for construction activities, no acquisitions or displacements would occur as a result of construction activities. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

POPULATION, HOUSING & ENVIRONMENTAL JUSTICE

Impact 4.3.1 The LPA would not have the potential to cause the redistribution of population, or an influx or loss of population. The LPA would not have any significant impact to population and housing.

Findings for Impact 4.3.1 Implementation of the LPA would require acquisition of private property outside of and adjacent to the Metro ROW and the termination and reconfiguration of lease agreements between commercial and industrial businesses operating within the Metro ROW. No housing units would be displaced or introduced as part of the proposed project. Therefore, no redistribution, or influx or loss of the population is anticipated as a result of the LPA. The Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.3.2 The LPA could have the potential to create inconsistencies with the growth management polices mentioned in the various applicable plans that govern the project area. The LPA would have a less-than-significant impact on population and housing.

Findings for Impact 4.3.2 Implementation of the LPA would improve the mobility and accessibility in the area. It would be speculative to attempt to predict the additional intensification of land use or changes of land use from community plans that may be made in the future along this Corridor. No housing units are proposed as part of the project, and the LPA would not create inconsistencies with the growth management polices applicable to the project, including the SCAG Compass Blueprint two percent Strategy (see Section 4.1 Land Use and Planning of the Final EIR). On the contrary, the LPA would be consistent with the SCAG Regional Transportation Plan policy to build on the success of existing BRT lines and to connect major activity centers. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.3.3 The LPA would not have the potential to displace substantial numbers of existing housing and/or people, necessitating the construction of replacement housing elsewhere. The LPA would have a less-than-significant impact on population and housing without mitigation.

Findings for Impact 4.3.3 Implementation of the LPA may require the acquisition of commercial and/or industrial properties outside the Metro ROW and the termination and reconfiguration of lease agreements between commercial and industrial businesses operating within the Metro ROW. Compliance with State relocation assistance policies would assist displaced business owners and compensate property owners. However, qualifications are dependent on the specific lease agreement. It is assumed that some jobs and employment opportunities would be displaced, as certain businesses would likely relocate out of the area and other business would choose to close. Specifically, it is estimated that implementation of the LPA would result in the loss of approximately 219 jobs (143 due to the termination of leases in the area and 76 due to land acquisitions). However, because of the overall local and regional employment growth anticipated in the area, the loss of jobs as a result of the LPA is not anticipated to displace substantial numbers of people. Furthermore, no

housing units would be displaced under this alternative. Therefore, the construction of replacement housing would not be necessary. The Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

PARKLANDS & OTHER COMMUNITY FACILITIES

Impact 4.4.1 The LPA would not displace any parks or park facilities and would not require the expansion or construction of a new park or park facilities. The LPA could facilitate the movement of people to local parks. The proposed project would have a less-than-significant impact on park displacement without mitigation.

Findings for Impact 4.4.1 The LPA would provide improved transit access to parks and recreational facilities within the Corridor. This would be considered a beneficial effect. No parks or recreational facilities would need to be acquired to accommodate the LPA. The closest park to the LPA is Parthenia Park, approximately 250 feet west of Canoga Avenue. Although the parks within the Corridor would be more accessible, this accessibility would not create such a demand that these parks would need to be expanded or have new facilities constructed. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.4.2 The LPA would not acquire, displace or disrupt a community facility and/or create barriers and/or cause substantial disruption to pedestrian and vehicular access to a facility. The project would have a less-than-significant impact on community facilities without mitigation.

Findings for Impact 4.4.2 The LPA would provide improved transit access to community facilities within the Corridor. This would be considered a beneficial effect for persons using the schools, libraries, parks and other community facilities within the Corridor. Pedestrian and vehicular access to these facilities would also not be affected by the LPA. On the contrary, the bikeway/pedestrian path that would be provided, as part of the LPA, would improve access to the community facilities within the Corridor and would also act as a recreational use. No direct or indirect physical disruption of community facilities are anticipated during operations of this alternative. The National Ready Mixed Services Company, which is located along the Metro ROW, provides an informal pathway on its property to create a safe passageway between Canoga Avenue and Deering Avenue for school children walking to and from school. This informal pathway was created by the company to prevent pedestrians from walking past trucks on the property. This pathway would be closed under the LPA. The closure of this informal pathway would improve pedestrian safety by forcing pedestrians to use the crosswalks at the Canoga Avenue/Sherman Way intersection. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.4.3 The LPA would not substantially affect emergency response times or substantially increase demand for fire and police services. The project would have a less-than-significant impact on police and fire protection services without mitigation.

Findings for Impact 4.4.3 According to the traffic analysis, 24 of the 41 intersections studied would operate at LOS E or worse in 2030 under the LPA. However, as described in Section 4.7 Traffic, Circulation and Parking, the LPA would not result in any significant traffic impacts. Therefore, response times of emergency services would remain unaffected. No police or fire stations are located adjacent to the alignment. Under the LPA, buses would travel in dedicated lanes and would be controlled by the same signalized intersections at cross streets, as is traffic on Canoga Avenue. The ability of emergency service vehicles to cross the dedicated lane should not be substantially different than at present. In addition, stations and park-and-ride lots would be designed to avoid conflicts between patrons and emergency services' access. Potential access disruptions would further be

minimized through adequate planning and consultation with LAPD and LAFD. Metro contracts with the Los Angeles County Sheriff for police enforcement at existing Metro stations. Metro would also be contracted with the Los Angeles County Sheriff for police enforcement at the proposed transit stations. The existing and planned service levels for police and fire protection services are expected to be adequate. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

HISTORIC, ARCHAEOLOGICAL & PALEONTOLOGICAL RESOURCES

Impact 4.5.3 The LPA would result in the demolition of two buildings and a railroad bridge along the ROW that are 50 years of age or older. However, none of these structures are historic resources; therefore, any impacts would be less than significant, and no mitigation is required.

Findings for Impact 4.5.3 The widening of Canoga Avenue in the ROW for the LPA would require the demolition of two buildings and a railroad bridge that were found to be 50 years of age or older. These structures were evaluated under the CRHR criteria by a professional architectural historian for potential historical eligibility but were found to be ineligible for CRHR consideration as historically significant resources. There are no buildings 50 years of age or older identified within the proposed northern route segments. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

TRAFFIC, CIRCULATION & PARKING

Impact 4.7.1 The LPA would have a beneficial impact on Valley-wide mobility indicators. Bus boardings, daily transit trips and boardings, and the overall transit mode share would increase; vehicle miles traveled and daily vehicle trips would be reduced.

Findings for Impact 4.7.1 The LPA analysis shows that daily transit ridership is projected to be about 9,023 trips more than the No Project Alternative. The projected total valley-wide transit boardings follow a similar trend to transit trips and result in 0.74 percent increase in transit boardings over the No Project Alternative. The LPA would add 5,653 bus boardings (0.22 percent increase) over the No Project Alternative. The actual number of reduced vehicle trips for the LPA is 4,005. The LPA experiences a small change (0.14 percent) in VMT compared to the No Project Alternative. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.7.2 The LPA would have a beneficial impact on study area mobility indicators. Both vehicle miles traveled (VMT) and vehicle hours in travel (VHT) would decrease.

Findings for Impact 4.7.2 For the LPA, VMT would decrease by 0.28 percent. VHT would decrease also by 0.34 percent. Therefore, the Metro Board finds that beneficial impacts are anticipated for the LPA.

Impact 4.7.5 The LPA would have significant impact if it would reduce the amount of on-street parking.

