

**Board Report**

File #: 2023-0404, **File Type:** Project**Agenda Number:** 20.

**CONSTRUCTION COMMITTEE
OCTOBER 19, 2023****SUBJECT: CEQA ADDENDUM FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL
TRANSIT PROJECT****ACTION: APPROVE RECOMMENDATION****RECOMMENDATION**

AUTHORIZE the Chief Executive Officer to approve the Addendum and adopt its Findings (Attachment A).

ISSUE

The East San Fernando Valley Transit Corridor (ESFVTC) Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) has completed Certification by the Board in accordance with the California Environmental Quality Act (CEQA). Since Certification of the environmental document in December 2020, the project has undergone Preliminary Engineering to further develop the design of the project which has resulted in updates to the project description. The Summary of project description updates is included in the [CEQA Addendum <https://www.dropbox.com/scl/fi/vc2or7j9v0gentbl9kzk4/ESFVTC_EIR-Addendum_v8.pdf?rlkey=cjeh66k0oz7kjjpdjw7y5m1s7&dl=0>](https://www.dropbox.com/scl/fi/vc2or7j9v0gentbl9kzk4/ESFVTC_EIR-Addendum_v8.pdf?rlkey=cjeh66k0oz7kjjpdjw7y5m1s7&dl=0) (Attachment A).

BACKGROUND

In December 2020, the Metro Board certified the Final EIR for the ESFVTC Project, a 9.2-mile light rail project with 14 at-grade stations, from the Metro G Line (Orange) Van Nuys Station at the south, to the Sylmar/San Fernando Metrolink Station to the north. The Board also approved a 6.7-mile segment along Van Nuys Boulevard, from the Metro G Line (Orange) Van Nuys Station to an interim terminus station at Van Nuys Boulevard/San Fernando Road, as an initial operating segment (IOS). This segment is known as the ESFV Light Rail Transit Project (Southern Segment), and it includes 11 stations and one Maintenance and Storage Facility (MSF).

Since the Board's certification of the ESFVTC Final EIR in December 2020, the ESFV Light Rail Transit (Southern Segment) project team has refined the project design to accommodate and meet City of Los Angeles standards. A detailed description of the changes to the Project Description is provided in the attached Addendum to the EIR (Attachment A).

DISCUSSION

California Environmental Quality Act (CEQA)

Metro, as the CEQA lead agency and proponent for the Project, has completed an Addendum to the EIR and associated technical reports for the updated project elements. The addendum focuses on several potential design elements proposed by the preliminary design and engineering team. Some design elements of note include a refinement in acquisition needs for sites such as traction power substations (TPSS), train control bungalows (TCB), and temporary construction easements (TCE) as well as refinements to traffic and circulation during construction and operations.

The preliminary engineering team identified 4 new properties impacted by TPSS locations that were not previously indicated in the FEIR/EIS. These locations were selected based on a study conducted by Metro to increase the power supply to the LRT from 750 volts of direct current (vdc) to 810 (vdc). The overall total number of TPSS sites decreased from 11 to 10, but the TPSS sites needed to be relocated to accommodate the new power supply spacing requirements. Addresses for the newly identified properties can be found in the addendum.

Additionally, the preliminary engineering team identified 267 temporary construction easements (TCEs) not previously indicated in the FEIR/EIS. These locations could not be previously identified in the FEIR/EIS because the design was not advanced enough at the time a record of decision was provided for the project. These TCEs are for construction activity that will occur on sidewalks and driveways during the construction of the LRT. No long-term operational impacts are associated with the properties. Sharing the locations will help the community to be more informed on how their properties may be impacted once the LRT is under construction in region.

Mitigation measures for construction were identified in the FEIS/EIR to address construction and operational impacts from these above stated impacts. Further detail on additional project elements can be found in the addendum. If the Metro Board concurs with the findings of the Addendum to the EIR, thereby confirming the original CEQA environmental clearance, the Project will continue additional right-of-way acquisitions, utility relocation, and other construction activities. Upon completion of the environmental analysis of the design refinements, the preparation of an Addendum was completed in compliance with CEQA, the Addendum is not required to be circulated for public comment (Cal. Code Regs. Tit. 14 § 15164). Metro did provide presentations and collaborated on the design refinements described in the document with LADOT, LABOE, the CPUC, and DWP.

DETERMINATION OF SAFETY IMPACT

This Board action will not have an adverse impact on safety standards for Metro.

FINANCIAL IMPACT

Impact to Budget

The source of funds for this work is provided within the Preconstruction Budget for the East San Fernando Valley Light Rail Transit project. Funding sources for this project were approved as part of the Preconstruction Budget. No additional funds are required upon approval of this Addendum.

With Board approval of the Addendum, the CEQA process for minor project updates will be complete. It is anticipated that FTA will complete a Re-evaluation for the National Environmental Policy Act (NEPA) in November 2023, confirming that the original NEPA certification and ROD are sufficient for the minor updates to the project.

EQUITY PLATFORM

Board certification of the Project is consistent with the goals and objectives outlined in the Metro Equity Platform Framework in that the Project alignment is located in a disadvantaged, underserved community where access to premium transit service is limited. There is a high concentration of minority communities residing in the Project study area, including a significant concentration of Hispanic or Latino 71.7% (35% higher than the average for the City of Los Angeles and 24% higher than the County). Approximately 17.5% of the households in the study area are below the poverty level, which is 0.2% higher than the City and 3.5% higher than the County. The Project will provide residents with a direct connection to the Metro G Line as well as with Metrolink's Ventura and Antelope Valley Lines. The alignment will provide residents with premium transit service to access employment, health, and educational opportunities, which otherwise would be difficult to reach. The FLM Project component will promote equity and sustainability by connecting underserved neighborhoods to the Metro transit network. The community was included in the process of identifying the pedestrian, bicycling, landscaping, and other FLM enhancements that are included in the FLM Plan.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the Metro Vision 2028 Strategic Plan goals by addressing key transportation challenges in the Project area, including growing travel demand, travel times, traffic congestion and limited connections to the regional rail system.

- The Project is aligned with Vision 2028 Goal #1 - Provide High Quality Mobility Options That Will Enable People to Spend Less Time Traveling. It will provide a high quality mobility option that will improve travel time, mobility, transit access, and connectivity to Metro's regional transit system. The Project area experiences heavy traffic congestion, slow speeds, and unreliable travel times along its major streets during peak travel periods. These conditions are expected to worsen over time. By 2040, the Project is expected to reduce travel time for transit

passengers from 48 minutes to approximately 30 minutes between the Metro G Line (Orange) Station and the Sylmar/San Fernando Metrolink Station. The ESFV Transit Corridor traverses several densely populated environmental justice communities. Many residents of these communities are transit-dependent. The Project is a major transit investment that will enhance mobility, access, and connectivity for ESFV communities and will reduce dependence on the automobile.

- The Project also supports Goal #3 - Enhance Communities through Mobility and Enhanced Access to Opportunity. It will connect communities in the San Fernando Valley to the regional Metro rail network.
- This Project will expand access to jobs, major activity centers, including educational and medical facilities, and recreational opportunities within the Project area and throughout the Los Angeles region.

ALTERNATIVES CONSIDERED

The Board could elect not to approve the Addendum and minor project changes, however, this action is not recommended as it would jeopardize the feasibility of the Project and delay the project schedule. The Board awarded a contract for Phase I Preconstruction Services of the progressive design-build contract in February 2023. Delaying the Project would delay this effort and could impact securing a Full Funding Grant Agreement through the Federal Transit Administration Expedited Project Delivery pilot program.

NEXT STEPS

Upon Board approval, Project staff will work with the FTA to ensure the timely completion of the NEPA Re-evaluation and application for the FFGA.

ATTACHMENTS

Attachment A - CEQA Addendum

Prepared by: Robert Pak, Senior Manager
Environmental Services Division (213) 660-6895

Candace Lee, Principal Environmental Specialist
Environmental Services Division (213) 418-3372

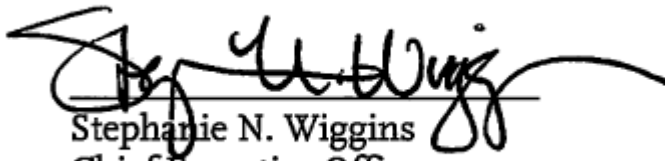
Gregory Gastelum, Senior Executive Officer

Program Management, (213) 218-8479

Reviewed by: James De La Loza, Chief Planning Officer

Countywide Planning and Development
(213) 922-2920

Darcy Buryniuk, Chief Program Management Officer
(213) 922-2250



Stephanie N. Wiggins
Chief Executive Officer

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR

Environmental Impact Report Addendum

Addendum to the Final Environmental Impact Study/Environmental Impact Report (FEIS/EIR)

September 2023

Prepared By:

*Los Angeles Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012*

In Consultation With:

*GPA Consulting
617 South Olive Street, Suite 910
Los Angeles, CA 90014*

Table of Contents

1.0 Introduction 3

1.1 Basis for Decision to Prepare EIR Addendum 3

2.0 FEIS/EIR Project Description..... 4

2.1 Vehicles 5

2.2 Alignment..... 5

2.3 Stations 5

2.4 Supporting Facilities..... 6

2.5 Operations 7

2.6 Parking Loss and Travel Lane Loss 7

2.7 Bicycle Facilities 8

2.8 Accessibility 9

2.9 Right-of-Way..... 9

2.10 Gated Light Rail Transit Grade Crossings 9

3.0 Changes to the Project Description..... 9

3.1 Vehicles 9

3.2 Alignment..... 10

3.3 Stations 10

3.4 Overhead Contact System (OCS)..... 10

3.5 Traction Power Substations (TPSS) 11

3.6 Maintenance and Storage Facility (MSF)..... 12

3.7 Communications and Signaling Buildings 12

3.8 Operations 14

3.9 Parking Loss and Travel Lane Loss 14

3.10 Turning Restrictions 14

3.11 Bicycle Facilities 14

3.12 Pedestrian Access 15

3.13 Vehicular Access..... 15

3.14 Right-of-Way and Temporary Construction Easements 17

3.15 Gated Light Rail Transit Grade Crossings 17

3.16 Sidewalk Improvements 17

3.17 Utility Work 18

3.18 Pacoima Wash Culvert 18

3.19 Air Raid Sirens 18

4.0 Environmental Analysis..... 18

4.1 Construction Activities..... 19

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ADDENDUM

4.2	Transportation, Transit, Circulation, Parking, and Bicycle Facilities	19
4.3	Land Use	20
4.4	Real Estate and Acquisitions	20
4.5	Economic and Fiscal Impacts.....	21
4.6	Community and Neighborhoods.....	21
4.7	Visual Quality and Aesthetics	21
4.8	Air Quality.....	22
4.9	Greenhouse Gas Emissions	23
4.10	Noise and Vibration.....	24
4.11	Geology, Soils, and Seismicity.....	28
4.12	Hazardous Waste and Materials	28
4.13	Energy	29
4.14	Ecosystems and Biological Resources	29
4.15	Water Resources/Hydrology and Water Quality	29
4.16	Safety and Security.....	30
4.17	Parklands and Community Resources.....	30
4.18	Historic, Archaeological, and Paleontological Resources.....	30
4.19	Environmental Justice	32
4.20	Growth-Inducing Impacts.....	32
5.0	Results and Conclusions	32

List of Tables

Table 1. Summary of Previous and New TPSS Locations.....	12
Table 2. Mitigation Comparison Table	33

List of Appendices

- Appendix A.** Updated Project Alignment
- Appendix B.** Traffic Tables
- Appendix C.** Right of Way Updates and Impacts Table
- Appendix D.** Air Quality and Greenhouse Gas Tables
- Appendix E.** Noise Table
- Appendix F.** Noise Figures
- Appendix G.** List of Mitigation Measures

1.0 Introduction

The Los Angeles County Metropolitan Transportation Authority (LACMTA) proposes modifications and refinements to the design of the East San Fernando Valley Transit Corridor Project (Project) in Los Angeles County, California. The Project consists of the design, construction, and future operation of a light rail transit (LRT) system that would operate over 9.2 miles along Van Nuys Boulevard (6.7 miles) and within LACMTA-owned rail right-of-way (2.5 miles).

The Federal Transit Administration (FTA) is the Lead Agency under the National Environmental Policy Act (NEPA) and the LACMTA is the Lead Agency under the California Environmental Quality Act (CEQA). The FEIS/EIR for the project was published in the Federal Register for review on October 2, 2020, and the comment period ended on November 2, 2020. The comment period was subsequently extended another 15 days to November 17, 2020. Online, virtual public information meetings were held on October 14, 2020, and October 26, 2020. On January 29, 2021, the FTA signed the Record of Decision (ROD) for the project. On December 3, 2020, the LACMTA adopted the Finding of Fact and Statement of Overriding Considerations and on December 8, 2020 filed the Notice of Determination (NOD).

On December 3, 2020, Metro Board of Directors approved and certified the Environmental Impact Report (EIR) for the project. On January 29, 2021, the FTA signed the Record of Decision (ROD) for the project. The ROD applied to the at-grade light rail transit (LRT) modified Alternative 4, also identified as the Locally Preferred Alternative (LPA), which was described and evaluated in the *East San Fernando Valley Transit Corridor Project Final Environmental Impact Statement/Final Environmental Impact Report* (FEIS/EIR), dated September 2020. Metro is proposing to construct the LPA in two phases. Phase 1, an Initial Operating Segment (IOS), consists of the portion of the LPA alignment along Van Nuys Boulevard, and Phase 2 includes the northern 2.5-mile segment of the LPA along the Metro-owned railroad right-of-way. Accordingly, the IOS phasing was included in the FEIS/EIR to enable Metro to realize potential cost savings that would not otherwise occur under the LPA. This analysis includes Phase I of the project, the IOS. The project name has been updated to "ESFV LRT Southern Segment"; however, this document refers to the 6.7-mile alignment as the "IOS", for consistency with the FEIS/EIR.

1.1 Basis for Decision to Prepare EIR Addendum

In determining whether an EIR Addendum is the appropriate document under CEQA, CEQA Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) provides the following criterion:

- ◁ The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

CEQA Guidelines Sections 15162 states that a subsequent EIR or negative declaration shall be prepared if any of the following conditions are met:

- ◁ Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- ◁ Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

- ◁ New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, which shows any of the following:
 - ◁ The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - ◁ Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - ◁ Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - ◁ Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

As demonstrated in the environmental analysis provided in Section 4.0 (Environmental Analysis), subsequent actions associated with the project would not meet the criteria for preparing a subsequent EIR or negative declaration. Therefore, an addendum is the appropriate environmental document to comply with CEQA.

2.0 FEIS/EIR Project Description

The following six alternatives were developed and considered in the DEIS/EIR, which was circulated in September and October 2017:

- ◁ No-Build Alternative
- ◁ Transportation Systems Management Alternative
- ◁ Build Alternative 1 – Curb-Running Bus Rapid Transit Alternative
- ◁ Build Alternative 2 – Median-Running Bus Rapid Transit Alternative
- ◁ Build Alternative 3 – Low-Floor LRT/Tram Alternative
- ◁ Build Alternative 4 – LRT

Based on the project objectives and in response to public comments received during the 60-day comment period for the DEIS/DEIR, a modified version of Alternative 4 was developed and included in the FEIS/EIR. The primary difference between Alternative 4 and modified Alternative 4 was the elimination of a 2.5-mile subway segment. Under the modified Alternative 4, the entire 9.2-mile alignment would be constructed at grade. The FEIS/EIR identified the modified Alternative 4: Light Rail Transit as the LPA.