Findings for Impact 4.7.5 There are no on-street parking impacts associated with the LPA because the alignment would utilize a ROW that is not open to street traffic and is not utilized as parking. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.7.5 The LPA could have a significant impact before mitigation on the supply of on-street parking along Canoga Avenue.

Findings for Impact 4.7.5 The Metro Board finds that the LPA would not result in on-street parking impacts. The replacement of on-street parking onto new parking lots provided at the Sherman Way and Roscoe Boulevard Stations would reduce the impact of the loss of on-street parking, which is typically utilized by business patrons. Therefore, impacts on businesses along Canoga Avenue would be reduced. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

AIR QUALITY

Impact 4.8.1 Based on the construction emission estimates, the LPA would result in less-than-significant regional construction air quality impacts without mitigation.

Findings for Impact 4.8.1 The LPA would construct a dedicated bus lane in the Metro ROW. Construction would occur for approximately 20 to 24 months. The level of construction activity associated with the LPA would generally be similar to the Canoga On-Street Dedicated Lanes Alternative. Daily regional construction emissions would not exceed the SCAQMD regional significance thresholds for VOC, NOx, CO, SOx, $PM_{2.5}$, or PM_{10}. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.8.3 Based on the operational emission estimates, the LPA would result in less-than-significant regional operational air quality impacts without mitigation.

Findings for Impact 4.8.3 The LPA would construct a dedicated bus lane in the Metro ROW and would reduce automobile VMT and increase bus VMT in the transportation system. The LPA would increase mobile source emissions when compared to baseline conditions by 17 ppd for NOx. However, the LPA would decrease mobile source emissions when compared to baseline conditions by 1 ppd for VOC, 155 ppd for CO, 1 ppd for SOx, and 4 ppd for $PM_{2.5}$ and PM_{10}. Emissions associated with the LPA would not exceed SCAQMD significance thresholds. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.8.4 Based on the CO hotspot analysis, any of the alternatives would result in less-than-significant localized CO hotspot impacts without mitigation.

Findings for Impact 4.8.4 Under the LPA, one-hour CO concentrations would be approximately 2 ppm at worst-case sidewalk receptors. Eight-hour CO concentrations would range from approximately 1.5 ppm to 1.7 ppm. The state one- and eight-hour standards of 20 ppm and 9.0 ppm, respectively, would not be exceeded at the five study intersections. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.8.6 The LPA would result in less-than-significant odor impacts without mitigation.

Findings for Impact 4.8.6 The LPA would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. As such, construction activity associated with the LPA would not cause an odor nuisance. Additionally, the LPA would not include any land use or activity that typically generates adverse odors. As such, neither build alternative operational activity would cause an odor nuisance. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.8.7 The LPA would be consistent with the 2007 AQMP without mitigation.

Findings for Impact 4.8.7 The LPA would not exceed the SCAQMD significance thresholds of the federal eight-hour ozone and $PM_{2.5}$ air quality standards. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.8.8 The LPA would result in a beneficial global warming impact without mitigation.

Findings for Impact 4.8.8 The LPA would construct a dedicated bus lane in the Metro ROW. The LPA would reduce automobile VMT and increase bus VMT in the study area and decrease GHG emissions compared to baseline conditions by 13,634 tons per year and result in less GHG emissions than baseline conditions. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

NOISE AND VIBRATION

Impact 4.9.2 Construction of the LPA has the potential to increase vibration levels through the use of heavy-duty construction equipment. The LPA would result in less-than-significant construction vibration impacts without mitigation.

Findings for Impact 4.9.2 The nearest sensitive receptor to the LPA alignment would be approximately 30 feet from occasional heavy equipment activity and could experience vibration levels of 0.16 inches per second PPV. This vibration level would be less than the 0.5 inches per second PPV building damage significance threshold. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

WATER RESOURCES

Impact 4.12.2 The LPA would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and no mitigation is required.

Findings for Impact 4.12.2 For the LPA, although the total impervious surface area within the project ROW would increase, the increased potential for infiltration in the vegetated swales along the alignments and multi-use path would offset reduced infiltration associated with the increase of impervious area. The LPA would not substantially deplete groundwater supplies or interfere with groundwater recharge such that there should be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.12.6 The LPA would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, and no mitigation is required.

Findings for Impact 4.12.6 The LPA would not change the existing conditions of the project area and the LPA does not include housing. Thus, no housing would be placed in a flood hazard area. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.12.7 The LPA would not place structures that would impede or redirect flood flows, nor expose people or structures to a significant risk of loss, injury or death involving flooding, including

flooding as a result of the failure of a levee or dam, or inundation from seiche, tsunami or mudflow, and no mitigation is required.

Findings for Impact 4.12.7 The LPA would not change the existing conditions of the project area, and the canopy structures associated with the LPA would not impede or redirect flood flows. Also, these structures would not expose people or structures to loss or injury from flooding. The project is not located near reservoirs, dams, or in a coastal area. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

BIOLOGICAL RESOURCES

Impact 4.13.1 Construction activities would not result in temporary harassment or mortality to special-status species and/or temporary loss of occupied habitat for those species. Since special-status species and their occupied habitat are not expected to be present in the immediate project area, no significant impacts would occur, and no mitigation is required.

Findings for Impact 4.13.1 The LPA would consist of extending the existing Metro Orange Line north on the abandoned railroad ROW, paralleling Canoga Avenue. Due to the absence of any reasonable potential for special-status plant or animal species or their occupied habitat, there are no construction elements of this alternative that are likely to have a potentially significant impact on biological resources. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.13.2 Permanent or ongoing project operations would not result in harassment or mortality to special-status species and/or loss of occupied habitat for those species, should such species or habitats be present. Since special-status species (as defined) and their occupied habitat do not have reasonable potential to be present in the immediate project area, there is no potential for significant impacts to these species. No mitigation is required.

Findings for Impact 4.13.2 The LPA would consist of extending the existing Metro Orange Line north on the abandoned railroad ROW, paralleling Canoga Avenue. Due to the absence of any reasonable potential for special-status plant or animal species or their occupied habitat, no construction elements of this alternative are likely to have a potentially significant impact on biological resources. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.13.3 Project changes to existing conditions, either temporarily or permanently, would not interrupt or remove functional wildlife corridors or habitat linkages, and would not adversely affect large-scale, landscape level functioning of the project area for this purpose. The LPA would not affect common native species nor special-status species or populations. Because such corridors or linkages are not present in the immediate project area, no significant impacts to these resources are anticipated, and no mitigation measures are necessary.

Findings for Impact 4.13.3 The LPA would consist of extending the existing Metro Orange Line north on the abandoned railroad ROW, paralleling Canoga Avenue. The project area is entirely developed and urbanized and provides no opportunity for accessible movement between two or more, existing open spaces. Additionally, there is no reasonable potential for special-status plant or animal species or their occupied habitat on or immediately adjacent to the project. As such, the project would not result in any adverse effects to wildlife corridors or habitat linkages. Therefore, the Metro Board finds that no significant impacts are anticipated.

Impact 4.13.4 The LPA would not have a substantial adverse effect on protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Although there are stormwater channels present, including the Los Angeles River, on and adjacent to the project site, they lack a prevalence of wetland vegetation and are not wetlands under current regulations. Because no wetlands exist on or adjacent to the project site, and because the project would not result in fill or substantial alteration of flow elsewhere, no impacts to wetlands would occur, and no mitigation is required.

Findings for Impact 4.13.4 The LPA may require minor, temporary discharge of fill into two existing channels through which waters flow under Canoga Avenue, the Los Angeles River and the Santa Susana Wash. Both of these channels are confined with concrete bed and bank and total plant cover well below five percent in the channel area. Thus, neither is considered a jurisdictional wetland. Because no wetlands are present and anticipated impacts to jurisdictional waters would be both minor in extent and within already highly disturbed sites, assuming compliance with existing laws and regulations, the LPA would not have in any significant adverse impacts to wetlands or to other water feature functions or values. Therefore, the Metro Board finds that no significant impacts are anticipated.

ENERGY

Impact 4.14.1 The LPA would result in beneficial energy impacts without mitigation.

Findings for Impact 4.14.1 The LPA would consist of extending the existing Metro Orange Line north on the abandoned railroad ROW, paralleling Canoga Avenue and would reduce automobile VMT by 131,242 and increase bus VMT by 2,889 in the study area. The LPA would decrease BTU consumption compared to baseline conditions by 222,580,964,995 BTUs per year. The LPA would result in less energy consumption than baseline conditions. Therefore, the Metro Board finds that beneficial impacts are anticipated for the LPA.

SAFETY & SECURITY

Impact 4.15.1 The LPA would not considerably increase the potential for traffic or pedestrian accidents. The proposed project would not have a significant impact on public safety, and no mitigation is required.

Findings for Impact 4.15.1 The LPA would consist of extending the existing Metro Orange Line north on the abandoned railroad ROW, paralleling Canoga Avenue and add approximately 1,548,794 additional bus miles per year to the countywide system by the year 2030. However, the LPA would increase the number of accidents (but not the rate) by a marginal amount. Additionally, most accidents occur with buses running in mixed-flow traffic. Under the LPA, the buses would be separated from mixed-flow traffic except at intersections. This would reduce the potential for conflict between normal street traffic and bus operations significantly, and therefore, lessen the potential for accidents. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.15.2 The LPA would not result in a significant impact on crime prevention, and no mitigation is required.

Findings for Impact 4.15.2 The LPA would not be expected to substantially alter the number of crimes occurring on Metro property, although reductions in crime statistics may be possible as a result of additional safety and surveillance measures that would be implemented as part of the design

of stations. The LPA would incorporate all the preventive measures mentioned previously, in addition to Metro crime prevention policies, to deter criminal acts and protect passengers, employees, and the community from crime. The LPA could potentially have less crime (then other transit systems) as a result of the installation of emergency telephones at each platform, potentially closed-circuit monitoring systems, bike lockers, fencing, and lighting at station and parking lots. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

Impact 4.15.3 The LPA would not result in a significant impact on emergency response, and no mitigation is required.

Findings for Impact 4.15.2 The LPA would consist of extending the existing Metro Orange Line north on the abandoned railroad ROW, paralleling Canoga Avenue. The dedicated busway would not block or interrupt emergency access or evacuation routes. The on-street segments of the alternative would add buses to the mixed-flow traffic, which would also have no impact on emergency access or evacuation routes. However, should a major accident occur within the busway, or should there be an emergency of some kind, emergency vehicles could utilize the dedicated bus lanes as an emergency access route. Therefore, the Metro Board finds that less-than-significant impacts are anticipated, and no mitigation is required.

7.0 CUMULATIVE IMPACTS

The cumulative impact analysis presented in this EIR generally relies on a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area wide conditions contributing to the cumulative impact. The analysis in the Final EIR is based upon a summary of projections contained in an adopted planning document, namely, the Southern California Association of Government's (SCAG) 2004 Regional Transportation Plan (RTP), entitled "Destination 2030," SCAG indicates that lead agencies, such as Metro, may use the region-wide impact analysis contained in the Regional Transportation Plan Final Program EIR as the basis of their cumulative impact analysis. Therefore, the 2004 Regional Transportation Plan Final Program EIR (SCH No. 2003061075, April 2004) was used as the basis of the cumulative impact analysis.

The RTP is a regional planning document that establishes the goals, objectives, and policies for the region's transportation system and establishes an implementation plan for transportation investments through the year 2030. SCAG refers to the RTP as a "blueprint" for a coordinated and balanced transportation system that links job centers to residential communities, and encourages compact growth patterns that reduce harmful environmental effects.

Cumulative impacts are evaluated in each of the technical issue sections (Sections 4.1 through 4.15) of the Final EIR. The analyses consider the cumulative effects of implementation of the proposed project within the framework of the cumulative regional transportation analysis contained in SCAG's 2004 RTP Program EIR. While the RTP found impacts of the RTP to be significant in most categories, this EIR does not find that the project would have an unmitigable cumulatively considerable contribution to any impact.

LAND USE & DEVELOPMENT

Impact 4.1.5 The LPA would not result in a potentially significant cumulatively considerable impact to land uses within the project area, and no mitigation is required.

Findings for Impact 4.1.5 Based on SCAG's review of this project during the scoping process for this EIR, the LPA is consistent with the SCAG RTP. The travel demand model includes land use assumptions to 2030. The Canoga Transportation Corridor would be compatible with surrounding land uses and would serve to link regional activity centers within the area. The Canoga Corridor is designated as a growth area in the SCAG Compass Plan. The transit project would potentially support the intensification of community plan designated land uses. Any proposals for intensification are beyond the scope of the Metro proposed transit project and would require separate environmental review on a case-by-case basis. The cumulative effects are speculative and have been addressed in general terms in the Community Plan EIRs and in the environmental review of SCAG's Regional Comprehensive Plan (RCP) and related plans. Therefore, the Metro Board finds that potential cumulative impacts related to land use and development are less-than-significant.

LAND ACQUISITION, RELOCATION AND DISPLACEMNT

Impact 4.2.5 The LPA would not result in a significant cumulatively considerable impact related to land acquisition, relocation, and displacement and no mitigation is required.

Findings for Impact 4.2.5 The development of transit improvements would entail the termination or non-renewal of current leases along the Metro ROW. These changes could have a direct adverse effect on businesses that are entirely located within the Metro ROW or those that rely substantially

on land in the Metro ROW for their operations. The property acquisitions and displacements and/or relocations associated with the LPA could occur in areas where other projects also are acquiring property. However, the Metro Board finds that a significant cumulative effect is unlikely since the acquisitions necessary for the LPA would not induce any additional acquisitions and displacements and/or relocations beyond those that might otherwise occur as a result of the other individual related projects. Furthermore, all acquisitions associated with the LPA would be mitigated through applicable relocation assistance programs. Therefore, the Metro Board finds that potential cumulative impacts related to land acquisition, relocation, and displacement are less-than-significant.

POPULATION, HOUSING & ENVIRONMENTAL JUSTICE

Impact 4.3.7 The LPA would not result in a potentially significant cumulatively considerable impact to population, housing employment or environmental justice without mitigation.

Findings for Impact 4.3.7 SCAG anticipates that urbanization in the region will increase substantially by 2030. Regional transportation improvements identified within the Regional Transportation Plan (RTP), including the Canoga Transportation Corridor Project, are anticipated to result in cumulative effects by facilitating population growth in certain areas of the region that are currently vacant lands. The Metro Board finds that the LPA would not contribute to this cumulative effect due to the fact that the resulting project would occur in an already urbanized area. However, the Canoga Corridor is designated as a growth area in the SCAG Compass Plan because of the proposed Metro Orange Line extension. Thus, it is anticipated that the project could result in densification of the project area. However, in order to do this, the City may have to change existing zoning designations to encourage increased density around transit stations.