The LPA consisted of a 9.2-mile, at-grade LRT with 14 stations. The LRT would be powered by electrified overhead lines and would travel 2.5 miles along Metro-owned right-of-way that is used by the Antelope Valley Metrolink line and Union Pacific Railroad from the Sylmar/San Fernando Metrolink Station south to Van Nuys Boulevard. As the LRT approaches Van Nuys Boulevard, it would transition to and operate in a median dedicated guideway in the median of Van Nuys Boulevard for approximately 6.7 miles south to the Metro G Line Van Nuys Station. Maintenance and Storage Facility (MSF) Option B would be constructed as the preferred MSF site located on the west side of Van Nuys Boulevard on approximately 25 acres. This site is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west.

To ensure the objectives of the LPA were met in a timely manner and to avoid delays due to the timing of funding availability, Metro proposed constructing the LPA in two phases, an Initial Operating Segment (IOS) or Phase 1, which consists of the portion of the LPA alignment along Van Nuys Boulevard, and Phase 2, which includes the northern 2.5-mile segment of the LPA along the Metro-owned railroad right-of-way. Accordingly, the IOS phasing was included in the FEIS/EIR to enable Metro to realize potential cost savings that would not otherwise occur under the LPA.

It was anticipated that Phase 1 construction would begin in 2022 and take 4.5 to 5 years to complete. Although the schedule for completing Phase 2 was contingent upon securing funding and additional coordination with the Public Utility Companies, Metrolink, and the City of San Fernando, Metro expected that construction of Phase 2 would begin within 3 to 5 years of completing Phase 1 and would occur over a 3- to 4-year period in the FEIS/EIR. The following project description includes only Phase 1, the IOS.

2.1 Vehicles

LRT vehicles would be similar to those currently used throughout the existing Metro LRT system. Metro's LRT system is ~~with up to three~~ 90-foot railcars, ~~for automobile~~ t e t r a length of 270 feet. Although LRT vehicles can operate at speeds of up to 65 miles per hour (mph) in an exclusive guideway, operating at-grade along Van Nuys Boulevard, the vehicles would not exceed the posted speed limit of the adjacent roadway, which is 35 mph. A three car consists (i.e., trains) could carry approximately 230 seated passengers and up to 400 passengers when standing passengers are included. The LRT train sets would be configured with a d r i trains, allowing them to run in either direction without the need to turn around at the termini.

2.2 Alignment

The IOS alignment would extend from the Van Nuys Boulevard/San Fernando Road intersection on the north to the Metro Orange Line Station on the south, a distance of 6.7 miles. The IOS alignment would have two tracks and would be fully separated from automobile traffic along Van Nuys Boulevard by a barrier, except at signalized intersections and controlled at-grade crossings. The IOS would operate in a semi-exclusive right-of-way in what is currently the median of Van Nuys Boulevard. The LRT train would operate no faster than the adjacent prevailing traffic speeds and would be controlled by train signals that would coordinate with the traffic signals.

2.3 Stations

Stations would be constructed at approximately 0.75-mile intervals along the entire route. The 14 planned stations are as follows (from north to south):

- | | |
|------------------------------------------|------------------------------------------------------------------|
| 1. Sylmar/San Fernando Metrolink Station | 8. Nordhoff Station |
| 2. Maclay Station | 9. Roscoe Station |
| 3. Paxton Station | 10. Van Nuys Metrolink Station |
| 4. Van Nuys/San Fernando Station | 11. Sherman Way Station |
| 5. Laurel Canyon Station | 12. Vanowen Station |
| 6. Arleta Station | 13. Victory Station |
| 7. Woodman Station | 14. Van Nuys Metro Orange Line (now known as the G Line) Station |

The proposed stations would have designs consistent with the Metro Rail Design Criteria, including directive and standard drawings. Stations would be Americans with Disabilities Act (ADA) compliant, including compliance with the requirements pertaining to rail platforms, rail station signs, public address

systems, clocks, escalators, and track crossings, as described in Sections 8.10.5 through 8.10.10 of the 2010 ADA standards.

Common elements would include signage, maps, fixtures, furnishings, lighting, and communications equipment. All stations are proposed to have center platforms, allowing passengers to access trains traveling in either direction. Typically, at-grade station platforms are 270 feet long (to accommodate three-car trains), 39 inches high (to allow level boarding and full accessibility, in compliance with the ADA), and minimum 12.2 feet wide for side platforms to 16 feet wide for center platform stations.

Canopies at the LRT stations would be approximately 13 feet high and would incorporate directional station lighting to enhance safety. Stations would include seating elements and contain ticket vending machines, variable message signs, route maps, and fare gates, as well as the name and location of the LRT station. In addition, Metro is moving to a fare gate system, which would be integrated into station designs as appropriate.

Stations would also include bicycle parking and bike lockers at or near stations, as feasible. In addition, signage and safety and security equipment, such as closed-circuit televisions, public announcement systems, passenger assistance telephones, and variable message signs (providing real-time information), would be part of the amenities.

2.4 Supporting Facilities

As stated in the FEIS/EIR, the IOS would require a number of additional elements to support vehicle operations, including an Overhead Contact System (OCS) along the entire alignment, Traction Power Substations (TPSS) units, an MSF, and communications and signaling buildings.

2.4.1 Overhead Contact System

An OCS is a network of overhead wires that distributes electricity to tram or LRT vehicles. The OCS would include steel poles placed with the right-of-way to support overhead wires above the light rail vehicles. A telescoping pantograph would slide along the underside of the contact wire and deliver electric power to the vehicles. The OCS poles would be approximately 30 feet tall and typically located every 90 to 170 feet between the two tracks or in some locations where street width dictates, may be on the sidewalk.

2.4.2 Traction Power Substations

TPSS units are electrical substations that would be typically placed at approximate 0.75-mile intervals. The LRT vehicles would be powered by approximately 14 TPSS units (including one at the MSF), which would be spaced relatively evenly along the alignment to provide direct current to the LRT vehicles. The TPSS would be located at points along the alignment where maximum power draw is expected (such as at stations and on inclines). In the event that one TPSS needs to be taken offline, the LRT vehicles would continue to operate. The MSF would also have its own designated TPSS.

2.4.3 Maintenance and Storage Facility

The IOS includes construction of a new MSF, which would provide secure storage of the LRT vehicles when they are not in operation, and regular light maintenance to keep them clean and in good operating condition as well as heavy maintenance.

MSF Option B, as described in the FEIS/EIR, was identified as the locally preferred site by the Metro Board. The MSF site would be approximately 25 acres in size. The MSF would be located on the west

side of Van Nuys Boulevard and would be bounded by Keswick Street on the south, Rayner Street on the east and north, and the Pacoima Wash on the west. Access to the facility would be via two turnout tracks on the west side of the alignment. A northbound turnout would be located in the vicinity of Saticoy Street. A southbound turnout would be located in the vicinity of Keswick Street.

The MSF would accommodate both operational and administrative functions. The MSF would accommodate all levels of vehicle service and maintenance (i.e., progressive maintenance, scheduled maintenance, unscheduled repairs, warranty service, and limited heavy maintenance) in addition to storage space for vehicles. The typical MSF would provide interior and exterior vehicle cleaning, sanding, and inspection areas; maintenance and repair shops; storage yards for vehicles; and storage areas for materials, tools, and spare vehicle parts. The storage yard would be the point of origin and termination for daily service.

The MSF would service as the “home base” for the dispatcher workstations, employee break rooms and/or lunchrooms, operator areas with lockers, showers and restrooms, and employee and visitor parking.

The MSF would include collision/body repair areas, enclosed paint booths, and wheel truing (the profiling of wheels to ensure the proper wheel to rail interface) machines. The MSF would also include maintenance-of-way, signals and communications, and traction power functions that would be housed in separate and smaller buildings.

The MSF site would accommodate the maximum number of LRT vehicles required for service and also allow for future expansion of transit service and vehicle maintenance and storage.

2.4.4 Communications and Signaling Buildings

Communications and signaling buildings that contain train control and communications equipment would be located at each station, crossover, and at-grade crossing.

2.5 Operations

The proposed LRT is anticipated to operate with a 6-minute peak and 12-minute off-peak headways when it opens and is projected to operate at 5-minute peak and 10-minute off-peak once ridership begins to increase. Metro Local Line 233 would operate with 8-minute peak and 16-minute off-peak headways, or as demand dictates.

2.6 Parking Loss and Travel Lane Loss

2.6.1 Parking Loss

With implementation of the IOS, all curbside parking would be prohibited along Van Nuys Boulevard.

2.6.2 Travel Lane Loss

The number of travel lanes on Van Nuys Boulevard would be reduced from three to two lanes in each direction for the segment between the Metro G Line and Parthenia Street. North of that point, the IOS would maintain two existing travel lanes in each direction to Laurel Canyon Boulevard and the existing on northbound lane and two southbound lanes along Van Nuys Boulevard from Laurel Canyon Boulevard to San Fernando Road.

2.6.3 Turning Restrictions

With implementation of the IOS, left turns from Van Nuys Boulevard onto cross streets would be maintained at most of the currently signalized intersections where the LRT would be running in the median. All crossings of the alignment would be controlled by a traffic signal. Motorists who desire to make a left turn where it would no longer be allowed would have to make a U-turn at a signalized left-turn location or choose a route that would allow them to use a signalized cross street.

Under the IOS, the intersections with turning restrictions were as follows:

- | | |
|--------------------------------------------------------------------------------------|----------------------------------------------------------------|
| ◁ Pinney Street & San Fernando Road (closed via a cul-de-sac) | ◁ Van Nuys Boulevard & Canterbury Avenue |
| ◁ Van Nuys Boulevard & El Dorado Avenue (southbound left only) | ◁ Van Nuys Boulevard & Woodman Avenue (southbound left only) |
| ◁ Van Nuys Boulevard & Tamarack Avenue | ◁ Van Nuys Boulevard & Vesper Avenue (northbound left only) |
| ◁ Van Nuys Boulevard & Telfair Avenue | ◁ Van Nuys Boulevard & Novice Street |
| ◁ Van Nuys Boulevard & Cayuga Avenue | ◁ Van Nuys Boulevard & Gledhill Street |
| ◁ Van Nuys Boulevard & Oneida Avenue | ◁ Van Nuys Boulevard & Vincennes Street |
| ◁ Van Nuys Boulevard & Haddon Avenue | ◁ Van Nuys Boulevard & Osborne Street |
| ◁ Van Nuys Boulevard & Omelveny Avenue | ◁ Van Nuys Boulevard & Rayen Street |
| ◁ Van Nuys Boulevard & Amboy Avenue | ◁ Van Nuys Boulevard & Parthenia Street (southbound left only) |
| ◁ Van Nuys Boulevard & Rincon Avenue | ◁ Van Nuys Boulevard & Lorne Street |
| ◁ Van Nuys Boulevard & Remick Avenue | ◁ Van Nuys Boulevard & Blythe Street |
| ◁ Van Nuys Boulevard & Vena Avenue | ◁ Van Nuys Boulevard & Michaels Street |
| ◁ Van Nuys Boulevard & Bartee Avenue (northbound left only) | ◁ Van Nuys Boulevard & Keswick Street (southbound left only) |
| ◁ Van Nuys Boulevard & Lev Avenue | ◁ Van Nuys Boulevard & Covello Street |
| ◁ Van Nuys Boulevard & Arleta Avenue (southbound left only) | ◁ Van Nuys Boulevard & Wyndotte Street |
| ◁ Van Nuys Boulevard & Beachy Avenue (southbound left only and pedestrian crossings) | ◁ Van Nuys Boulevard & Gault Street (pedestrian crossing only) |
| ◁ Van Nuys Boulevard & Hartland Street (pedestrian crossing only) | ◁ Van Nuys Boulevard & Hart Street |
| ◁ Van Nuys Boulevard & Archwood Street | ◁ Van Nuys Boulevard & Friar Street |
| ◁ Van Nuys Boulevard & Haynes Street | ◁ Van Nuys Boulevard & Erwin Street |
| ◁ Van Nuys Boulevard & Hamlin Street | ◁ Van Nuys Boulevard & Delano Street |
| ◁ Van Nuys Boulevard & Gilmore Street | ◁ Van Nuys Boulevard & Calvert Street |
| | ◁ Van Nuys Boulevard & Bessemer Street |

2.7 Bicycle Facilities

When feasible, bicycle parking would be provided at or near Metro stations, as required by Metro Rail

Design Criteria. The existing bike lanes, which extend approximately two miles north along Van Nuys Boulevard from Parthenia Street to Beachy Avenue and from Laurel Canyon Boulevard to San Fernando Road, would be removed due to right-of-way constraints.

2.8 Accessibility

2.8.1 Pedestrian Access

All current crosswalks at signal-controlled intersections would be maintained. Between the signalized intersections, a barrier would be installed to prevent uncontrolled current practice on its median-running LRT lines. Pedestrians would be required to walk to a signalized location to cross Van Nuys Boulevard. LRT passengers would reach the median station platforms from crosswalks at signalized intersections.

2.8.2 Vehicular Access

Vehicular access along Van Nuys Boulevard that would cross the LRT alignment would be limited to signalized crossings. All other streets or driveways would become right turns into and out of Van Nuys Boulevard.

2.9 Right-of-Way

Discussion of the right of way in the FEIR/EIS included number of properties required to construct the project. This included an account of properties for the MSF, stations, guideway, tracks, and the TPSS facilities. In total it would require 100 properties, which included 68 full parcels, 30 partial parcel acquisitions, one Metro-owned property, and one vacant alley. Most of these acquisitions are commercial or industrial properties. However, up to four acquisitions of single-family residences would also be required.

2.10 Gated Light Rail Transit Grade Crossings

There would also be left-turn lane gates, where feasible, at signalized intersections along Van Nuys Boulevard where left turns are permitted across the LRT dedicated guideway. The gates would be activated whenever a train approaches the intersection to enhance safety at these locations.

3.0 Changes to the Project Description

The Metro Design Team has since identified design changes and refinements to the IOS due to real estate and engineering constraints. The following paragraphs identify whether there have been any changes to the IOS described in the FEIS/EIR and summarize the proposed changes.

3.1 Vehicles

The project remains an LRT system. There are no changes to the LRT vehicles.

The vehicles would continue to be similar to the system. Metro's existing LRT -footrail cars that would operate at the posted speed limit of the adjacent roadway (35 miles per hour) along the IOS. Each A 3 car consists (train) could carry approximately 230 to 400 passengers allowing them to run in either direction without the need to turn around at termini.

3.2 Alignment

There are no changes to the LRT alignment (see **Attachment A**).

The IOS alignment would continue to be located at-grade and along the center (what is currently the median) of Van Nuys Boulevard between San Fernando Road to the north and the Metro G (Orange) Line station to the south.

3.3 Stations

There are no changes to the total number of stations or the approximate spacing of the stations along the IOS route.

However, due to real estate right of way constraints, LACMTA has identified changes to the following four station locations shown in the Advanced Conceptual Plans dated March 15, 2019:

- < Van Nuys/San Fernando Station was relocated to the middle of Van Nuys Boulevard;
- < Arleta Station was moved from south of Arleta Avenue to north of Arleta Avenue;
- < Woodman Station was moved from south of Woodman Avenue to north of Woodman Avenue;
- < Van Nuys Metro G (Orange) Line Station was relocated to the middle of Van Nuys Boulevard.

All stations, except the Van Nuys/San Fernando, Van Nuys/Metrolink, and Metro G (Orange) Line stations, now include an underground room for electrical, mechanical and systems equipment, due to recent updates to the Metro Rail Design Criteria (MRDC) and Architectural Standard Drawings.

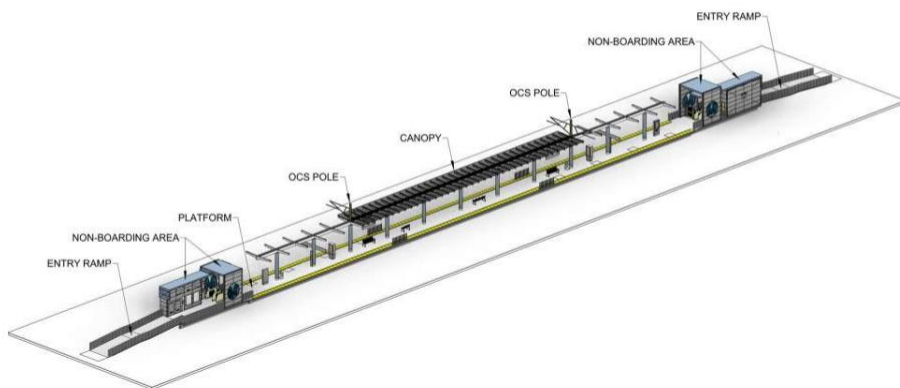


Figure 1: Typical at Grade Center Platform Station

3.4 Overhead Contact System (OCS)

There are no changes to the Overhead Contact System (OCS).

The OCS would continue to consist of a network of overhead wires supported above the LRT vehicles by steel poles located within the ROW. The support poles would be approximately 30 feet tall and placed

every 90 to 170 feet between the tracks of the IOS alignment or on the sidewalk. A pantograph on the roof of the vehicles would slide along the underside of the contact wire to deliver electric power to the vehicles.

3.5 Traction Power Substations (TPSS)

Previously, the description of the IOS included 10 Traction Power Substations (TPSS) sites along this portion of the alignment, as well as one TPSS within the Maintenance and Storage Facility (see below) for a total of 11 TPSS. As the design was progressed for IOS, LACMTA studied increasing the power from 750 volts of direct current (vdc) to 810 vdc and concluded that one of the TPSS sites could be eliminated, decreasing the total from 11 to 10 sites. All the sites along the IOS alignment were renumbered to account for the removal of one site. The previous and new TPSS numbers and locations along the IOS alignment are compared in the tables below. Four of the TPSS sites moved locations due to the study results.

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ADDENDUM

Table 1. Summary of Previous and New TPSS Locations

Previous TPSS No.	Previous Address	Change	New TPSS No.	New Address	Change
1	N/A (Bessemer St)	N/A	1	6073 Van Nuys Blvd	N/A
2A	6429 Van Nuys Blvd	No	2	6429 Van Nuys Blvd	None
3A	7027 Van Nuys Blvd	No	NA	NA	Removed
4	7627 Van Nuys Blvd	No	3	7254 Van Nuys Blvd	Moved south about 2000 feet
5B	8146 Van Nuys Blvd	Yes	4	7927 Van Nuys Blvd / 14510 W Blythe Street	Moved south about 1500 feet
6A	8760 Van Nuys Blvd	Yes	5	8751 Van Nuys Blvd	Moved to opposite side of Van Nuys Boulevard
7	9462 Van Nuys Blvd / 14540 Plummer St	Yes	6	9462 Van Nuys Blvd / 14540 Plummer Blvd	No change in location, change in TPSS number
8	14229 Van Nuys Blvd	Yes	7	14229 Van Nuys Boulevard	No change in location, change in TPSS number
9	10390 Remick Ave	No	8	13746 Van Nuys Boulevard / 13757 Van Nuys Boulevard	Moved north about 200ft
10A	13313 Van Nuys Blvd	No	9	13291 Van Nuys Boulevard / 13287 Van Nuys Boulevard / 13283 Van Nuys Boulevard	Moved southwest about 370 feet

3.6 Maintenance and Storage Facility (MSF)

There are no changes to the anticipated Maintenance and Storage Facility (MSF).

The Maintenance and Storage Facility would continue to be located along southbound Van Nuys Boulevard and would be generally bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west.

The number of full acquisitions of properties dedicated to the guideway into and out of the MSF have been identified as not needed for the IOS. However, these sites may still be utilized for future use in phase 2 of the project still being studied. Detailed description of the changes from the FEIR/EIS to now are described in Appendix C.

3.7 Communications and Signaling Buildings

Communications and signaling buildings that contain train control and communications equipment would continue to be located at each station, crossover, and at-grade crossings. Two standalone Train Control

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ADDENDUM

Bungalows (TCB) sites would be located at Vose Street and Covello Street. See ROW, below, for additional information on acquisitions necessary for TCB. Other TCBs would be co-located at stations, TPSS sites, etc.

3.8 Operations

There are no changes to the anticipated operations of the LRT.

The IOS would be designed to operate with 6-minute peak and 12-minute off-peak headways when it opens; however, headways would be revised depending upon train schedule and demand once adjacent and connecting bus lines are evaluated.

3.9 Parking Loss and Travel Lane Loss

There are no changes to the anticipated parking and travel lane loss for the IOS.

All curbside parking would continue to be prohibited along Van Nuys Boulevard. The number of travel lanes on Van Nuys Boulevard would be reduced from three to two lanes in each direction for the segment between the Metro G (Orange) Line and Parthenia Street. The two existing travel lanes for the segment between Parthenia Street and Laurel Canyon Boulevard, and the existing northbound lane and two southbound lanes for the segment between Laurel Canyon Boulevard and San Fernando Road, would be maintained.

3.10 Turning Restrictions

All currently unsignalized intersections would continue to be restricted to allow only right turns into and out of streets and driveways intersecting with Van Nuys Boulevard, due to the elimination of the median 2-way-left-turn lane and inclusion of the LRT system.

However, the following turn lanes would be removed or added:

- < Valerio Street- northbound left turn removed
- < Saticoy Street- southbound left turn removed
- < Lanark Street- southbound left turn removed
- < Chase Street- northbound left turn removed
- < Tupper Street- northbound and southbound left turns removed
- < Plummer Street- southbound left turn removed
- < Vesper Avenue- northbound left turn removed
- < Woodman Avenue- northbound left turn added
- < Arleta Avenue- southbound left turn removed; northbound left turn added
- < Bartee Avenue- northbound left turn removed; southbound left turn added
- < Sherman Way- northbound and southbound left turns removed
- < El Dorado Avenue- northbound and southbound left turns removed

3.11 Bicycle Facilities

There are no changes to the bicycle facilities or bicycle paths.

Approximately two miles of existing bike lanes along the IOS would be removed due to right-of-way constraints. When feasible, bicycle parking would be provided at or near stations, as required by the MRDC.

3.12 Pedestrian Access

As previously cleared, all current crosswalks at signal-controlled intersections along the IOS would be maintained, and a barrier would be installed between signal-controlled intersections to prevent uncontrolled pedestrian crossings. El Dorado Avenue would be closed for vehicular and pedestrian cross traffic due to the relocation of the Van Nuys/San Fernando Station.

3.13 Vehicular Access

Vehicular access along Van Nuys Boulevard that would cross the LRT alignment of the IOS would continue to be limited to signalized crossings. All other streets or driveways would become right turns only into and out of Van Nuys Boulevard.

The Project at-grade crossings will be incorporated into existing intersections, such that the movement of trains, motorists, and pedestrians are controlled by traffic signals, train control signals, striping, and signage. In accordance with the CPUC crossing approval process, diagnostic meetings were conducted for each crossing, including the Left Turn Gate designs.

Left turn movements along Van Nuys Boulevard would only be allowed at 25 of the remaining signalized intersections; the remaining left-turns would be converted to operate under protected-only phase operation to ensure that there is no possibility of interference and conflict between left-turning vehicles and the LRT train, so the LRT system can safely operate in the median of Van Nuys Boulevard.

During crossing diagnostic meetings, a team of engineers and representatives from LACMTA, CPUC, consultants, and City of Los Angeles reviewed preliminary designs for the crossings and supported Left Turn Gates (and IIRPMs). LACMTA raised concerns that motorist illegal left turn movements in front of oncoming trains account for over 70% of all light rail accidents. LACMTA noted the effectiveness of reducing illegal left turns for similar Left Turn Gate located at Flower St. and 18th St., Los Angeles. Example left turn gate can be seen below (Exhibit 1). Given the results of the evaluation, the design team determined the need to eliminate additional left turns not previously identified in the FEIR/EIS.



Exhibit 1 – Existing Left Turn Gate for LACMTA Blue Line Train – Flower St. and 18th St

The traffic signals at 11 existing signalized intersections would be removed entirely and converted to only allow right turns into and out of streets.

Four of the existing signalized intersections would be converted to pedestrian-only crossings (Tammarack Avenue, Canterbury Avenue, Panorama Mall, Calvert Street).

The intersections at Tupper Street and Sherman Way would remain signalized with no left-turn operations from Van Nuys Boulevard.

The remaining traffic signals along the corridor would be maintained but modified to accommodate LRT operations.

In addition, during construction, temporary construction easements (TCE) would be required for 245 parcels for sidewalk and driveway construction. The number of TCEs was not specified in the previous description of the IOS.

3.14 Right-of-Way and Temporary Construction Easements in the Public Right-of-Way

Based on the proposed design in the advanced engineering drawings, the number of public right-of-way (ROW) impacts have been identified and described in this document. There will be permanent and temporary construction easements needed to complete the project. These public ROW impacts will temporarily impact properties adjacent to the project. These impacts are largely temporary construction easements (TCEs) needed for construction of the IOS. The number and type of construction easements (temporary and permanent) not previously specified in the FEIR/EIS are presented below:¹

- < 267 identified TCEs which include:
 - o 267 construction impacts to property from TCEs primarily for sidewalk, driveway, and curb ramp construction, and temporary construction activities
- < 82 identified permanent easements which include:
 - o 82 parcels need permanent easement for construction and implementation roadway widening. This would also include easements for temporary construction activities
- < 54 identified permanent acquisitions specific to IOS.
 - o 54 parcels needed for the construction of TPSS, TCB, and MSF properties.
- < The number of full acquisitions of properties dedicated to the guideway into and out of the MSF have been identified as not needed for the IOS. However, these sites may still be utilized for future use in phase 2 of the project. These sites are still in the full tally of properties. Detailed description of the changes from the FEIR/EIS to now are described in Appendix C.

3.15 Gated Light Rail Transit Grade Crossings

Previously, the description of the IOS included left-turn lane gates at signalized intersections along Van Nuys Boulevard where left turns are permitted across the LRT guideway that would be activated when a train approaches. Left turn gates are now proposed to be installed at select left turn pockets, and the gates would be activated at all times to enhance safety at these locations.

3.16 Sidewalk Improvements

Overall major improvements to the sidewalks were not included in the previous description of the IOS; however, the previous description of the IOS did include anticipated narrowing of sidewalks at select locations.

Project design updates include sidewalk improvements along Van Nuys Boulevard for the entire alignment of the IOS to enhance accessibility and meet the 2010 Americans with Disabilities Act

¹A “property” in this context may consist of multiple legal parcels identified herein for acquisition is greater than the number of properties.

standards to the maximum extent feasible. This includes maintaining a minimum sidewalk width of 3 feet (36 inches) with passing areas of at least 5 feet by 5 feet every 200 feet. Curb ramps and driveways would also be reconstructed along this segment.

3.17 Utility Work

Overall major utility work project descriptions were not included in the previous description of the IOS. Project design updates include utility work along Van Nuys Boulevard and various side streets.

The limits of utility improvements for the IOS are primarily within the Van Nuys Blvd ROW. Various utility and drainage relocations and improvements have been identified to avoid conflicts with the track alignment. Additionally, roadway and sidewalk improvements require the relocation of various utility poles. These underground and overhead infrastructure relocations and improvements have expanded the area of potential effects to various side streets.

3.18 Pacoima Wash Culvert

A portion or all of the Pacoima Wash culvert would be replaced within the limits of the proposed LRT guideway. The existing culvert is approximately 15 feet below grade to the bottom of the structure and excavation would be required to approximately 10 feet below the existing culvert to accommodate the larger culvert section and to install base needed for the new structure. Temporary shoring is anticipated to be required to remove and replace the culvert. Traffic control/diversion of traffic may be required during the removal of the existing culvert and the installation of new culvert section.

3.19 Air Raid Sirens

Two existing World War Two era air raid sirens would be relocated. This relocation was not included in the previous description of the IOS.

Air Raid Siren No. 104 is currently located at the outer edge of the sidewalk on the east corner of Van Nuys and Laurel Canyon Boulevards. Air Raid Siren No. 207 is currently located at the outer edge of the sidewalk on the northwest corner of Van Nuys Boulevard and Valerio Street. Both air raid sirens would be removed from their current location to new locations. The selection of the new locations is at the discretion of the City of Los Angeles.

4.0 Environmental Analysis

A review of the technical analysis for the project has been conducted per CEQA Guidelines Sections 15162 to determine if any of the changes to the project would result in significant effects not discussed in the previous FEIS/EIR, if significant impacts previously examined would be substantially more severe than previously shown; if mitigation measures or alternatives previously found not to be feasible would in fact be feasible, or if mitigation measures or alternatives considerably different from those analyzed in the FEIS/EIR would substantially reduce one or more significant effects on the environment.

The review is based on the CEQA guidelines, as well as the most current FTA and LACMTA guidelines and policies. To the extent possible, the analysis uses the same methods and criteria developed as part of the FEIS/EIR to determine the significance of any potential environmental impacts. A discussion of the affected environment and consideration of potential impacts during construction and operation is included in the sections below. These impacts are then compared to the conclusions of the FEIS/EIR to determine if new or additional mitigation would be necessary if the design change were adopted by the project.

Mitigation measures identified in the FEIS/EIR would apply to all design changes.

4.1 Construction Activities

The proposed design changes would not change the findings for construction methods and impacts discussed in Chapter 2.6 Construction Activities and Chapter 4 of the FEIS/EIR. The duration of construction is estimated to be approximately 4.5 to 5 years. As discussed in the FEIS/EIR, the project could include temporary street and lane closures and detour routes. Temporary construction easements identified above would provide the contractor and public with look ahead of project impacts as the construction work starts and progresses. Construction activities would most likely begin simultaneously at several locations along the project corridor to accommodate areas of work requiring lengthy construction times and bring the different segments of the project to completion to meet the schedule. Changes to the project would result in additional work within roadway right-of-way, including areas outside of the original footprint. However, project construction would continue to adhere to all applicable local, state, and federal laws for building and safety. As was stated in the FEIS/EIR, working hours would vary to meet special circumstances and restrictions, and efforts would be made to ensure working hours are appropriate for the community. **Finding:** construction activities would continue to result in a significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.2 Transportation, Transit, Circulation, Parking, and Bicycle Facilities

The proposed design changes would not change the findings for transportation, transit, circulation, parking, and bicycle facilities discussed in Section 3, Transportation, Transit, Circulation, Parking, of the FEIS/EIR. The roadway geometry would mostly remain the same between the original FEIS/EIR and updated IOS. However, since the completion of the FEIS/EIR, a lane was removed on Van Nuys Boulevard from Laurel Canyon Boulevard to San Fernando Road. In addition, for existing conditions, the original analysis used traffic counts collected in 2011, 2012 and 2013, while this updated analysis was based on data collected in 2019. A separate study was conducted in 2020 to provide the interface plan for the vehicular traffic and train operations of the project under the 2028 scenario. The peak hour traffic volumes for this supplemental traffic analysis were estimated based on the 2028 volumes and average annual growth rates from the interface plan. These growth rates were applied to the 2028 traffic volumes to estimate the 2040 “with project” volumes.

Appendix B, Table 1 and Table 2 show the comparison of intersection operations between the original and updated IOS scenario. The updated IOS analysis shows that more intersections would operate below LOS D in the future build scenario (2040) in both AM and PM peak hours.

The updated traffic analysis indicates that under the updated 2040 IOS scenario, 16 out of 26 study intersections would operate below LOS D. And for the alternative including removing the northbound and southbound left-turn lanes at the Van Nuys Boulevard/Sherman Way intersection 17 out of 26 study intersections would operate below LOS D.