SCAG also states that projects within the RTP would require the acquisition of rights-of-way that would displace a substantial number of existing homes and businesses. As detailed in Section 4.2 Land Acquisition and Displacement of the Final EIR, the LPA would contribute to a cumulative displacement effect, although all acquisitions would be mitigated through applicable relocation assistance programs. The project is not anticipated to result in any disproportionate impacts to minority or low-income businesses and would not cause any environmental justice impacts; therefore, it would not contribute to cumulative environmental justice impacts. Projects included in the RTP are intended to increase the overall accessibility and mobility of persons within the SCAG region. These improvements could result in an increase in population to the area, making the area more desirable. However, this increase would be expected to be within the growth projected by SCAG in association with the RTP. No cumulative population growth would be expected beyond that projected by SCAG as a result of RTP projects including the Canoga Transportation Corridor Project. Therefore, the Metro Board finds that potential cumulative impacts related to population, housing, and environmental justice are less-than-significant.

PARKLANDS & OTHER COMMUNITY FACILITIES

Impact 4.4.5 The LPA does not have the potential to result in a significant cumulatively considerable impact on parklands and other community facilities without mitigation.

Findings for Impact 4.4.5 The LPA would not cause significant cumulative effects on parklands and other community facilities. Rather, the addition of new transit service would broaden the range of community accessibility at the system level, and this would be a beneficial cumulative effect of the LPA. The increased accessibility to parks and recreational facilities within the Corridor would not create such a demand on parks that they would need to be expanded or have new facilities constructed. Increasing traffic resulting from cumulative development would worsen traffic

congestion resulting in potential interference with emergency response; however, the project would not make a cumulative considerable contribution to traffic increases and would, therefore, not have a cumulative impact. The addition of new transit service would broaden the range of community accessibility at the system level, and this would be a beneficial cumulative effect of the LPA. Therefore, the Metro Board finds that potential cumulative impacts related to parklands and community facilities are less-than-significant.

HISTORIC, ARCHEOLOGIACAL & PALEONTOLOGICAL RESOURCES

Impact 4.5.4 The LPA could contribute to cumulative impacts to paleontological resources. However, with implementation of mitigation, the proposed project's incremental effects would not be cumulatively considerable.

Findings for Impact 4.5.4 Construction activities associated with some related projects could contribute to the progressive loss of paleontological resources and result in significant cumulative impacts under CEQA. The LPA could also disturb or destroy paleontological resources that may exist in the project area, a significant impact. Thus, the combined effects of the proposed and related projects could result in significant cumulative impacts to paleontological resources. However, mitigation measures have been identified that would reduce potential project-related impacts to below a level of significance. These measures include monitoring, recovery, treatment, and deposition of fossil remains in a recognized repository. Similar measures may also be implemented for other related projects that have the potential to affect paleontological resources. Consequently, the incremental effects of the LPA, after mitigation, would not contribute to a cumulatively considerable impact to paleontological resources under CEQA. Therefore, the Metro Board finds that potential cumulative impacts related to paleontological resources are less-than-significant.

Impact 4.5.5 The LPA could contribute to cumulative impacts to archaeological resources. However, with implementation of mitigation, the proposed project's incremental effects would not be cumulatively considerable.

Findings for Impact 4.5.5 Related projects in the project area and other development in the county could result in the progressive loss of as-yet-unrecorded archaeological resources. This loss, without proper mitigation, would be an adverse cumulative impact. Construction activities associated with related projects could contribute to the progressive loss of archaeological resources and result in significant cumulative impacts under CEQA. The LPA has a low potential to disturb or destroy archaeological resources that may exist in the project area. Should unanticipated resources be encountered, the impacts could be significant, and the combined effects of the proposed and related projects could result in significant cumulative impacts to archaeological resources. The LPA includes mitigation that would reduce potential impacts to a less-than-significant level. Similar measures may also be implemented for other related projects that have the potential to affect archaeological resources. Consequently, the incremental effects of the LPA, after mitigation, would not contribute to cumulatively considerable impacts to archaeological resources under CEQA. Therefore, the Metro Board finds that potential cumulative impacts related to archaeological resources are less-than-significant.

Impact 4.5.6 The LPA would not result in impacts to historical resources; therefore, it would not contribute to any cumulative impacts to historical resources.

Findings for Impact 4.5.6 No historical resources were identified within or adjacent to the ROW that would be potentially affected by the LPA. The LPA would result in the demolition of two buildings and a railroad bridge along the ROW that are 50 years of age or older. However, none of these

structures are historic resources. Therefore, the LPA would not contribute to any cumulative impacts to historical resources in the project area. The Metro Board finds that potential cumulative impacts related to historical resources are less-than-significant.

VISUAL & AESTHETIC IMPACTS

Impact 4.6.5 The LPA would not result in a potentially significant cumulatively considerable visual impact. No significant impacts are anticipated and no mitigation is required.

Findings for Impact 4.6.5 The LPA would modify the existing visual character of the Metro ROW from vacant land and industrial uses to a multi-modal transportation facility in a landscaped environment. However, it would not result in obstruction or modification of background views of the mountains or the degradation of the visual quality. Therefore, the Metro Board finds that potential cumulative impacts related to visual and aesthetic impacts are less-than-significant.

TRAFFIC, CIRCULATION & PARKING

Impact 4.7.7 Cumulative development in the region would significantly impact traffic in the region, including the study area. The LPA does not have a cumulatively considerable contribution to a significant cumulative impact.

Findings for Impact 4.7.7 As discussed in Impact 4.7.3 in Section 4.0 above, the Metro Board finds that the LPA would not have significant impact on any local intersections after mitigation. Furthermore, as discussed in Impacts 4.7.1 and 4.7.2 in Section 6.0 above, the LPA would have a beneficial impact on Valley-wide mobility indicators such as VMT and VHT. Therefore, the LPA would not have a considerable contribution to a significant cumulative impact. The Metro Board finds that potential cumulative impacts related to traffic, circulation, and parking are less-than-significant.

AIR QUALITY

Impact 4.8.9 The LPA would result in less-than-significant cumulative air quality impacts without mitigation.

Findings for Impact 4.8.9 The LPA would reduce automobile VMT and increase bus VMT in the transportation system. The LPA would increase mobile source emissions when compared to baseline conditions by 17 ppd for NO_X. However, the LPA would decrease mobile source emissions when compared to baseline conditions by 1 ppd for VOC, 155 ppd for CO, 1 ppd for SOX, and 4 ppd for $PM_{2.5}$ and PM_{10}. Emissions associated with the LPA would not exceed SCAQMD significance thresholds. Therefore, the Metro Board finds that potential cumulative impacts related to air quality would be less-than-significant.

NOISE & VIBRATION

Impact 4.9.5 The LPA has the potential to result in a significant cumulative noise impact. The No Project Alternative would have no cumulative impact. The LPA would result in significant impact on ambient noise levels without mitigation.

Findings for Impact 4.9.5 The Metro Board finds that although the LPA, in conjunction with other projects in the area, would result in significant cumulative noise impacts, mitigation measures would reduce noise levels. The utilization of mufflers would reduce operational noise from bus engines as

they accelerate. Speakers for the passenger information systems would be installed to be directed downward, away from any adjacent sensitive receptors and would not increase ambient sound levels by more than ten dBA. The reimbursement of multi-family residential uses north of Lassen Street who retrofit and the purchase of noise easements from affected property owners would indirectly reduce operational noise impacts. Adjacent sensitive receptors, including mobile home park residents, would not be significantly affected by project-related operational noise with the installation of walls. The Metro Board finds that implementation of Mitigation Measures MM 4.9-10 through 4.9-14 would reduce project-related cumulative noise impacts to a less-than-significant level.