The new arterial travel time results show that under the 2040 build scenarios, arterials would operate similarly between the IOS and the proposed alternative. (see **Appendix B, Table 3 and Table 4**). During the AM Peak Hour northbound travel time would be reduced by about four minutes under the alternative scenario compared to the updated IOS. And southbound travel time would increase by about three minutes under the alternative scenario compared to the updated IOS. During the PM peak hour, northbound travel time would reduce by about four minutes under the alternative scenario compared to the updated IOS. Southbound travel time would increase by about two minutes under the alternative scenario compared to the updated IOS.

It was concluded in the FEIS/EIR that the IOS would have unavoidable adverse local traffic impacts during operation and the LACMTA would work with the City to reduce the significant impacts by implementing corridor-level mitigation measures such as signal optimization and coordination. The additional impacts of implementing the new left-turn changes would not change the order of magnitude of significant impacts.

The IOS would not include any changes to the bicycle facilities or bicycle paths. As described in the FEIS/EIR, the IOS could result in bicycle access and safety impacts due to the removal of Class II bike lanes on Van Nuys Boulevard, which could increase the potential for bicycle collisions. **Finding:** operation of the IOS would continue to result in significant impacts under CEQA. Parking is not considered a significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.3 Land Use

The proposed design changes would not change the findings for land use discussed in Section 4.1, Land Use, of the FEIS/EIR. As was stated in the FEIS/EIR, construction activities would involve temporary closures of streets, lanes, and sidewalks but are not expected to substantially divide existing communities or neighborhoods. The number of right-of-way permanent property acquisitions remains the same with one less due to the change in the number of total TPSS locations. Temporary construction easements identified represent a refinement of the project scope and they account for updates to the sidewalk, road, and driveway structures that are currently in the neighborhood. These TCEs are to update or maintain features of the community already existing in the neighborhood such as driveways and sidewalks.. These construction impacts were anticipated in the FEIR/EIS. The operation of the light rail transit line would improve overall access to transit in the neighborhood but would continue to result in significant traffic impacts (per initial EIR/EIS findings) due to a reduction in the number of mixed-flow travel lanes to accommodate the LRT. The localized traffic impacts under the IOS would continue to conflict with the congestion reduction goals and policies of local plans. **Finding:** operation and construction of the IOS would continue to result in significant impacts under CEQA. This determination is consistent with the FEIS/EIR findings.

4.4 Real Estate and Acquisitions

The proposed design changes would not change the findings for real estate and acquisitions discussed in Chapter 4.2 of the FEIS/EIR. The modified IOS would include no additional acquisitions, however there was a modification of the TPSS sites based on the new power needs for the LRT. A number of temporary construction easements will be required to assist in the construction of the project (see **Appendix C**). These were not previously described in the FEIR/EIS because the level of detail had not been completed at the time. The number of full permanent acquisitions for the project is at 126 parcels, which includes 54 full parcel acquisitions, 82 partial parcel acquisitions for permanent easements, and 267TCEs. The full acquisitions would be for the purposes of alignment, stations, the MSF site, and the TPSS. The primary impacts will be from temporary construction work in the form of TCEs primarily for driveway construction, sidewalk construction, and temporary construction activities.

The additional temporary easements would not result in any additional operational impacts on the properties; however, they would require the closure of sidewalks and driveways during construction. Mitigation measures for construction were identified in the FEIS/EIR to address impacts related to traffic and circulation, and there would be no additional impacts on real estate. Construction impacts are considered less than significant under CEQA.

As described in the FEIS/EIR, LACMTA would provide relocation assistance and compensation for all displaced businesses, as required by both the Uniform Act and the California Act. The details of these laws regarding relocation assistance and compensation for property acquisitions are described in Sections 2.1.1 and 2.1.2 of the 2015 Real Estate and Acquisitions Technical Report. Where acquisitions and relocations are unavoidable, LACMTA would follow the provisions of both acts and their amendments. All real property acquired by LACMTA would be appraised to determine its fair market value and just compensation would be made to each property owner. Each business displaced as a result of the project would be given advance written notice and would be informed of its eligibility for relocation assistance and payments. **Finding:** operation and construction of the IOS would continue to have no impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.5 Economic and Fiscal Impacts

The proposed changes would not change the findings for economic and fiscal impacts as discussed in Section 4.3 of the FEIS/EIR. The changes in design would continue to result in direct and indirect impacts during construction including minor economic impacts on local businesses due to reduced visibility and diminished access resulting from sidewalk or lane closures, loss of on-street parking during construction, and permanent removal of on-street parking spaces. Those impacts would continue under the new design changes and would be less than significant. Additionally, the induced impacts of constructing the project would be an estimated 20,525 jobs. **Finding:** construction and operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.6 Community and Neighborhoods

The proposed changes would not change the findings for communities and neighborhoods discussed in Section 4.4, Communities and Neighborhoods, of the FEIS/EIR. The IOS would continue to enhance mobility and access by public transit. The IOS would continue to increase connectivity within the eastern San Fernando Valley area and would result in more unified communities by providing additional transit services. The IOS would now require 54 full right-of-way permanent acquisitions and 72 partial acquisitions to support road widening(see **Appendix C**). Although full and partial acquisitions would largely be required from commercial and industrial land uses, they would also include four residential properties. As anticipated by the original FEIR/EIS temporary construction easements would impact sidewalks and driveways to accommodate utilities construction, which could affect the surrounding communities. This document locates the majority of locations for TCEs so neighbors can understand the possible impact immediate to the community. There are also additional areas of utility and pavement work that would be affected during construction. **Finding:** operation of the IOS would continue to result in significant impacts under CEQA. This determination is consistent with the FEIS/EIR findings.

4.7 Visual Quality and Aesthetics

The proposed design changes would not change the findings for visual resources discussed in Section 4.5, Visual Quality and Aesthetics, of the FEIS/EIR. As was stated in the FEIS/EIR, construction activities would temporarily affect visual resources within and surrounding the project corridor. Existing scenic resources could be affected due to removal of some existing landscaping and street trees. Visual character and quality would be affected by the presence of the LRT cars and new stations. As was stated in the FEIS/EIR, the IOS would be designed in accordance with local codes and ordinances, including visual and aesthetic elements such as siting and height restrictions, structure scale, streetscaping features, and landscape design. **Finding:** construction would continue to result in significant impacts under CEQA after

implementation of proposed mitigation measures. The operational impacts under CEQA would continue to be significant on scenic views, scenic resources, and visual character, and would be less than significant or would be beneficial on visual quality. This determination is consistent with the FEIS/EIR findings.

4.8 Air Quality

4.8.1 Criteria Pollutant Emissions

The proposed changes would not change the findings for criteria pollutant emissions discussed in Section 4.6, Air Quality, of the FEIS/EIR. The regional VMT and travel speed profile predicted to occur along the 6.7-mile corridor of Van Nuys Boulevard under the IOS would generate the regional criteria pollutant emissions estimates presented in **Appendix D, Table 1**. The table also shows daily emissions throughout the corridor with the proposed design changes; as discussed previously, emissions associated with the MSF and vehicle propulsion would not change from what was presented in the FEIS/EIR. Relative to the FEIS/EIR analysis, the design changes would result in marginal increases in daily emissions of ROG, CO, and NO_x due to increased vehicle delay; however, emissions would remain at lower magnitudes than under the No Build Alternative in the design year of 2040.

The ultimate objective of this analysis was to evaluate if and how the proposed design changes would affect the daily air pollutant emissions relative to those disclosed in the FEIS/EIR. **Appendix D, Table 2** provides a summary of the emissions presented in the FEIS/EIR and combines them with the incremental change in emissions associated with implementation of the proposed design modifications to the turning restrictions along Van Nuys Boulevard. Results of the analysis demonstrated that although corridor emissions attributed to vehicular travel and delay would be marginally higher than the FEIS/EIR analysis for the IOS, implementation of the design changes would still generate emissions of all pollutants presented in **Appendix D, Table 2** at lower magnitudes than under the No Build Alternative in the design year of 2040. Therefore, implementation of the proposed design modifications would not substantially alter the environmental benefits of the project related to air pollutant emissions. The design changes associated with IOS would not create a new impact or exacerbate an existing impact identified in the FEIS/EIR. **Finding:** operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.8.2 Carbon Monoxide Hot Spots

The proposed changes would not change the findings for carbon monoxide hot spots discussed in Section 4.6, Air Quality, of the FEIS/EIR. Based on ambient air monitoring data collected by SCAQMD, the South Coast Air Basin (Basin) has continually met state and federal ambient air quality standards for CO since 2003. As such, the Basin was reclassified to attainment/maintenance status from serious nonattainment, effective June 11, 2007. While the Final 2016 Air Quality Management Plan (AQMP) is the most recent AQMP, no additional regional or hotspot CO modeling has been conducted to demonstrate attainment of the 8-hour average CO standard since the analysis provided in the 2003 AQMP.

Since local CO concentrations are a function of 1) intersection traffic volumes, 2) peak-hour intersection congestion, 3) CO emissions factors [idle and grams/mile], and 4) the ambient CO background concentration; it is possible to identify which, if any, of the most congested intersection locations have a potential to violate state or federal CO standards. Table 4-7 in Appendix L (Air Quality Technical Report) of the FEIS/EIR shows intersections that meet the following criteria: 1) intersection congestion and/or delay would worsen under when compared to the No Build Alternative, and 2) the intersection would

operate at LOS F.

Total intersection approach volumes under the IOS would not exceed the maximum total intersection approach volume identified for a 2003 attainment demonstration intersection, during the AM or PM peak-hour period. In addition, the eastern San Fernando Valley is predicted to have an 8-hour CO background concentration of 5.5 parts per million in 2020 (farthest SCAQMD prediction), compared to an 8-hour background concentration of 7.8 parts per million used for the 2003 attainment demonstration analysis. And finally, the CO five miles per hour emissions factor for year 2040 is predicted to be 1.1 grams per mile. This emission rate is less than 10 percent of the CO five miles per hour emissions factor of 13.9 grams per mile used for the 2003 AQMP attainment demonstration. Therefore, although implementation of the design modification would result in marginal increases in CO emissions at the Van Nuys Boulevard intersections with turning restrictions, emissions would still decrease relative to the No Build Alternative. The design changes associated with the IOS would not create a new impact or exacerbate an existing impact identified in the FEIS/EIR. **Finding:** operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.8.3 Toxic Air Contaminant Emissions

The proposed changes would not change the findings for toxic air contaminant emissions discussed in Section 4.6, Air Quality, of the FEIS/EIR. The travel speed profile and average intersection delay along the 6.7-mile Van Nuys Boulevard corridor that were forecasted using transportation modeling under the IOS would generate the MSAT emissions estimates presented in the second-to-left column of **Appendix D, Table 3**. Implementation of the proposed design changes would result in no material effect to regional MSAT emissions disclosed in the FEIS/EIR under the IOS, as shown in the columns presenting the net change from the IOS analysis. This conclusion is similar to what was presented in the FEIS/EIR in comparing the IOS to the No Build Alternative, which is also shown in **Appendix D, Table 3** for comparison. The FEIS/EIR Regional Analysis in the right portion of the table includes all regional on-road VMT emissions as described in the FEIS/EIR, whereas the supplemental analysis focused only on the vehicle volumes, travel speeds, and intersection delay throughout the IOS corridor along Van Nuys Boulevard. The differences in MSAT emissions observed by comparing the design changes to the IOS would not result in any previously disclosed reduction becoming an increase in daily emissions.

Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES model forecasts a combined emission rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 100 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project. The design changes associated with the IOS would not create a new impact or exacerbate an existing impact identified in the FEIS/EIR. **Finding:** operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.9 Greenhouse Gas Emissions

The proposed changes would not change the findings for greenhouse gas emissions discussed in Section 4.7, Air Quality, of the FEIS/EIR. **Appendix D, Table 4** presents a summary of the annual GHG emissions associated with operation of the IOS with the proposed design changes as well as the emissions that were disclosed in the FEIS/EIR. The table shows emissions associated with each major source component involved in project operations in the 2040 analysis year: the MSF, LRT vehicle propulsion and station operations, and construction activities (the design changes would not alter construction

emissions from those presented in the FEIS/EIR). 2040 is the appropriate baseline year for determining the significance of impacts related to GHG emissions because the project and other transit system improvements would be fully integrated into the regional circulation patterns and travel behaviors of members of the public. Also included in **Appendix D, Table 4** are the net GHG emissions associated with the displacement of on-road vehicle travel.

Moving the station locations would not affect GHG emissions during construction or future operation of the IOS. The FEIS/EIR construction emissions analysis accounted for the same number of stations as would be built with the design changes, and the new sites would not alter the off-road equipment and on-road vehicle inventories required to build the stations. Annual GHG emissions during construction would be consistent with the magnitude of emissions analyzed in the FEIS/EIR. Furthermore, the operational on-road vehicular travel emissions reductions disclosed in the FEIS/EIR would occur when considering the new station locations because the increases in transit ridership and decreases in on-road vehicle miles traveled (VMT) would not change relative to what was previously analyzed. The new station sites would not have any effect on transit ridership, and therefore no further analysis of GHG emissions is warranted for this design change.

Construction of the IOS with the proposed MSF modification would not change the total or annual average GHG emissions that were disclosed in the FEIS/EIR. Installation of the PV solar array and BESS would not require additional off-road equipment use or on-road vehicle activity. Furthermore, implementation of the IOS with the proposed solar PV array and BESS would result in less operational GHG emissions than those that were disclosed in the FEIS/EIR because the IOS would require less energy from the grid, which is a source of indirect GHG emissions. Information provided by the LACMTA Metro indicated that the MSF rooftop solar PV and BESS would yield an annual offset of 74.5 percent and maintain a payback period of 25 years. The FEIS/EIR analysis determined that annual GHG emissions resulting from MSF electricity consumption would be approximately 471 MTCO_{2e}; therefore, the PV and BESS would reduce MSF indirect energy emissions by approximately 350 MTCO_{2e} relative to the analysis presented in the FEIS/EIR.

Removal of the turn lanes along Van Nuys Boulevard would increase annual peak hour vehicle emissions by approximately 1,066 MTCO_{2e} under the design change. The net annual emissions relative to the 2040 No Build Alternative baseline with implementation of the design change would be reductions of approximately 9,505 MTCO_{2e} or 9,082 MTCO_{2e}, respectively. The design changes associated with IOS would not create a new impact or exacerbate an existing impact identified in the FEIS/EIR. **Finding:** operation of the IOS would continue to result in a less than significant/beneficial impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.10 Noise and Vibration

The proposed changes would not change the findings for noise and vibration as described in Section 4.8 of the FEIS/EIR. Three aspects of the IOS were identified and analyzed to identify potential changes to the operational noise and vibration impact results: (TPSS, crossovers, and right-of-way (ROW) building acquisitions.

4.10.1 Traction Power Substations

Appendix E, Table 1 summarizes the noise assessment results for TPSS Sites 3, 4, 5, 8, and 9 which were relocated. The table provides existing and predicted future noise levels at the closest noise-sensitive receiver. There would be no noise impact at TPSS Sites 3, 4, or 8; however, there would be severe noise impacts per FTA criteria at Receiver Cluster SB-7a adjacent to TPSS Site 5 and at Receiver Cluster SB-

39 adjacent to TPSS Site 9 (see **Appendix F, Figure 1** and **Figure 2**). Receiver Cluster ID SB-7a represents 5 multi-family residential buildings with approximately 18 total residential units. The closest building is approximately 34 feet to the west of TPSS 5. Noise impacts are predicted at all of the buildings in this cluster and at Receiver Cluster SB-7b to the northwest. Receiver cluster ID SB-39 represents a cluster of single-family residences located on Pinney Street. The closest building is approximately 41 feet west of the TPSS site. Noise impact is predicted at residences within 135 feet of the TPSS unit.