GEOLOGY, SOILS AND SEISMICITY

Impact 4.10.11 There is no potential for substantial cumulative geologic resource impacts because potential geologic impacts are mostly localized; no mitigation is required.

Findings for Impact 4.10.11 Cumulative geologic resource impacts are site-specific. Therefore, the Metro Board finds that potential cumulative impacts related to geologic resources would be less-than-significant.

HAZARDOUS MATERIALS

Impact 4.11.2 There are no potential cumulative hazardous materials impacts.

Findings for Impact 4.11.2 Cumulative hazardous materials impacts are site-specific. Therefore, the Metro Board finds that potential cumulative impacts related to hazardous materials would be less-than-significant.

WATER RESOURCES

Impact 4.12 There is no potential for substantial cumulative water resource impacts because potential water resource impacts are mostly localized; no mitigation is required.

Findings 4.12 Cumulative water resource impacts are site-specific. Therefore, the Metro Board finds that potential cumulative impacts related to water resources would be less-than-significant.

BIOLOGICAL RESOURCES

Impact 4.13.6 The project would not have a cumulatively considerable effect on wetlands, special-status species, or disrupt functional wildlife corridors in the project area. However, the removal of trees and other construction activities as a result of the LPA and other cumulative projects in the project area could result in cumulatively considerable impacts to native birds and their nests and conflict with the Migratory Bird Treaty Act and similar laws in the California Fish and Game Code protecting native bird species. Impacts would be less than significant after mitigation.

Findings for Impact 4.13.6 The project area is entirely within a developed, urban area and, therefore, there is not reasonable potential for special-status species and their occupied habitat to be present in the immediate project area. In addition, the project's urban setting provides no opportunity for accessible movement between two or more existing open spaces. The proposed project is not located on protected wetlands as defined by Section 404 of the Clean Water Act. Therefore, no cumulatively considerable impacts to wetlands, special-status species, or wildlife corridors would occur. However, there is moderate potential for violation of the federal Migratory Bird Treaty Act and similar laws in the California Fish and Game Code protecting native birds, if any tree removal or other project

construction were to occur during the core nesting season for native birds, March 1st through August 31st. Because small numbers of native birds, all lacking any special regulatory status, would be potentially affected, this potential effect would be less than significant, but may result in conflicts with State and federal laws protecting native birds and their active nests. Thus, construction activities as a result of the proposed project and other cumulatively significant projects in the project area could potentially result in a cumulative significant impact to native birds, such as the killdeer. Mitigation measures have been proposed that would reduce impacts. Therefore, the Metro Board finds that potential cumulative impacts related to biological resources would be less-than-significant.

ENERGY

Impact 4.14 The LPA does not have the potential to result in a significant cumulatively considerable impact on energy.

Findings 4.14 The LPA would result in beneficial energy impacts without mitigation. The LPA, in coordination with other regional public transportation improvements, would help to reduce dependency on single-occupant vehicles. This would in turn reduce fossil fuel energy consumption and improve roadway congestion. Construction of the LPA in combination with other construction projects occurring within the same period and within the region may result in a short-term increase in energy consumption. This would be a temporary effect and given the available energy resources available within the region and state, no significant impact is anticipated. Some of the materials needed to construct the project may not be manufactured within the region or state and would therefore not result in the use of local or statewide energy resources. The Metro Board finds that potential cumulative energy impacts would be less-than-significant.

SAFETY & SECURITY

Impact 4.15.5 The LPA does not have the potential to result in a significant cumulatively considerable impact on safety and security.

Findings for Impact 4.15.5 The LPA would not cause significant cumulative effects on safety and security. Rather, improved service would entice some drivers to choose public transit as a choice to commute. This would theoretically reduce the potential for traffic accidents. At the system level, this would be a beneficial cumulative effect of the LPA. Therefore, the Metro Board finds that potential cumulative impacts related to safety and security would be less-than-significant.

8.0 PROJECT ALTERNATIVES

The Draft EIR analyzes four alternatives at equal level detail, including the No Project Alternative. An environmentally superior alternative other than the No Project must be identified in an EIR.

NO PROJECT ALTERNATIVE (ALTERNATIVE 1)

The No Project 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.

Findings for No Project Alternative The Metro Board finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the No Project Alternative identified in the Final EIR (CEQA Guidelines 15091(a)(3)). **Table 8-1** provides a comparison of the project alternatives. Although the No Project Alternative would involve fewer environmental impacts, it would not provide the desired levels of mobility and accessibility for the lower-income, transit-dependent and community that it would serve. In addition, it would not capitalize on the success of the MOL and other transit services to improve mobility for residents and workers in the western San Fernando Valley and, therefore, would not be consistent with the goals and objectives for the Canoga Transportation Corridor Project as developed from the transportation and land use goals and objectives of the participating government agencies.

TABLE 8-1: PROJECT ALTERNATIVES COMPARISON

Goals/Objective	No Project	TSM	On-Street Dedicated Lanes	Busway
Regional Connectivity				X
North-South Mobility				X
Land Use & Development				X
Community Input				X
Environmental Impacts	X	X		
Community Impacts	X	X		
Cost-Effectiveness				X
Total				X

SOURCE: Metro, Canoga Transportation Corridor, Final Comparative Evaluation of Alternatives Report, June 5, 2008.

TSM ALTERNATIVE (ALTERNATIVE 2)

A Transportation Systems Management (TSM) Alternative is designed to identify low-cost, easily implementable improvements as an alternative to the construction of more-expensive alternatives. The TSM Alternative entails frequency improvements on existing Metro transit routes as well as providing a new local transit line for Canoga Avenue, though not including any transit priority measures (signal priority or dedicated lanes) for this corridor.

The implementation of the TSM Alternative would allow for a reduction in headways in comparison to the No Project Alternative. The TSM Alternative improvements would be applied for the full length of each route. If all suggested improvements were made, estimated increased fleet

requirements would be up to 23 vehicles (excluding spares). These improvements would need to be prioritized and could be included with any selected alternative.

The TSM Alternative also includes the addition of a new Metro Local route along Canoga Avenue. The new local route (246) would extend from the Warner Center Transit Hub to the Chatsworth Metrolink Station, utilizing Owensmouth Street, Oxnard Street, Erwin Street, Canoga Avenue, Marilla Street, Owensmouth Street, and Lassen Street. The TSM Alternative's new local service on Canoga Avenue would include a terminal at Warner Center, a stop at the existing Canoga MOL station and stops on Canoga Avenue at Sherman Way, Saticoy, Roscoe Boulevard, Parthenia (Optional), Nordhoff, Plummer, and Lassen Streets in line with closer stop spacing provided by local service.

Findings for TSM Alternative The Metro Board finds that specific economic, legal, social, technological, or other considerations, make infeasible the TSM Alternative identified in the Final EIR (CEQA Guidelines 15091(a)(3)). As shown in Table 8-1 above, the TSM Alternative would not have the construction impacts (noise and localized PM10 and PM2.5) of the Dedicated Bus Lanes and Busway Alternatives and is thus determined to have the least environmental impact. Since the TSM Alternative involves changing bus routes, it would be categorically exempt and could be implemented at any time without environmental review. However, the TSM alternative would not realize mobility improvements in the area to the same extent as the Dedicated Lanes and Busway Alternatives The TSM Alternative would provide the least direct connection because passengers wanting to continue to North Hollywood would need to transfer at the Canoga MOL Station. In addition, the TSM Alternative would decrease VMT by 0.05 percent. The Busway and On-Street Dedicated Bus Lanes Alternatives would decrease VMT by a comparable percentage (around 0.3 percent).

The capital cost for the TSM Alternative is $12.6 million (2007 dollars). The capital costs for the TSM Alternative include the costs of additional buses, whereas the capital costs for the build alternatives include the infrastructure and vehicle costs (Table 8-2).

TABLE 8-2: COST-EFFECTIVENESS CALCULATION: INCREMENTAL VALUE OVER NO PROJECT

Alternative	Annualized Capital Costs (2007 $)	Annual Operation & Maintenance Cost (Millions 2007 $)	Annual Hours Saved (Millions)
TSM	$1.59	$15.33	0.98
On-Street Dedicated Lanes	$56.43	$23.05	0.98
Busway	$33.42	$22.04	0.99

SOURCE: Metro, Canoga Transportation Corridor, Final Comparative Evaluation of Alternatives Report, June 5, 2008.

The Federal Transit Administration utilizes a factor called the cost-effectiveness index to compare transit projects around the country. The index is a measure of the cost to obtain an hour of travel time savings (see Table 8-3). Although the TSM Alternative is lower in cost than the On-Street Dedicated Lanes and Busway Alternatives, it also results in less annual hours of travel time savings for riders.

TABLE 8-3: COST-EFFECTIVENESS INDEX CALCULATION (LOWER IS BETTER)

Build Alternative	Annualized Cost Per Hour Saved	
	Over No Project	Over TSM
TSM	$211	-
On-Street Dedicated Lanes	$81	-$130
Busway	$56	-$155

SOURCE: Metro, Canoga Transportation Corridor, Final Comparative Evaluation of Alternatives Report, June 5, 2008.

CANOGA ON-STREET DEDICATED LANES ALTERNATIVE (ALTERNATIVE 3)

This alternative would operate similar to a Metro Rapid service, but with dedicated lanes. A southbound Bus-Only Lane along Canoga Avenue provided by prohibiting on-street parking; a northbound Bus-Only Lane would be provided by widening the street into the Metro-owned ROW that parallels Canoga Avenue. At intersections with east-west cross streets, Canoga Avenue will be further widened into the Metro ROW to provide right-turn-only lanes on Canoga Avenue, which would allow right-turning vehicles to merge across the bus-only lanes so that through buses are not blocked by right-turning vehicles at the intersections. The dedicated lanes would be paved in concrete at the stations and extend approximately 150 feet north and south of the stations in each direction. On Canoga Avenue, north of the Canoga MOL Station, a landscaped median island would be provided as part of this alternative. This landscape median would not extend north of Plummer Street, where the roadway narrows to one lane in each direction.

The Canoga On-Street Dedicated Bus Lane Alternative would be a "modified" version of the MOL concept of a "multi-modal transportation facility within a greenway." Canoga Avenue would be widened between Vanowen and Nordhoff Streets to create dedicated lanes for the BRT adjacent to the curbs. Along Canoga Avenue, the Metro ROW varies from 40 feet to 275 feet with a typical width of 100 feet. The 100 feet ROW and larger ROW sections provide opportunities for landscaping, a bikeway/pedestrian path and the dedicated lanes. The 40-foot portion is at the north end of the corridor along the railroad tracks. The Canoga On-Street Dedicated Bus Lanes Alternative will utilize City of Los Angeles ROW in addition to the Metro ROW in this area. The 65-foot portion, a short segment directly north of Sherman Way, is directly behind a recently built strip shopping center with parking facing Canoga Avenue. The Canoga On-Street Dedicated Bus Lanes Alternative would displace this shopping center to accommodate the median, dedicated bus lanes, station platforms, and the bikeway/pedestrian path. The property would have to be purchased and the building torn down. This alternative also requires the termination of the Canoga Self-Storage lease between Saticoy Avenue and Roscoe Boulevard. Other Metro leases adjacent to Canoga Avenue would not be renewed. The 275 feet portion of the Metro ROW, located south of Sherman Way and north of Vanowen Street provides the opportunity for the typical sections of the Canoga On-street Dedicated Bus Lanes Alternative. The additional ROW width also provides opportunities for landscaping, the potential preservation of existing Metro leases, and the integration of the project with the Los Angeles River. At the northern end of the route, between Marilla Street and Lassen Avenue, this alternative may include dedicated bus lanes in an exclusive ROW. The ROW north of Marilla Street is only partially owned by Metro; therefore, some private property would have to be purchased. Where feasible, a Class I bikeway and parallel pedestrian path would run from the Canoga MOL Station to the Chatsworth Metrolink Station and would occupy 10-17 feet of the ROW. Where ROW allows, the facility would include a 10-foot bikeway and adjacent 7-foot pedestrian pathway. In narrower areas, a 10-foot multi-use path is provided and will be shared by bicycles and pedestrians. Buses would be the only vehicles allowed within the dedicated lanes, except at intersections an driveways, where vehicles would be able to cross the dedicated lanes in order to turn right. Left turn pockets into driveways are not anticipated. Furthermore, a right-turn pocket would be provided at the approaches to all

intersections along Canoga Avenue where the dedicated lanes are implemented, allowing buses to cross the intersections unimpeded by right-turning vehicles. Signage would be posted listing restrictions on autos, trucks, motorcycles, bicycles and pedestrians within the dedicated lanes.

North of Plummer Street, the Canoga Avenue ROW is limited and the Amtrak/Metrolink/UP tracks are still in operation. Canoga Avenue narrows from two lanes in each direction to one lane in each direction. Several sub-options are under consideration for this area and will be described below. Three options are considered for the final northern segment to connect to the Chatsworth Metrolink Station:

Option 1 Dedicated Bus Lanes end at Marilla Street - The dedicated lanes would end at Marilla Street and buses would use Marilla Street, Owensmouth Avenue, Lassen Street and Old Depot Plaza Road. With this option, the intersection of Lassen Street and Old Depot Plaza Road would be signalized. The multi-use path for this option would either terminate at Plummer Street or continue up the railroad ROW to Lassen Street.

Option 2 At-Grade " T" Intersection on Lassen Street Approx. 200 feet. West of Tracks - The dedicated lanes would continue north of Marilla Street through two parcels (one is Metro-owned and the other one is privately-owned) to connect to Lassen Street at a new signalized intersection approximately 200 feet west of the tracks; the buses would then turn right onto Lassen Street, cross the tracks, and left onto Old Depot Plaza Road (Lassen Street at Old Depot Plaza Road will be signalized). The multi-use
path for this option would terminate at Lassen Street.

Option 3 At-Grade Parallel Crossing of Lassen West of Tracks - The dedicated lanes would continue north of Marilla Street through two parcels (one is Metro-owned and the other one is privately owned) and then cross Lassen Street at a new signalized intersection to access a new terminus bus station located on the west side of the train tracks, on a property that is currently privately-owned. A grade-separated pedestrian access to the new bus station from the parking lot would be provided. The multi-use path for this option would terminate at Lassen Street. Landscaping would be provided along each side of the busway and the multi-use path for all the options discussed above.

Findings for Canoga On-Street Dedicated Lanes Alternative The Metro Board finds that specific economic, legal, social, technological, or other considerations, make infeasible the On-Street Dedicated Lanes Alternative identified in the Final EIR (CEQA Guidelines 15091(a)(3)). The On-Street Dedicated Lanes Alternative is more costly than the busway because Canoga Avenue would have to be widened and re-built as part of that alternative, in addition to the costs of the parallel bike and pedestrian pathways and landscaping, whereas the Busway leaves Canoga Avenue largely as is and most of the capital cost is spent within the Metro right-of-way. The capital cost for the On-Street Dedicated Lanes Alternative is $207.7 million (2007 dollars). See Tables 8-1 through 8-3 above.