The FEIS/EIR included mitigation measures for TPSS units, including MM-NOI-3a, MM-NOI-3b, and MM-NOI-3c to reduce noise impacts resulting from TPSS units. These mitigation measures would be implemented at the TPSS locations where impact is predicted. **Finding:** with implementation of these measures, operation of the IOS would continue to result in a significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.10.2 Crossovers and Special Trackwork

The IOS would require special trackwork, including turnouts and crossovers. Turnouts and crossovers for light-rail transit require special trackwork where two rails cross. The special fixture used where two rails cross is referred to as a “frog.” In a frog, the ends of the rails meet at a point, creating a gap. The wheels striking the ends of the gap cause localized increases in noise and vibration levels. An adjustment to the predicted noise levels of +6 dB is applied when special trackwork would be located within 300 feet of sensitive receivers. An adjustment to the predicted vibration levels of +10 dB is applied when special trackwork would be located within 200 feet of sensitive receivers.

There are no noise-sensitive receivers located within 300 feet of the double crossover between Calvert Street and Delano Street, and the single crossovers at Hamlin Street would not result in noise impacts (see **Appendix E, Table 2** and **Table 3**). The remaining crossovers would result in noise levels at nearby receivers exceeding FTA thresholds.

The FEIS/EIR included mitigation measures for crossovers and special trackwork, including MM-VIB-2a, MM-VIB-2b, and MM-VIB-2c to reduce noise impacts resulting from this work. These measures included additional study of noise and vibration impacts, installation of frog points at appropriate locations. As a result of the updated studies, low-impact frogs are recommended at the following crossover locations:

- < Single crossovers at Hart Street
- < Yard lead turnouts at Keswick Street
- < Double crossover at Covello Street
- < Single crossovers at Titus Street
- < Single crossovers between Parthenia Street and Rayen Street
- < Single crossovers at north of Vincennes Street and at Gledhill Street
- < Single crossovers between Canterbury Avenue and Beachy Avenue
- < Double crossover north of Remick Avenue
- < Double crossovers between Telfair Avenue and Tamarack Avenue

At some of the crossover locations, a moderate noise impact was predicted in the FEIS/EIR without any noise contribution from the crossover. To reduce the predicted noise levels to below the FTA moderate noise impact threshold at these locations, the following additional mitigation measure would be included to accomplish the same noise reductions:

- < MM-NOI-3d: The following measures would be included in project plans as needed to meet applicable noise level thresholds:
 - *Specify low-noise vehicles* – Manufacturers can achieve low-noise specifications with a combination of vehicle skirts, a well-designed suspension, and under-car absorption. Low-noise vehicles may reduce noise levels by 3 dB.
 - *Building sound insulation* – Sound insulation of residences and buildings improves the outdoor-to-indoor noise reduction. Although this approach has no effect on noise in exterior areas, it may be the best choice for sites where noise barriers are not feasible or desirable or for buildings where indoor sensitivity is of most concern.
 - *Install ballast-and-tie track* – Ballast is an absorptive material, so it reflects less noise than a concrete track bed. Ballast-and-tie track systems are about 3 decibels quieter than traditional embedded track systems.
 - *Apply absorptive material to the concrete track bed* – Although not common there are several examples of this approach being used as a noise mitigation measure on Asian and European transit systems. However, this option is difficult to implement in a right-of-way where there are many cross-streets.

The FEIS/EIR identified moderate noise impacts from crossovers but did not identify severe noise impacts. The FEIS/EIR states “The NEPA noise significance threshold for the project; however, noise mitigation is also considered for any locations where moderate noise impact is identified.” The Metro Rail Design exceed the severe impact criteria and the severe impact criteria was used as the NEPA threshold in the FEIS/EIR. **Finding:** operation of the IOS would continue to result in a significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.10.3 Vibration

There are no vibration-sensitive receivers located within 200 feet of the double crossover between Calvert Street and Delano Street and the single crossovers at Hart Street and the double crossover at Covello Street would not result in vibration impacts (see **Appendix E, Table 4**). The remaining crossover locations would result in cause vibration levels at nearby receivers exceed FTA thresholds. The FEIS/EIR included mitigation measures for vibration including MM-VIB-2a, MM-VIB-2b, and MM-VIB-2c to reduce vibration impacts resulting from this work. These measures included additional study of noise and vibration impacts, installation of frog points at appropriate locations. As a result of the updated studies, low-impact frogs are recommended at the following crossover locations:

- < Single crossovers at Hamlin Street
- < Yard lead turnouts at Keswick Street
- < Single crossovers at Titus Street
- < Single crossovers between Parthenia Street and Rayen Street
- < Single crossovers at north of Vincennes Street and at Gledhill Street
- < Single crossovers between Canterbury Avenue and Beachy Avenue
- < Double crossover north of Remick Avenue
- < Double crossovers between Telfair Avenue and Tamarack Avenue

At the single crossovers between Parthenia Street and Rayen Street and the crossovers between Vincennes

Street and Gledhill Street vibration impact was predicted in the FEIS/EIR without any vibration contribution from the crossover. The following mitigation measures were included in the FEIS/EIR and have been amended based on the additional analysis performed as a result of the proposed design changes to accomplish the same noise reductions:

MM-VIB-2b: The contractor shall install moveable point frogs at the crossovers on Van Nuys Boulevard/Osbourne Street and at Van Nuys Boulevard/Canterbury Avenue. If further investigation confirms that an alternative low-impact frog would reduce vibration levels below the applicable thresholds, the alternative may be installed.

MM-VIB-2c: Low-impact frogs such as conformal frogs or spring frogs shall be used at all crossovers and turnouts not covered under MM-VIB-2b. Traditional crossovers may be used in locations where analysis shows vibration levels will not exceed the applicable thresholds at nearby sensitive receivers.

Vibration mitigation measure MM-VIB-2 b would be updated to “~~Fail~~ e c o n t frogs at the crossovers on Van Nuys Boulevard/Parthenia Street, Van Nuys Boulevard/Gledhill Street and Van Nuys Boulevard/Beachy Street. Like moveable point frogs, spring rail frogs provide a continuous running surface in the mainline direction and are therefore expected to provide similar noise and vibration reduction. However moveable point frogs require additional switch equipment that is unlikely to fit in the right-of-way. If further investigation confirms that an alternative low-impact frog would reduce noise and vibration levels below the applicable thresholds, such as conformal frogs, the alternative may be i n s t a l l e d . ”

Vibration mitigation measure MM-VIB-2c would be updated to “~~Low-impact frogs such as conformal~~ frogs or spring frogs shall be used at all crossovers and turnouts not covered under MM-VIB-2b, except for the double crossover between Calvert Street and Delano Street where there are no sensitive receivers located within 300 feet. At locations where sensitive receivers are further than 300 feet from the special t r a c k w o r k , s t a n d a r d f r o g s a r e a c c e p t a b l e . ”

The *Draft Vibration Assessment and Mitigation Recommendations* (February 2021) report recommended a continuous mat floating slab and a monoblock frog with conformal top for the crossover located at Parthenia Street. This same engineering approach to vibration reduction could be applied to the crossover at Gledhill Street in place of the moveable point frogs recommended in MM-VIB-2b to reduce predicted vibration levels to below the impact threshold.

The vibration mitigation recommendations for low-impact frogs would also provide noise mitigation for the sensitive receivers where severe noise impact is predicted. The vibration mitigation recommendations in MM-VIB-2b and MM-VIB-2c would reduce all predicted severe noise impacts to equal to or below the severe noise impact threshold for all crossover locations. A moveable point frog at the Beachy Avenue crossover (MM-Vib-2b) would reduce the predicted noise levels to below the severe impact threshold; however, the engineering approach of using continuous mat floating slab and a monoblock frog with conformal top would not provide the same noise reduction as a moveable point frog. Measurements may show that a monoblock frog with a conformal top would reduce noise levels to below the severe impact threshold at Beachy Avenue, but data is not currently available and a conservative assumption of noise reduction from a monoblock frog was applied. **Finding:** with implementation of these measures, operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.10.4 Right-of-Way Acquisitions

The proposed design changes would not change the findings for right-of-way acquisitions discussed in Section 4.8, Noise, of the FEIS/EIR.

One full acquisition was identified where there was a previously predicted moderate noise impact in the FEIS/EIR at receiver cluster ID SB-22, shown in **Appendix F, Figure 3**. SB-22 is a cluster of single-family residences that includes 7 units. The single-family residence at 14229 Van Nuys Boulevard would be a full acquisition to accommodate TPSS Site #7. The removal of this residential building would slightly affect noise propagation from traffic and light-rail operations on Van Nuys Boulevard at receiver cluster ID SB-23, which is setback one row off of Van Nuys Boulevard. However, with the TPSS building and other equipment occupying this space, the effect of removing this one building is expected to be negligible.

Full property acquisition is also required for TPSS 9 for several buildings on Van Nuys Boulevard between El Dorado Road and San Fernando Road. The existing buildings form a continuous façade that significantly reduces the noise levels at the sensitive receiver cluster ID SB-39, which is set back one row off of Van Nuys Boulevard. The TPSS and other project facilities located at this site would not provide similar noise reduction as the existing buildings, and the removal of the buildings would result in an increase in noise levels above the noise impact threshold. Noise mitigation would be included in the TPSS site design to account for the increase in traffic noise levels from removing the buildings.

The FEIS/EIR included MM-NOI-2a, which would include a sound wall where the row of buildings would be removed near the intersection of Van Nuys Boulevard and San Fernando Road. **Finding:** with implementation of this measure, construction and operation of the IOS would continue to result in a significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.11 Geology, Soils, and Seismicity

The proposed design changes would not change the findings for geological resources discussed in Section 4.9, Geology, Soils, and Seismicity, of the FEIS/EIR. As was stated in the FEIS/EIR, the project would be designed in compliance with current building codes and regulatory requirements. Previously proposed mitigation measures, MM-GEO-1 and MM-GEO-2, and compliance with latest federal and state seismic and environmental requirements, and state and local building codes, would reduce potential impacts on geological resources to a less-than-significant level. **Finding:** construction and operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

Me t r o

4.12 Hazardous Waste and Materials

The proposed design changes would not change the findings for hazardous materials discussed in Section 4.10, Hazardous Waste and Materials, of the FEIS/EIR. As was stated in the FEIS/EIR, hazardous materials could be encountered during excavation as well as any accidental release of hazardous materials from construction equipment. Deeper ground excavation for foundations or structures could result in groundwater contamination by volatile organic compounds. Lead-based paint and asbestos containing material could be encountered in waste building materials during demolition of existing structures for the MSF and TPSS facilities. As was stated in the FEIS/EIR, the removal, handling, and disposal of hazardous materials would be conducted in accordance with all applicable federal, state, and local regulations, and would comply with the mitigation measures, MM-HAZ-1 through MM-HAZ-6. **Finding:** construction and operation and construction of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.13 Energy

The proposed design changes would not change the findings regarding energy resources as discussed in Section 4.11, Energy, of the FEIS/EIR. Diesel fuel consumption would increase due to the utility work that was not included in the FEIS/EIR. However, this increase would be minimal and would represent a negligible increase in regional demand. Construction energy use would not be adverse under NEPA. The MSF is now proposed to be powered by a rooftop photovoltaic and battery storage system. This would reduce energy derived from the LADWP electricity services. Energy needed to power the MSF is not expected to change due to the design changes. The number of TPSS stations is being reduced from 10 to nine stations and the voltage is increasing; however, this would not change the energy usage estimates. Energy usage for the propulsion systems was calculated based on the length of the LRT alignment. The alignment has not undergone any change; therefore, it would require the same amount of energy to power the LRT. **Finding:** operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.14 Ecosystems and Biological Resources

The proposed design changes would not change the findings for biological resources discussed in Section 4.12, Ecosystems and Biological Resources, of the FEIS/EIR. As was stated in the FEIS/EIR, proposed mitigation measures MM-BIO-1 through MM-BIO-4 would reduce potential impacts on special-status bats, nesting birds, jurisdictional waters, or protected trees. Project operation would remain the same and no impact or effects on biological resources would be anticipated. **Finding:** construction and operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.15 Water Resources/Hydrology and Water Quality

The proposed design changes to the modified IOS would not change the findings regarding water resources as discussed in Section 4.13, Water Resources/Hydrology and Water Quality, of the FEIS/EIR. The IOS alignment has not changed. Sidewalk and driveway improvements could require additional drainage improvements and may change the grade. However, stormwater would continue to drain into the existing major storm drain line that runs through the Van Nuys Boulevard corridor and San Fernando Road corridor and crosses the Pacoima Wash Channel and Pacoima Wash Control Channel. The proposed design changes would not place structures that would impede or redirect flood flows as mapped on any flood hazard delineation map as discussed in the FEIS/EIR. The project would continue to comply with the statewide National Pollutant Discharge Elimination System. **Finding:** construction and operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.16 Safety and Security

The proposed design changes would not change the findings regarding safety and security as discussed in Section 4.14, Safety & Security, of the FEIS/EIR. The IOS alignment has not changed. The project is not located within an airport land use plan area or in the immediate vicinity of any airport or within a wildland fire area. The installation of left turn gates would increase safety along the corridor based on the traffic analysis conducted. However, the removal of mix-flow lanes would potentially adversely affect emergency response time and emergency response plans as emergency response vehicles may be required to take a more circuitous route. **Finding:** construction and operation of the IOS would continue to result in a significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.17 Parklands and Community Resources

The proposed design changes would not change the findings regarding parklands and community facilities as discussed in Section 4.15, Parklands and Community Facilities, of the FEIS/EIR. The IOS alignment has not changed. The IOS would require a TCE from the Albert Piantanida Intergenerational Center. Views of construction areas could be possible from parklands and community facilities; however, mitigation measures MM-VIS-1, MM-VIS-2, MM-VIS-3, MM-VIS-4, and MM-VIS-5 would be implemented to reduce visual impacts. Access to parklands and community facilities would be maintained during construction with implementation of a Traffic Management Plan, including traffic control measures and mitigation measures MM-TRA-1 and MM-TRA-2. **Finding:** with implementation of these measures, construction and operation of the project would continue to result in a significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.18 Historic, Archaeological, and Paleontological Resources

4.18.1 Historic Resources

The IOS alignment has not changed; however, the proposed design changes resulted in an expansion of the APE and over 150 additional built environment resources that would traditionally require evaluation for the purposes of Section 106 compliance and CEQA. With approval from SHPO to use the same streamlined methodology used for the FEIS/EIR, 13 additional individual built-environment resources were evaluated and it was determined that they were not historic properties for the purposes of Section 106 or historical resources for the purposes of CEQA.

Due to their large size and limited potential for effects resulting from the undertaking, four previously identified large-scale resources are assumed eligible for the National Register of Historic Places (NRHP) as historic districts for the purposes of this undertaking only. Individual components of these districts were reviewed to assess whether they dated from the period of significance and possessed the physical integrity that would be necessary to contribute to the significance of the assumed NRHP-eligible districts. As such, the following are presumed to be historic properties and historical resources for the purposes of this undertaking only for compliance with Section 106 and CEQA:

1. Los Angeles Air Raid Sirens
 - a. Air Raid Siren #207
 - b. Air Raid Siren #104
2. Los Angeles County Drainage Area Project
 - a. Pacoima Diversion Channel Segment

3. Panorama City Historic District
4. San Fernando Valley Administrative Center
 - a. James C. Corman Federal Building (6230 Van Nuys Blvd)
 - b. Van Nuys Post Office (14441 W. Delano St)
 - c. Van Nuys State Office Building (6162 Van Nuys Blvd)

The findings for the expanded APE are preliminary, pending SHPO concurrence.

The following properties within the expanded APE were previously identified as being eligible for the NRHP and SHPO concurred on April 5, 2017. Therefore, they are historic properties and historical resources for the purposes of Section 106 and CEQA.