CANOGA BUSWAY ALTERNATIVE (ALTERNATIVE 4)

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. Some of the options for the northern portion of the alignment could potentially require some ROW purchases.

Along most of the alignment, the ROW would provide adequate room for landscaping and space for a bikeway/pedestrian path adjacent to the busway. Along Canoga Avenue, the Metro ROW varies from 40 feet to 275 feet with a typical width of 100 feet. The 100 feet ROW and larger ROW sections

provide opportunities for landscaping, bikeway/pedestrian paths and the busway. The 40-feet portion is adjacent to the railroad tracks at the north end of the corridor. In this segment, the busway and multi-use path will be between the tracks and a narrowed Canoga Avenue, with room for only minimal landscaping. The 65-feet portion, a short segment directly north of Sherman Way, is directly behind a recently built strip shopping center with parking facing Canoga Avenue. The busway and a multi-use path would be located behind the shopping center, but the narrow 65 feet ROW in this segment reduces the potential for landscaping and a bio-swale (swaled drainage course with gently sloped sides and filled with vegetation and compost). The 275-feet portion of the Metro ROW, located south of Sherman Way and north of Vanowen Street provides the opportunity for the typical sections for the Canoga Busway Alternative. The additional ROW width (approximately 175 feet) also provides the opportunity for additional landscaping, the potential preservation of existing long-term leases, and the integration of the project with the Los Angeles River Revitalization Master Plan. The ROW narrows significantly north of Plummer Street, adjacent to the Metrolink tracks. At this point, Canoga Avenue would be 32 feet wide. Due to the curving nature of the railroad tracks and Canoga Avenue (moving away from each other), the narrow segment is limited in length and the roadway (Canoga Avenue) will widen back to 62 feet as quickly as possible. Several options are considered for the northern segment to connect to the Chatsworth Metrolink Station and they are discussed in detail below.

Where feasible, a Class I bikeway and pedestrian path would run from the Canoga MOL Station to the Chatsworth Metrolink Station and would occupy 10-17 feet of the ROW. Buses and Metro authorized vehicles would be the only vehicles allowed within the busway. Signage would be posted listing restrictions on autos, trucks, motorcycles, bicycles and pedestrian within the busway lanes. Metro-authorized emergency vehicles would only use the busway when responding to emergencies within or immediately adjacent to the ROW. Several options are 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. With this option, the intersection of Canoga Avenue and Plummer Street and the intersection of Lassen Street and Old Depot Plaza Road will be signalized. The multi-use path for this option would terminate at Plummer Street.

Option 2 – At-Grade "T" Intersection on Lassen Approx. 200 Feet West of Tracks. Under this Option the busway and possibly 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. This alternative requires property acquisition south of Lassen Street; it also requires converting the southbound approach of a private roadway intersecting Lassen Street west of the tracks into a right-turn only. An optional plan could be required where only northbound buses and the multi-use path would travel on the busway all the way north to Lassen Street. This would occur if the two-way busway and multi-use path could not be accommodated in the narrow ROW area adjacent to the Metrolink tracks. Southbound buses would return via Lassen Street, Owensmouth Avenue, and Plummer Street, re-entering the busway at a new signalized intersection at the intersection of Canoga Avenue and Plummer Street.

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 to the 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. This option requires property acquisition or reconfiguration of one property south of Lassen Street, directly west of the railroad tracks, as well as several lots north of Lassen Street for the terminus station. An optional plan could be required where only northbound buses and the multi-use path would travel on the busway all the way north to Lassen Street. This would occur if the two-way busway could not be provided in the narrow ROW area adjacent to the Metrolink tracks. Southbound buses would return via Lassen Street, Owensmouth Avenue, and Plummer Street, re-entering the busway at a new signalized intersection at the intersection of Canoga Avenue and Plummer Street.

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. This would require purchase of part of the mobile home park's property, south of Lassen Street, and reconfiguration of the parking and access road to the mobile home park. The mobile home park egress would likely be right-turn only. 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. The multi-use path would remain at-grade adjacent to the west side of the tracks and end at Lassen Street.

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. Bus Rapid Transit (BRT) signals and vehicle signals will be placed at each crossing to control the bus, vehicle, pedestrian, and bicycle traffic at the crossing, the same way they are currently being operated along the MOL. Typically, the BRT crossings will be multi-phased (BRT phase and multiple vehicle phases to control turns across the busway). Landscaping would be provided along each side of the busway and the multi-use path for all the options discussed above.

Bus Maintenance Facility. The Division 8 facility currently operates at almost full capacity. The Division's capacity is 229 buses and it is currently assigned 223 buses. The existing facility will need to be modified to accommodate the 7 to 23 buses, plus spares, required by the different project alternatives. In order to accommodate the added buses, Metro would have to provide an off-site overnight bus parking facility, and do the maintenance work at Division 8. The Metro-owned vacant lot at the northwest corner of Owensmouth Avenue and Marilla Street would be paved for bus parking.

<u>Findings for Canoga Busway Alternative</u> The Canoga Busway Alternative meets more of the goals and objectives established for this corridor than the other alternatives. In addition, the Busway Alternative would provide the greatest reduction in vehicle miles traveled (VMT) in the San Fernando Valley (0.14 percent), and therefore, provide the greatest congestion relief. All of the build alternatives would provide enhanced north-south transit service along Canoga Avenue. However, the Busway Alternative would provide the fastest, most convenient service. The Busway Alternative also 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 (see **Tables 8-1 through 8-3** above). 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 five northern segment options considered to connect the Busway to the Chatworth Metrolink Stations are discussed below.

Option 1 – Busway Ends At Plummer. This has lowest capital cost, but would also be the least safe and have the lowest bus operating speed, thus lengthening travel times and reducing the quality of MOL service. This option is opposed by the Los Angeles Department of Transportation (LADOT), the Union Pacific Railroad Company (UP), the California Public Utilities Commission (PUC), and Metrolink, due to safety concerns with buses crossing the railroad tracks at grade. Conversion to LRT under this option would be very costly due to property acquisitions.

Option 2 – At-Grade "T" Intersection on Lassen Approx. 200 Feet West of Tracks. This option would have relatively low costs (even though it requires property acquisitions) and is also one of the least safe and slower options. Conversion to LRT under this option would be very costly due to property acquisitions.

Option 3 – At-Grade Parallel Crossing of Lassen West of Tracks. This option is a faster and safer option compared to Options 1 and 2; however, it would require the station be on the west side of the railroad tracks (private property to be acquired) and this would make the rail-bus interface less convenient for travelers. Furthermore, having the station on the west side of the tracks would make LRT conversion more difficult in the future. This option would require a new signal on Lassen Street at the busway's crossing. This signal may require simultaneous railroad gate activation, causing additional traffic delays.

Option 4 – Underpass of Tracks with Crossing of Lassen East of Tracks. These options are also faster and safer; however, they negatively impact the Sunburst Mobile Home Park, may be opposed by the UP railroad, and are difficult and costly to construct due to the undercrossing of the active rail tracks. Furthermore, this option would require a new signal on Lassen Street at the busway's crossing. This signal may require simultaneous railroad gate activation, causing additional traffic delays. This option would have lower LRT conversion costs, as the necessary ROW would have already been secured.

Option 5 – Elevated/Underground Grade Separation of Railroad Tracks and Lassen Street. This option would be the safest way to access the Metrolink station. Furthermore, no private property would have to be acquired for this option. However, the overpass version of this option could be opposed by some due to visual concerns. The underpass version would cost significantly more than the other options. The overpass version would not cost more than Options 3 and 4.

Considering this information, the Metro Board finds that the Alternative 5 – Busway Alternative and Option 5 – Elevated Grade Separation of Railroad Tracks and Lassen Street are the optimal alternatives to adopt and implement as the Canoga Transportation Corridor Project.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE/LPA

The EIR analyzes four alternatives at equal level detail, including the No Project Alternative. An environmentally superior alternative other than the No Project must be identified in an EIR. In addition, the five northern segment options were considered to connect to the Chatworth Metrolink Station. The Canoga Busway Alternative and the Elevated Grade Separation of Railroad Tracks and Lassen Street into Chatsworth Metrolink Station were selected as the LPA.

Findings for Environmentally Superior Alternative/LPA The TSM Alternative would not have the construction impacts (noise and localized $PM_{2.5}$ and PM_{10}) of the Dedicated Bus Lanes and Busway

Alternatives and is thus determined to have the least environmental impact. Since the TSM Alternative involves changing bus routes it would be categorically exempt and could be implemented at any time without environmental review. However, the TSM alternative would not realize mobility improvements in the area to the same extent as the Dedicated Lanes and Busway Alternatives. Considering the information presented above, the Metro Board finds that the LPA (Canoga Busway Alternative and Northern Terminus Option 5) is the optimal alternative to adopt and implement as the Canoga Transportation Corridor Project.

FINDINGS FOR MITIGATION MEASURES

The Metro Board has considered all of the mitigation measures recommended in the Final EIR for the LPA. None of the recommended measures that are within the Metro Board's jurisdiction have been rejected by the Metro Board. To the extent that these Findings conclude that various proposed mitigation measures outlined in the Final EIR are feasible and have not been modified, superseded or withdrawn, the Metro Board hereby binds itself to implement or, as appropriate, require implementation of these measures. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the Metro Board adopts a resolution approving the LPA. The mitigation measures are referenced in the Mitigation Monitoring & Reporting Plan adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the LPA.

9.0 STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a project against its unavoidable risks when determining whether to approve a project. If the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects, those effects may be considered acceptable (CEQA Guidelines Section 15093(a)). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the Final EIR or elsewhere in the administrative records (CEQA Guidelines Section 15093(b)). In accordance with the requirements of CEQA and the CEQA Guidelines, the Metro Board finds that the mitigation measures identified in the Final EIR and the Mitigation Monitoring & Reporting Plan, when implemented, avoid or substantially lessen virtually all of the significant effects identified in the Final EIR. Nonetheless, certain significant impacts of the project are unavoidable even after incorporation of all feasible mitigation measures. These significant unavoidable impacts are summarized below.

- Impacts related to Construction - Noise. During the construction phase of the LPA mitigated noise levels would still exceed the five-dBA significance threshold at seven sensitive receptors after implementation of mitigation measures described in Section 4.0 of these Findings. Although this impact is significant and unavoidable, it is considered a temporary impact as it will only occur during the construction phase of the LPA.

- Impacts related to Construction - Air Quality. $PM_{2.5}$ and PM_{10} emissions from the construction of the LPA will cause temporary significant air quality impacts that cannot be mitigated to less-than-significant levels. Even after implementation of mitigation measures described in Section 4.0 of these Findings, the $PM_{2.5}$ and PM_{10} emissions generated in the site preparation/demolition, grading, and construction phases will still exceed South Coast Air Quality Management District daily emissions $PM_{2.5}$ and PM_{10} thresholds. This impact, although, significant and unavoidable, is considered to be a temporary impact that will occur only during construction phase activities.

The Metro Board further specifically finds that notwithstanding the disclosure of these significant unavoidable impacts, there are specific overriding economic, legal, social, technological, and other reasons for approving this project. Those reasons are as follows:

- Regional Connectivity/North South Mobility Improvement. All of the build alternatives would have a connection to the Chatsworth Metrolink Station, allowing transfers to and from the Metrolink commuter rail system and AMTRAK service at the station. Similarly, all build alternatives provide a connection to Warner Center and the North Hollywood Metro Red Line Station, another two major transit hubs. All build alternatives, therefore, provide the same amount of regional connectivity; however, the LPA, given its faster travel time would provide the fastest, most direct connection allowing direct trips between Chatsworth and North Hollywood. Travel time on the LPA would be, on average, one mile per hour faster than on the dedicated lanes (20 vs. 21 mph). Compared to the other Alternatives, the LPA would also provide the greatest relief to congested freeways and provide the highest level of improvement.

- Daily Transit Trips. The LPA is expected to increase the number of daily transit trips by 9,023 compared with the No Project Alternative and reduce travel times. The LPA would also offer improved access for area residents to local destinations as well as to the regional rail and bus system and, therefore, to regional destinations. It would also provide high-capacity transit connections between Warner Center and the Chatsworth Metrolink Station and linkages along

the MOL to Pierce College, Van Nuys Government Center, Valley College, North Hollywood and downtown Los Angeles via a transfer to the Metro Red Line.

- **Exclusive Right-of-way.** The LPA would provide a convenient and reliable transportation mode to transit-dependent populations. The LPA will travel along and exclusive right-of-way which will not be affected by daily local traffic conditions.

- **Vehicle Miles Traveled.** The LPA is anticipated to decrease the study area Daily Auto Vehicle Miles Traveled (VMT) by around 0.3 percent when compared to the No Project Alternative. This would result in long-term beneficial effects on air quality.

- **Construction Employment.** The LPA is anticipated to generate thousands of new construction jobs. Metro currently offers a series of programs designed to encourage minority and women-owned businesses to participate in the construction and operation of new transportation projects.

- **Transit-Oriented Development Incentives.** The LPA is likely to stimulate transit-oriented development (TOD) in or near BRT station areas, particularly where there are local land use incentives and favorable market conditions. In addition, landscape treatments along the transit corridor could enhance the urban design of the communities within the transit corridor, making opportunities for development more attractive.

On balance, the Metro Board finds that there are specific, economic, legal, social, technological, and other considerations associated with the project that serve to override and outweigh the project's significant unavoidable effects and, thus, the adverse effects are considered acceptable.

7.0 MITIGATION MONITORING AND REPORTING PLAN

Section 21086.6 of the California Public Resources Code requires that public agencies approving a project with an Environmental Impact Report adopt a mitigation monitoring or reporting program for that project. The purpose of the mitigation monitoring effort is to ensure that the Mitigation Measures identified in the EIR to mitigate the potentially significant environmental effects of the project are, in fact, properly carried out. In its findings concerning the environmental effects of a project for which an EIR was prepared, a Lead Agency must also include a finding that a mitigation monitoring or reporting program has been prepared and provides a satisfactory program that will ensure avoidance or sufficient reduction of the significant effects of the project.

The following mitigation monitoring plan contains a brief statement of all Mitigation Measures; identifies the monitoring action; indicates the party responsible for implementing the mitigation; and identifies the enforcement agency, monitoring agency, and the monitoring phase or timing.

The Los Angeles County Metropolitan Transportation Authority (Metro) shall be responsible for assuring full compliance with the provisions of this program. The Chief Executive Officer (CEO) of Metro may delegate duties and responsibilities to Metro staff, applicants, and consultants as necessary. The CEO shall also ensure that monitoring reports are filed on a timely basis and, when identified, that plan violations are corrected.

Progress toward completion of the required mitigation plan, or violations thereof, shall be reported at prescribed intervals to the CEO. The reports shall be prepared using approved forms or an acceptable format. These reports will be available for public review at any time.