5. Panorama Movie Theater (9110 Van Nuys Boulevard)
6. Panorama City Bank of America (8324 Van Nuys Boulevard)
7. Great Western Savings Bank (8201 Van Nuys Boulevard)
8. Bank of America (6551 Van Nuys Boulevard)
9. Owl-Rexall Drug Co. (6353 Van Nuys Boulevard)

Because the identification and evaluation findings are still pending SHPO concurrence, the criteria of adverse effect have not yet been applied to the newly identified historic properties within the expanded APE or the previously identified historic properties for the proposed design changes. It is not yet known whether the proposed design changes would change the findings for built-environment resources discussed in Section 4.16, Historical, Archaeological, and Paleontological Resources, of the FEIS/EIR; however, based on initial analysis effects are not expected to be adverse and impacts are not expected to be significant under CEQA. There have been no changes to the proposed operation of the LRT, so no operational impacts are anticipated. This preliminary assessment of effects is based on the project design as of March 31, 2023, and is subject to change following more detailed analysis.

4.18.2 Archaeological Resources

The proposed design changes would not change the findings for archaeological resources discussed in Section 4.16, Historical, Archaeological, and Paleontological Resources, of the FEIS/EIR. The modified IOS would now include shallow excavations for the reconstruction of the existing sidewalk along Van Nuys Boulevard and the relocation of one TPSS which is located outside of the previous Area of Potential Effects (APE). All new areas proposed for ground disturbance are in existing urban development areas (e.g., including existing sidewalks, paved parking lots or other areas covered in asphalt). The development in these areas likely resulted in some disturbance to the native ground surface, either through grading, or excavation. No new impacts on existing archaeological resources are anticipated as a result of the revised APE. The FEIS/EIR included measures MM-AR-2 and MM-AR-3 would reduce potential impacts on any previously unidentified archaeological resources. Project operation would remain the same and no impact or effects on archaeological resources would be anticipated. **Finding:** with implementation of these measures, construction and operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.18.3 Paleontological Resources

The proposed design changes would not change the findings for paleontological resources discussed in Section 4.16, Historical, Archaeological, and Paleontological Resources, of the FEIS/EIR. The modified IOS would now include shallow excavations for the reconstruction of the existing sidewalk along Van Nuys Boulevard. The FEIS/EIR included measures MM-PR-1 and MM-PR-2 to reduce potential impacts

on paleontological resources. Project operation would remain the same and no impact or effects on paleontological resources would be anticipated. **Finding:** construction and operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

4.19 Environmental Justice

The proposed design changes would not change the findings for environmental justice discussed in Section 4.17, Environmental Justice, of the FEIS/EIR. The IOS would continue to result in new transit opportunities, which would improve connectivity and transit equity. According to the FEIS/EIR, the project study area includes low-income and minority communities and the displacements associated with the IOS would result in disproportionately high and adverse impacts on minority and low-income communities. However, with implementation of proposed mitigation measures, the impacts would not be substantial. The number of full permanent acquisitions for the project is at 126 parcels, which includes 54 full parcel acquisitions, 72 partial acquisitions for permanent easements. There will be a need for 267 TCEs. The full acquisitions would be for the purposes of alignment, stations, the MSF site, and the TPSS. The number of partial permanent easements was increased from 17 to 82 properties for road widening. **Finding:** construction and operation of the IOS would result in no disproportionately high and adverse effects on environmental justice populations. This determination is consistent with the FEIS/EIR findings.

4.20 Growth-Inducing Impacts

The proposed design changes would not change the findings for growth inducement discussed in Section 4.18, Growth-Inducing Impacts, of the FEIS/EIR. As was stated in the FEIS/EIR, construction activities would not likely induce growth because there is already a large pool of construction workers in Los Angeles County. In addition, the proposed improvements to the transit system and increases in transportation network efficiency and connectivity could be a catalyst for new development but this would not be anticipated to induce growth. **Finding:** construction and operation of the IOS would continue to result in a less than significant impact under CEQA. This determination is consistent with the FEIS/EIR findings.

5.0 Results and Conclusions

The LACMTA has evaluated the potential for new impacts or change in the level of impacts from the Design Changes, based on the analysis above, the design changes on the IOS for the East San Fernando Valley Transit Corridor Project, would result in environmental effects that would be different from those previously identified in the FEIS/EIR. Based on the results of the additional environmental analyses and with implementation of mitigation, LACMTA finds that the design changes would result in minor changes to impacts compared to those identified in the FEIS/EIR, NOD, and Statement of Overriding Considerations, but would not result in a change in the magnitude of impacts to the extent that would change impact determinations.

Mitigation measures included in the FEIS/EIR would be adequate to mitigate updated impacts, with the exception of noise and vibration impacts (see Section 5.10). Additional mitigation measures are included in Section 5.9 to mitigate additional noise and vibration impacts. Mitigation would be implemented consistent with the Mitigation Monitoring and Reporting Program. **Table 2** includes a summary of mitigation measures and impacts after mitigation for the IOS described in the FEIS/EIR and the updated IOS analyzed in this Addendum. **Appendix G** includes a summary of mitigation measures referenced in **Table 2**.

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ADDENDUM

Table 2. Mitigation Comparison Table

Affected Resource	Timing	IOS (Original FEIS/EIR)		IOS (Updated)	
		Mitigation	Impacts After Mitigation	Additional Mitigation Required	Impacts After Mitigation
Transportation, Transit, Circulation, and Parking	Construction	MM-TRA-1 to 3	Significant (transit, traffic, bicycle facilities)	N/A	Significant (transit, traffic, bicycle facilities)
	Operation	MM-TRA-4 to 7	Significant (traffic, bicycle facilities)	N/A	Significant (traffic, bicycle facilities)
Land Use	Construction	MM-NOI-1a MM-VIB-1 MM-AQ-1 to 9	Less than Significant	N/A	Less than Significant
	Operation	MM-NOI-2a to 2b MM-NOI-3a to 3c	Significant (conflicts with general plan due to increased traffic congestion)	MM-NOI-3d	Significant (conflicts with general plan due to increased traffic congestion)
Real Estate and Acquisitions	Construction	N/A	Less than Significant	N/A	Less than Significant
	Operation	N/A	No Impact	N/A	No Impact
Economic and Fiscal Impacts	Construction	MM-TRA-1 to 3 MM-CN-1	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant
Communities and Neighborhoods	Construction	MM-TRA-1 to 3 MM-VIS-1 to 5 MM-AQ-1 to 9 MM-NOI-1a to 1d MM-NOI-2a to 2b MM-NOI-3a to 3c MM-SS-1 to 23 MM-CN-1	Significant (removal of bike lanes, community impacts due to business displacements)	N/A	Significant (removal of bike lanes, community impacts due to business displacements)
	Operation	MM-TRA-4 to 7	Significant	MM-NOI-3d	Significant

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ADDENDUM

Affected Resource	Timing	IOS (Original FEIS/EIR)		IOS (Updated)	
		Mitigation	Impacts After Mitigation	Additional Mitigation Required	Impacts After Mitigation
		MM-VIS-2 to 5 MM-NOI-2a to 2b MM-NOI-3a to 3c MM-VIB-2a to 2c MM-SS-12 to 23	(removal of bike lanes, business displacements, and visual impacts)		(removal of bike lanes, business displacements, and visual impacts)
Visual Quality and Aesthetics	Construction	MM-VIS-1	Significant	N/A	Significant
	Operation	MM-VIS-2 to 5	Significant	N/A	Significant
Air Quality	Construction	MM-AQ-1 to 9	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant
Greenhouse Gas Emissions	Construction	MM-AQ-1 to 3 MM-AQ-6	N/A	N/A	N/A
	Operation	MM-AQ-1 to 3 MM-AQ-6	Less than Significant /Beneficial	N/A	Less than Significant /Beneficial
Noise and Vibration	Construction	MM-NOI-1a to 1e MM-VIB-1	Significant (Noise Only)	N/A	Significant (Noise Only)
	Operation	MM-NOI-2a to 2b MM-NOI-3a to 3c MM-VIB-2a to 2c	Less than Significant	MM-NOI-3d	Less than Significant
Geology, Soils, and Seismicity	Construction	N/A	Less than Significant	N/A	Less than Significant
	Operation	MM-GEO-1 MM-GEO-2	Less than Significant	N/A	Less than Significant
Hazardous Waste and Materials	Construction	MM-HAZ-1 to 6	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ADDENDUM

Affected Resource	Timing	IOS (Original FEIS/EIR)		IOS (Updated)	
		Mitigation	Impacts After Mitigation	Additional Mitigation Required	Impacts After Mitigation
Energy	Construction	N/A	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant
Ecosystems/ Biological Resources	Construction	MM-BIO-1 to 4	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant
Water Resources/ Hydrology and Water Quality	Construction	N/A	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant
Safety and Security	Construction	MM-SS-1 to 11	Less than Significant	N/A	Less than Significant
	Operation	MM-SS-12 to 23	Significant	N/A	Significant
Parklands and Community Facilities	Construction	MM-TRA-1 to 2 MM-VIS-1 MM-AQ-1 to 8 MM-NOI-2a to 2b MM-NOI-3a to 3c MM-SS-2 MM-SS-4 to 5	Less than Significant	N/A	Less than Significant
	Operation	N/A	Significant (emergency vehicle access, visual impacts)	N/A	Significant (emergency vehicle access, visual impacts)
Historic Resources	Construction	N/A	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant

EAST SAN FERNANDO VALLEY TRANSIT CORRIDOR ADDENDUM

Affected Resource	Timing	IOS (Original FEIS/EIR)		IOS (Updated)	
		Mitigation	Impacts After Mitigation	Additional Mitigation Required	Impacts After Mitigation
Archaeological Resources	Construction	MM-AR-1 to 3	Less than Significant	N/A	Less than Significant
	Operation	N/A	No Impact	N/A	No Impact
Paleontological Resources	Construction	MM-PR-1 to 2	Less than Significant	N/A	Less than Significant
	Operation	N/A	No Impact	N/A	No Impact
Environmental Justice	Construction	MM-TRA-1 to 3 MM-VIS-1 to 5 MM-AQ-1 to 9 MM-NOI-1a to 1d MM-NOI-2a to 2b MM-NOI-3a to 3c MM-SS-1 to 23	No Impact	N/A	No Impact
	Operation	MM-CN-1	No Impact	N/A	No Impact
Growth Inducing Impacts	Construction	N/A	Less than Significant	N/A	Less than Significant
	Operation	N/A	Less than Significant	N/A	Less than Significant

Appendix A. Updated Project Alignment



Project Alignment
East San Fernando Valley Transit Corridor

Appendix B. Traffic Tables

Table 1. Comparison of Intersection Operations Between Original and Updated IOS - AM Peak Hour

#	Intersection	IOS (Original FEIS/EIR)		IOS (Updated)	
		All Vehicle Delay (s)	LOS	All Vehicle Delay (s)	LOS
8	Van Nuys at Sylvan	5.4	A	74.7	E
10	Van Nuys at Victory	29.3	C	182.9	F
14	Van Nuys at Kittridge	6.0	A	201.8	F
16	Van Nuys at Vanowen	>100	F	130.1	F
22	Van Nuys at Vose	23.2	C	98.9	F
25	Van Nuys at Sherman Way	54.4	D	146.5	F
27	Van Nuys at Valerio	16.0	B	44.2	D
29	Van Nuys at Saticoy	84.3	F	165.5	F
30	Van Nuys at Keswick	18.6	B	13.2	B
32	Van Nuys at Arminta	14.6	B	51.3	D
37	Van Nuys at Lanark	29.1	C	225.0	F
39	Van Nuys at Roscoe	53.7	D	299.2	F
40	Van Nuys at Panorama Mall Dwy	3.2	A	1.7	A
41	Van Nuys at Chase	37.0	D	55.1	E
42	Van Nuys at Parthenia St & Vesper Av	23.6	C	29.1	C
43	Van Nuys at Parthenia	9.2	A	5.0	A
48	Van Nuys at Nordhoff	>100	F	129.2	F
52	Van Nuys at Tupper	8.9	A	9.5	A
56	Van Nuys at Plummer	71.9	E	124.6	F
62	Van Nuys at Woodman	81.0	F	100.6	F
66	Van Nuys at Beachy	41.3	D	75.8	E
69	Van Nuys at Arleta	>100	F	150.2	F
73	Van Nuys at Bartee	-	-	25.6	C
81	Van Nuys at Laurel Canyon	>100	F	166.8	F
90	Van Nuys at Kewen	5.7	A	29.9	C
99	Van Nuys at San Fernando	>100	F	48.7	D

Source: Elite Transportation Group, Inc. 2022

Table 2. Comparison of Intersection Operations Between Original and Updated IOS - PM Peak Hour

#	Intersection	IOS (Original FEIS/EIR)		IOS (Updated)	
		All Vehicle Delay (s)	LOS	All Vehicle Delay (s)	LOS
8	Van Nuys at Sylvan	6.7	A	22.0	C
10	Van Nuys at Victory	24.9	C	164.1	F
14	Van Nuys at Kittridge	8.6	A	141.1	F
16	Van Nuys at Vanowen	>100	F	114.2	F
22	Van Nuys at Vose	47.1	D	53.6	D
25	Van Nuys at Sherman Way	>100	F	178.5	F
27	Van Nuys at Valerio	23.5	C	77.4	E
29	Van Nuys at Saticoy	>100	F	236.5	F
30	Van Nuys at Keswick	29.5	C	25.8	C
32	Van Nuys at Arminta	24.9	C	133.4	F
37	Van Nuys at Lanark	33.8	C	152.5	F
39	Van Nuys at Roscoe	56.0	E	147.1	F
40	Van Nuys at Panorama Mall Dwy	14.0	B	6.5	A
41	Van Nuys at Chase	68.8	E	95.7	F
42	Van Nuys at Parthenia St & Vesper Ave	84.8	F	35.9	D
43	Van Nuys at Parthenia	25.1	C	10.1	B
48	Van Nuys at Nordhoff	>100	F	142.6	F
52	Van Nuys at Tupper	5.0	A	6.9	A
56	Van Nuys at Plummer	>100	F	122.3	F
62	Van Nuys at Woodman	>100	F	97.3	F
66	Van Nuys at Beachy	19.8	B	32.6	C
69	Van Nuys at Arleta	>100	F	90.1	F
73	Van Nuys at Bartee	-	-	21.9	C
81	Van Nuys at Laurel Canyon	>100	F	176.4	F
90	Van Nuys at Kewen	7.5	A	26.3	C
99	Van Nuys at San Fernando	>100	F	68.3	E

Source: Elite Transportation Group, Inc. 2022

Table 3. Vehicle Travel Time Summary for 2040 Build Alternatives - AM Peak Hour

Travel Time Corridor	Segment	Direction	IOS		Alternative 1		Alternative 2	
			Travel Time (sec)	Travel Speed (mph)	Travel Time (sec)	Travel Speed (mph)	Travel Time (sec)	Travel Speed (mph)
NB Van Nuys	Orange Line to Victory	NB	106	13.9	109	13.5	106	13.9
NB Van Nuys	Victory to Vanowen	NB	175	10.3	133	13.5	131	13.7
NB Van Nuys	Vanowen to Sherman Way	NB	151	12.0	130	13.8	129	14.0
NB Van Nuys	Sherman Way to Roscoe	NB	572	8.9	554	9.2	520	9.8
NB Van Nuys	Roscoe to Nordhoff	NB	245	14.4	229	15.4	228	15.4
NB Van Nuys	Nordhoff to Woodman	NB	192	16.0	199	15.5	194	16.0
NB Van Nuys	Woodman to Laurel Canyon	NB	659	6.7	562	7.9	562	7.9
NB Van Nuys	Laurel Canyon to San Fernando	NB	193	14.4	196	14.2	196	14.1
SB Van Nuys	San Fernando to Laurel Canyon	SB	150	18.5	158	17.5	157	17.6
SB Van Nuys	Laurel Canyon to Woodman	SB	243	18.2	498	8.9	498	8.9
SB Van Nuys	Woodman to Nordhoff	SB	361	8.5	371	8.3	379	8.2
SB Van Nuys	Nordhoff to Roscoe	SB	202	17.5	182	19.4	182	19.4
SB Van Nuys	Roscoe to Sherman Way	SB	815	6.2	833	6.1	773	6.6
SB Van Nuys	Sherman Way to Vanowen	SB	388	4.6	370	4.9	343	5.2
SB Van Nuys	Vanowen to Victory	SB	551	3.3	551	3.3	549	3.3
SB Van Nuys	Victory to Orange Line	SB	162	9.1	154	9.6	162	9.1
NB Van Nuys	Orange Line to San Fernando (minutes)	NB	38.2		35.2		34.4	
SB Van Nuys	San Fernando to Orange Line (minutes)	SB	47.9		51.9		50.7	

Source: Elite Transportation Group, Inc. 2022

Table 4. Vehicle Travel Time Summary for 2040 Build Alternatives - PM Peak Hour

Travel Time Corridor	Segment	Direction	IOS		Alternative 1		Alternative 2	
			Travel Time (sec)	Travel Speed (mph)	Travel Time (sec)	Travel Speed (mph)	Travel Time (sec)	Travel Speed (mph)
NB Van Nuys	Orange Line to Victory	NB	230	6.4	230	6.4	230	6.4
NB Van Nuys	Victory to Vanowen	NB	316	5.7	305	5.9	277	6.5
NB Van Nuys	Vanowen to Sherman Way	NB	287	6.3	284	6.3	126	14.2
NB Van Nuys	Sherman Way to Roscoe	NB	737	6.9	599	8.5	753	6.7
NB Van Nuys	Roscoe to Nordhoff	NB	286	12.3	291	12.1	292	12.1
NB Van Nuys	Nordhoff to Woodman	NB	175	17.5	160	19.4	179	17.3
NB Van Nuys	Woodman to Laurel Canyon	NB	512	8.6	404	10.9	446	9.9
NB Van Nuys	Laurel Canyon to San Fernando	NB	278	10.0	278	10.0	278	10.0
SB Van Nuys	San Fernando to Laurel Canyon	SB	181	15.3	158	17.5	155	17.9
SB Van Nuys	Laurel Canyon to Woodman	SB	230	19.3	481	9.2	470	9.4
SB Van Nuys	Woodman to Nordhoff	SB	317	9.7	285	10.9	304	10.2
SB Van Nuys	Nordhoff to Roscoe	SB	201	17.5	192	18.4	191	18.5
SB Van Nuys	Roscoe to Sherman Way	SB	968	5.2	849	6.0	745	6.8
SB Van Nuys	Sherman Way to Vanowen	SB	281	6.4	216	8.3	435	4.1
SB Van Nuys	Vanowen to Victory	SB	219	8.2	228	7.9	222	8.1
SB Van Nuys	Victory to Orange Line	SB	62	23.7	62	23.7	62	23.7
NB Van Nuys	Orange Line to San Fernando (minutes)	NB	47.0		42.5		43.0	
SB Van Nuys	San Fernando to Orange Line (minutes)	SB	41.0		41.2		43.1	

Source: Elite Transportation Group, Inc. 2022

Appendix C. IOS Right of Way Updates and Impacts Table

Table 1. Right-of-Way Impacts Comparison Table APN	Address	Previous Impact or Acquisitions Type	Previous Intended Use	New Impact or Acquisitions Type	New Intended Use	Existing Use
Note: This table compares the Real Estate Impacts and Acquisitions for the IOS and MSF listed in Tables 4.2-3 and 4.2-4 of the FEIR with the Real Estate Acquisitions table prepared by LACMTA in June 2022.						
2210-010-022	8201 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Furniture Store
2210-010-039	14500 Roscoe Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Office Building
2210-011-029	8155 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2210-011-033	8111 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Storage Building
2210-011-902	8121 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Medical Building
2210-018-900	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-901	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-902	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-903	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-904	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-905	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-906	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-907	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition	New Intended Use	Existing Use

2210-018-909	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-018-910	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-019-003	7957 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Light Industrial
2210-019-004	7963 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Storage Building
2210-019-015	7945 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2210-018-908	8043 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Panorama City High School
2210-022-011	7855 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building
2210-022-014	7915 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building
2210-022-040	7927 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Storage Building & Parking Lot
2210-022-056	7927 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Storage Building & Parking Lot
2210-022-059	7905 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Sales
2210-022-060	7869 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Gym
2210-025-005	14635 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-025-007	14646 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Recycling Center
APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	<i>New Impact/ Acquisition Type</i>	<i>New Intended Use</i>	<i>Existing Use</i>
2210-025-008	14660 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-025-009	14663 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-025-010	14704 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building

2210-025-013	14766 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	industrial
2210-025-015	14737 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	industrial
2210-025-016	14743 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-025-017	14751 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial
2210-025-018	14747 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial
2210-025-019	14757 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	industrial
2210-025-034	14663 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Parking Lot
2210-025-035	14645 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-025-036	14731 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	industrial
2210-025-044	14718 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-025-045	14742 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2210-025-048	14746 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	industrial
2210-025-049	14745 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-007	14523 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-008	14533 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building

2210-030-009	No Address	<i>Full</i>	<i>MSF</i>	Full	MSF	Parking Lot
2210-030-010	No Address	<i>Full</i>	<i>MSF</i>	Full	MSF	Parking Lot
2210-030-011	14545 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-013	14555 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-014	No Address	<i>Full</i>	<i>MSF</i>	Full	MSF	Parking Lot
2210-030-016	14605 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-017	14626 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Adult Entertainment
2210-030-018	14606 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-019	No Address	<i>Full</i>	<i>MSF</i>	Full	MSF	Parking Lot
2210-030-024	14617 Keswick St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-027	14529 Keswick St	<i>Partial</i>	<i>Road Widening</i>	Full	TCB/ Alignment	Industrial Building- Marble and Granite Sales

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2210-030-028	14556 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-029	14546 Raymer St	<i>Full</i>	<i>MSF</i>	Full	MSF	Primarily a bus parking lot with small office bldg.
2210-030-030	No Address	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-030-031	No Address	<i>Full</i>	<i>MSF</i>	Full	MSF	Industrial Building
2210-031-001	7627 Van Nuys Blvd	<i>Full</i>	<i>Guideway/ TPSS 4A</i>	Construction	TCE	Auto repair facility
2210-031-003	7605 Van Nuys Blvd	<i>Full</i>	<i>Guideway</i>	Construction	TCE	Auto repair facility

2210-031-010	7649 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Carl's Jr. - Fast Food Restaurant
2210-031-011	7649 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Carl's Jr. - Fast Food Restaurant
2210-031-012	7639 Van Nuys Blvd	Full	Guideway	<i>None Proposed</i>		<i>None Proposed</i>
2210-031-033	7621 Van Nuys Blvd	Full	Guideway/ TPSS Site	<i>None Proposed</i>	<i>None Proposed</i>	<i>Automotive uses</i>
2210-031-034	7627 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Sales
2212-001-014	8000 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Shopping Center
2212-002-018	8030 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2212-002-019	8050 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Service Station

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2212-003-015	8126 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building
2212-003-016	8100 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Repair Facility
2212-003-017	8146 Van Nuys Blvd	Partial	TPSS 8A Site	Construction	TCE	Store Building
2212-028-018	7888 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Center
2212-028-019	7940 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Center
2212-028-020	7940 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Center
2212-028-021	7930 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	In-N-Out
2212-028-033	7864 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Shopping Center
2212-028-035	7858 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	7 Eleven Service Station
2215-001-007	7554 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	PPG Paints
2215-001-008	7530 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Carwash

2215-001-910	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/TCB	Maintenance Yard
2215-001-912	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Vacant Land
2215-026-002	7444 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/Acquisition Type	New Intended Use	Existing Use
2215-026-048	7400 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office/Retail Strip Center
2215-028-012	7600 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	U Haul Rental Facility
2215-028-014	7600 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	U Haul Rental Facility
2215-028-018	7650 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Retail Building/ Delta Nine Collective/ Acu Therapy
2215-028-020	7622 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building
2215-028-023	7638 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant Building
2217-002-026	7300 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-Tenant Automotive Service Center
2217-002-037	7344 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-Tenant Automotive Service Center
2217-002-038	7330 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-Tenant Automotive Service Center
2217-002-039	7310 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-Tenant Automotive Service Center
2217-003-016	7222 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
2217-003-026	7222 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center

2217-003-043	7222 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2217-003-044	7204 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Service Station
2217-003-045	7222 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
2217-003-046	7222 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
2217-003-056	7242 and 7254 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Big Five Sporting Goods and Vacant Land
2217-003-057	7242 and 7254 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Big Five Sporting Goods and Vacant Land
2217-007-017	7054 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Building/Banquet Hall
2217-007-032	7138 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Northeast Valley Heath Center
2217-007-039	7138 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Northeast Valley Heath Center
2217-007-040	7138 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Northeast Valley Heath Center
2217-007-047	7006 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Automotive Service Center
2217-007-050	7012 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Service Station
2217-007-051	7028 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed Use Retail/Office Building
2217-007-052	7104 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed Use Retail/Office Building

2217-007-053	7148-7160 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/Acquisition Type	New Intended Use	Existing Use
2217-007-054	7148-7160 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
2217-009-006	6900 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	<u>Self Storage</u>
2217-009-011	6842 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building
2217-009-016	6834 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed Use Ground Floor Retail/Multi Family
2217-009-022	6850 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building
2217-009-024	6952 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Church
2217-009-033	6800 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Wells Fargo Bank
2217-009-034	6856 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	McCalla Company Janitorial Supply
2217-009-801	6920 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Transformer	Pacific Bell Office
2217-009-902	6946 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Housing Authority-Office Building
2218-003-901	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Complex
2218-003-903	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Complex
2218-003-904	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Complex

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2218-003-905	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Complex
2218-003-906	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Complex
2218-003-907	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Complex
2218-003-908	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Complex
2218-003-909	7501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	office
2218-004-014	7401 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
2218-004-015	7401 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
2218-004-016	7425 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/TCB	Retail Commercial Strip Center
2218-017-001	7357 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial/ Restaurant
2218-017-002	7357 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial/ Restaurant
2218-017-023	7349 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Building
2218-017-026	7335 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed Use Retail/ Office Building
2218-024-009	14503 Sherman Way	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Retail Commercial Strip Center
2218-024-013	7227 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Retail Commercial Strip Center

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2218-024-014	7249 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Restaurant Building
2218-024-015	7221 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Retail Commercial Strip Center
2219-008-007	7115 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Chios Restaurant
2219-008-008	7155 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Walgreens
2219-008-011	7131 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Sizzler
2219-009-025	7045 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	McDonald's- Fast Food Restaurant
2219-010-006	No Address	<i>Full</i>	<i>TPSS 3A Site</i>	Full	TCB	Development Site
2219-010-018	7021 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Automotive uses
2219-010-019	7017 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	office
2219-010-022	7009 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Earl Scheib Paint and Body
2219-025-004	6823 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Used Car Lot
2219-025-024	6833 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Starbucks
2219-025-025	6811 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Automotive Service Center
2219-025-034	14526 Hartland St	<i>Full</i>	<i>Vanowen Station Elec Box</i>	None Proposed	None Proposed	vacant

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2219-026-009	6945 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment Building
2219-026-025	6859-6901 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Maaco Paint and Body
2219-026-027	6853 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Three Unit Retail Commercial Building
2219-026-036	6961 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Automotive Service Center
2219-026-045	6847 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Jack in the Box
2219-026-051	6911 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Chayka Truck Driving School
2219-026-063	6859-6901 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Maaco Paint and Body
2219-026-066	6931 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building with Ground Floor Retail
2236-009-001	6755 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	99c Only Store
2236-009-005	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Private Rodway
2236-011-004	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Medical Clinic
2236-023-001	6429 Van Nuys Blvd	<i>Full</i>	<i>TPSS 2A Site</i>	Full	TPSS	Restaurant
2237-001-005	6728 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment Building

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2237-001-008	6710 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-Tenant Automotive Service Center
2237-001-009	6700 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	California Healthcare
2237-001-018	6640 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Parking Lot
2237-001-020	6600 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed Use Retail/Office Building
2237-013-017	6558 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Commercial Strip Center
2237-014-001	6530 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Firestone Tire - Automotive Service Center
2237-023-001	6472 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Automotive Repair
2237-023-019	6454 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Valley Professional Building
2240-005-910	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Van Nuys State Office Building
2240-006-001	6110 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Auto Dealership
2240-006-010	6110 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Auto Dealership
2241-004-007	6453 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Commercial Building
2617-002-032	13967 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Duplex
2241-013-001	6231 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Store Building
2241-020-001	6177 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Commercial Building

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2241-020-028	6171 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Service Station
2241-021-018	6103 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	Road Widening	Auto Dealership
2241-026-903	No Address	<i>LACMTA Owned</i>	<i>TPSS 1A</i>	None Proposed	None Proposed	Orange Line Route & Bike Path
2241-027-003	6073 Van Nuys Blvd	<i>Full</i>	<i>Guideway</i>	Full	TPSS Site 1	7-11, 6 Day Medical Weight Loss Clinic, automotive repair facility, double faced illuminated urban rotate outdoor advertising sign
2241-027-006	6059 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Automotive Dealership and Vacant Land
2617-001-037	14001 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Sales Lot
2617-001-038	14001 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Sales Lot

2617-001-039	14011 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Store Building
2617-001-040	14011 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Store Building
2617-001-041	14021 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE/Road Widening	Auto Repair
2617-002-031	13961 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Duplex

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2617-002-033	13973 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Duplex
2617-002-034	13977 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Duplex
2617-003-054	13943 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Repair
2617-003-055	13947 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2617-003-067	13931 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Store Building
2618-019-012	13821 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Repair
2618-020-003	10390 Remick Ave	<i>Partial</i>	<i>TPSS 9A Site</i>	Construction	TCE	Church/School (Mary Immaculate)
2618-020-006	13771 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Parking Lot
2618-020-014	13757 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Restaurant
2618-020-015	13757 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Restaurant
2618-020-019	13741 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Repair
2618-020-026	13749 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Store Building and Parking Lot
2618-020-033	10403 Laurel Canyon Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2618-020-034	13749 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Store Building and Parking Lot
2618-020-036	13749 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Store Building and Parking Lot
2618-020-037	10390 Remick Ave	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Church/ School (Mary Immaculate)
2618-023-001	13629 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multiple Uses
2618-023-002	13643 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building
2618-023-005	13657 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Financial Building
2618-023-021	13627 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multiple Uses
2618-023-022	13613 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building
2618-024-004	13679 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Vacant Lot
2618-024-007	13687 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Misc. Commercial Services
2618-024-019	13719 and 13721 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Bldg. and Office
2618-024-020	13719 and 13721 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Bldg. and Office
2618-024-021	13701 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2618-024-030	13663 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building
2618-024-033	10402 Laurel Canyon Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Store Building
2619-017-001	10801 San Fernando Road	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Mixed-use including store bldgs., church, two SFRs, <u>ancilliary parking</u>
2619-017-002	10823 San Fernando Road	<i>Full</i>	<i>Guideway</i>	None Proposed	None Proposed	Mixed-use including store bldgs., church, two SFRs, <u>ancilliary parking</u>
2619-017-004	13273 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Mixed-use including store bldgs., church, two SFRs, <u>ancilliary parking</u>
2619-017-007	13283 Van Nuys Blvd	<i>Partial</i>	<i>Guideway</i>	Full	TPSS	Retail/Veterinarian
2619-017-008	13287 Van Nuys Blvd	<i>Full</i>	<i>Guideway</i>	Full	TPSS	Retail/Restaurant
2619-017-009	13291 Van Nuys Blvd	<i>Full</i>	<i>Guideway</i>	Full	TPSS	El Paseo Restaurant and Nightclub
2619-017-010	13301 Van Nuys Blvd	<i>Full</i>	<i>Guideway</i>	Construction	TCE	Mixed-use commercial and 2nd floor

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
Residential						
2619-017-011	13303 Van Nuys Blvd	Full	Guideway	<i>None Proposed</i>	<i>None Proposed</i>	<i>Commercial</i>
2619-017-012	13309 Van Nuys Blvd	Full	Guideway	<i>None Proposed</i>	<i>None Proposed</i>	<i>Vettrinarian/Hospital</i>
2619-017-022	13326 Pinney St	Full	Guideway/Alignment	<i>None Proposed</i>	<i>None Proposed</i>	Mixed-use including store bldgs., church, two SFRs, <u>ancilliary parking</u>
2619-017-023	13322 Pinney St	Full	Guideway/Alignment	<i>None Proposed</i>	<i>None Proposed</i>	Mixed-use including store bldgs., church, two SFRs, <u>ancilliary parking</u>
2619-017-024	13320 Pinney St	Full	Guideway	<i>None Proposed</i>	<i>None Proposed</i>	Mixed-use including store bldgs., church, two

						SFRs, <u>ancillary</u> parking
2619-017-025	13320 Pinney St	Full	Guideway	<i>None Proposed</i>	<i>None Proposed</i>	Mixed-use including store bldgs., church, two SFRs, <u>ancillary</u> parking
2619-017-026	No Address	Full	Guideway/Al ignment	<i>None Proposed</i>	<i>None Proposed</i>	Mixed-use including store bldgs., church, two SFRs, <u>ancillary</u> parking
2619-017-030	13277 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Mixed-use including store bldgs., church, two SFRs, <u>ancillary</u> parking

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2619-017-031	13281 Van Nuys Blvd	Partial	Guideway	<i>None Proposed</i>	<i>None Proposed</i>	<i>retail</i>
2619-017-035	No Address	Full	Guideway	<i>None Proposed</i>	<i>None Proposed</i>	Mixed-use including store
bldgs., church, two SFRs, <u>ancillary</u> parking						
2619-017-036	13313 Van Nuys Blvd	Full	Guideway/ TPSS 10A Site	<i>None Proposed</i>	<i>None Proposed</i>	<i>retail</i>
2619-017-037	No Address	Full	Guideway	<i>None Proposed</i>	<i>None Proposed</i>	Mixed-use including store bldgs., church, two SFRs, <u>ancillary</u> parking

2619-018-015	13425 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Residential Lot
2619-018-024	13425 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Residential Lot
2619-018-025	13425 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Residential Lot
2619-018-027	13355 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed-use Commercial
2619-025-002	13441 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multiple Uses
2619-025-003	13449 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Carwash
2619-025-004	13451 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Quadruplex
2619-025-005	13473 and 13477 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building & Parking Lot
APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2619-025-006	13473 and 13477 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building & Parking Lot
2619-025-017	13433 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2619-025-900	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Vacant Land
2619-026-006	13563 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Medical Building
2619-026-011	13527 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2619-026-012	13525 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multiple Uses

2619-026-029	13557 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Stores and Offices
2619-026-030	13535 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Church
2619-026-900	13507 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Office Building
2620-002-024	13272 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-tenant Commercial/Retail Building
2620-002-030	10763 San Fernando Rd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed-Use Commercial
2620-002-033	13274 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail Strip Center
2620-003-900	13300 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Pacoima District Health Center
2620-006-003	13360 and 13368 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed-use commercial
APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/Acquisition Type	New Intended Use	Existing Use
2620-006-004	13360 and 13368 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed-Use Commercial
2620-006-025	13352 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Mixed-use Commercial
2620-007-001	13404 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Liquor Store/Market
2620-007-002	13408 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail/ Commercial Building
2620-007-003	13412 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail/ Commercial Building

2620-007-004	13416 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail/ Commercial Building
2620-010-023	13432- 13436 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Repair
2620-010-024	13444 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant and Vacant Land
2620-010-025	13444 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant and Vacant Land
2620-010-026	13456 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Store and Offices
2620-010-027	13432- 13436 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Repair
2620-011-003	13472 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2620-011-004	13476 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Multiple Uses
2620-011-900	13460 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Office Building
2620-015-002	13556 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Duplex
2620-015-003	13564 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building
2620-015-029	13570 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Service Station
2636-038-016	8353 Van Nuys Blvd	Partial	Road Widening	<i>None Proposed</i>		<i>None Proposed</i>
2638-001-046	8500 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Center
2638-001-059	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Parking Lot
2638-022-044	14441 Roscoe Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Lot
2638-022-061	8340 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Transformer	Parking Lot
2638-038-002	8333 Van Nuys Blvd	Partial	Road Widening	Partial	TCE/Road Widening	Walmart
2638-038-016	8353 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Panorama City Shopping Center (mall)
2638-038-017	14525 Roscoe Blvd	Partial	Road Widening	Partial	TCE/Road Widening	El Gallo Giro Restaurant / Check Cashing
2638-039-010	8501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Shopping Center

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/Acquisition Type	New Intended Use	Existing Use
2638-039-011	14608 Parthenia St	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Center
2639-001-017	8802 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Religious
2639-001-021	8780 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office
2639-001-022	8770 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2639-001-023	8760 Van Nuys Blvd	<i>Full</i>	<i>TPSS 6A Site</i>	None Proposed	None Proposed	Automotive Uses
2639-001-024	No Address	<i>Full</i>	<i>TPSS 6A Site</i>	None Proposed	None Proposed	Vacant
2639-001-026	8790 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2639-007-021	14555 Osborne St	<i>Partial</i>	<i>Crossover Control Box</i>	None Proposed	None Proposed	Retirement home
2639-007-024	14526 Nordhoff St	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Multi-tenant Retail
2639-008-011	9110 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Multi-tenant Retail
2639-008-012	9110 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Multi-tenant Retail
2639-008-025	9110 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Multi-tenant Retail
2639-008-056	9140 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office, med clinic
2639-008-134	9110 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Multi-tenant Retail

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2639-008-135	9110 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Multi-tenant Retail
2644-001-901	14210 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Vacant Land
2644-002-904	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Vacant Land
2644-024-025	9700 Woodman Ave	<i>Partial</i>	<i>Road Widening</i>	Partial	TCE/Road Widening	Shopping Center
2644-024-027	9714 Woodman Ave	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Shopping Center
2644-024-901	14400 Van Nuys Blvd	<i>Partial</i>	<i>Road Widening</i>	Partial	TCE/Road Widening	DMV Office
2644-025-006	9618 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2644-025-014	9510 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-Family
2644-025-015	9502 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Automotive Repair
2644-025-019	14556 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Vacant Lot and Auto Repair
2644-025-020	14556 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Vacant Lot and Auto Repair
2644-025-021	14556 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Commercial Vacant Lot and Auto Repair
2644-025-022	14540 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Repair

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2644-025-033	9608 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Stores and Offices
2644-025-142	14500 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Condominium Complex
2644-025-191	9600 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Condominium Complex
2644-025-254	9628 and 9640 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2644-025-255	9628 and 9640 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2644-025-901	9540 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Park
2644-030-011	9450-9456 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail/Automotive
2644-030-015	9450-9456 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail/Automotive
2644-030-016	9462 Van Nuys Blvd	<i>Full</i>	<i>TPSS 7A Site</i>	Full	TPSS	Office
2644-030-078	14540 Plummer St	<i>Full</i>	<i>TPSS 7A Site</i>	Full	TPSS	SFR
2644-030-079	9450-9456 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail/Automotive
2644-030-086	9404 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-Family

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2645-001-027	13920 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2645-002-003	13952 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening/ Transformer	Store Building
2645-002-022	13934 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Supermarket
2645-012-002	13968 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2645-012-003	13972 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2645-012-026	13978 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2645-012-027	13982 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2645-013-002	14006 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Duplex
2645-013-004	14018 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Shopping Center
2645-013-024	14018 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Shopping Center
2645-014-001	14034 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Auto Sales
2645-014-002	14036-14040 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Store Building & Residence
2645-014-003	14036-14040 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Store Building & Residence
2645-014-023	14066 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Condominium Complex

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/Acquisition Type	New Intended Use	Existing Use
2645-014-047	14060 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Apartment
2645-021-001	14150 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Center
2645-021-002	14140 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2645-021-003	14132 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2645-021-006	14120 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2645-021-018	14104 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2646-001-047	13812 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Service Station
2646-001-050	13736 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2646-001-055	13764 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Carwash
2646-001-058	13752 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Warehouse
2646-001-061	13770 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2646-002-029	13801 Hoyt St	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Condominium Complex
2646-004-019	13720 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2646-005-006	13684 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Store Building

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2646-005-024	13660 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Store Building
2646-006-024	13648 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Restaurant
2646-006-025	13630 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Shopping Center
2646-007-021	13632 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Auto Sales
2646-007-022	13606 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Store Building
2646-007-023	13618 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building
2647-017-009	14035 Van Nuys Blvd	<i>Partial</i>	<i>Arleta Station Elec Box</i>	None Proposed	None Proposed	retail
2647-017-011	14035 Van Nuys Blvd	<i>Partial</i>	<i>Arleta Station Elec Box</i>	None Proposed	None Proposed	restaurant
2647-017-013	14055 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Church
2647-017-015	10137 Arleta Ave	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Condominium Complex
2647-018-902	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Vacant Lot
2647-019-025	14125 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2647-019-026	14115 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2647-019-027	14101 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Church

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2647-022-011	14175 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2647-022-012	14201 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2647-022-013	14211 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2647-022-014	14219 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2647-022-015	14229 Van Nuys Blvd	<i>Full</i>	<i>TPSS 8A Site</i>	Full	TPSS	SFR
2647-022-020	14163 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Church
2647-022-021	14237 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	SFR
2647-023-902	No Address	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Vacant Lot
2647-028-015	14423 Van Nuys Blvd	<i>Partial</i>	<i>Road Widening</i>	Construction	TCE	Shopping Center
2647-028-101	14419 Van Nuys Blvd	<i>Partial</i>	<i>Road Widening</i>	Construction	TCE	Shopping Center
2647-028-103	9750 Woodman Ave	<i>Partial</i>	<i>Road Widening</i>	Partial	TCE/Road Widening	Shopping Center
2647-028-BRK	14333 Van Nuys Blvd	<i>Partial</i>	<i>Road Widening</i>	<i>None Proposed</i>		<i>None Proposed</i>
2647-030-016	14555 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Store Building
2647-030-109	9800 Vesper Ave	<i>None Proposed</i>	<i>None Proposed</i>	Partial	TCE/Road Widening	Condominium Complex
2650-021-001	9541 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Hospital

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Impact/ Acquisition Type	New Intended Use	Existing Use
2650-021-002	9561 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office Building
2650-021-003	9635 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	<u>Self Storage</u>
2650-021-009	9603 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Condominium Complex
2650-025-037	9501 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail
2650-026-023	14602 Plummer St	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Automotive Repair
2650-028-027	14602 Vincennes St	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2651-009-015	9147 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2651-009-025	9213 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2651-009-026	9237 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2651-009-055	9107 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	McDonald's
2651-010-061	9059 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-tenant Retail
2651-010-062	9051 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail/Office
2651-010-064	9075 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Multi-tenant Retail
2653-001-003	8849 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment

APN	Address	<i>Previous Acquisition Type</i>	<i>Previous Intended Use</i>	New Acquisition Type	New Intended Use	Existing Use
2653-001-004	8843 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2653-001-005	8837 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2653-001-006	8831 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2653-001-007	8827 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2653-001-008	8821 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2653-001-009	8815 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2653-001-033	8781 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Medical Clinics
2653-001-035	8803 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Apartment
2653-002-006	8747 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Office
2653-002-008	8737 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Medical Offices
2653-002-030	8751 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Full	TPSS	Restaurant
2653-002-034	8701 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Vehicle Sales
2653-002-035	8719 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Parking Lot
2653-002-036	8717 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Retail
2653-002-038	8761 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Dental Office
2653-002-062	8771 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE	Medical Offices
2653-002-064	8727 Van Nuys Blvd	<i>None Proposed</i>	<i>None Proposed</i>	Construction	TCE/Road Widening	Offices
N/A	N/A (alley between Pinney St and Van Nuys Blvd)	N/A	Closure of Public Right-of-Way (ROW)	<i>None Proposed</i>		<i>None Proposed</i>

Appendix D. Air Quality and Greenhouse Gas Tables

Table 1: Regional Criteria Pollutant Emissions for IOS Operations with Design Changes (2040)

Source	Daily Emissions in Pounds per Day				
	ROG	CO	NO _x	PM10	PM2.5
Traffic Emissions					
IOS (FEIS/EIR)	24.1	314.1	154.2	17.3	5.3
Design Change	25.4	331.0	162.8	17.2	5.3
Net Emissions	1.3	16.9	8.6	-0.1	0.0
SCAQMD Thresholds	55	550	55	150	55
Exceed Thresholds	No	No	No	No	No

Source: Terry A. Hayes Associates

Table 2: IOS Regional Criteria Pollutant Emissions for Operations in FEIS/EIR (2040)

Source	Daily Emissions in Pounds per Day				
	ROG	CO	NO _x	PM10	PM2.5
Maintenance Facility	2	<1	<1	<1	<1
Vehicle Propulsion	1	7	8	1	1
Traffic Emissions					
No Build	53,827	648,715	174,018	130,420	35,736
IOS	53,619	648,222	173,693	130,413	35,734
FEIS/EIR Net Emissions	(205)	(486)	(317)	(6)	(1)
Design Change	1.3	16.9	8.6	-0.1	0.0
DC Net Total	(203)	(469)	(308)	(6)	(1)
SCAQMD Thresholds	55	550	55	150	55
Exceed Thresholds	No	No	No	No	No

Source: Terry A. Hayes Associates, 2022

Table 3: MSAT Emissions (2040)

FEIS/EIR IOS Regional Analysis						
Pollutant Name	IOS (lbs./day)	Design Change (lbs./day)	Net Change (lbs./day)	IOS (lbs./day)	No Build Alternative	Net Change (lbs./day)
1,3-Butadiene	0.157	0.165	+0.009	152	152	(<1)
Acetaldehyde	0.557	0.591	+0.034	370	371	(<1)
Acrolein	0.033	0.035	+0.002	33	33	(<1)
Benzene	0.744	0.785	+0.041	1,009	1,012	3
DPM	0.228	0.241	+0.013	904	903	1
Ethylbenzene	0.294	0.310	+0.016	807	810	(3)
Formaldehyde	1.341	1.421	+0.080	966	967	(1)
Naphthalene	0.029	0.030	+0.002	74	75	(<1)
POM	0.027	0.028	+0.002	24	24	(<1)
DEOG	5.871	6.241	+0.370	3,319	3,323	(4)

Source: Terry A. Hayes Associates, 2022

Table 1: IOS Annual GHG Emissions (2040)

Emissions Source	IOS Design Change (MTCO_{2e})	IOS as Assessed in the FEIS/EIR (MTCO_{2e})
Net Regional On-Road Vehicle Travel	(20,751)	(20,751)
Net IOS Corridor Peak Hour Traffic	1,066	-
MSF Operations	1,066	1,416
LRT Propulsion & Station Operations	9,397	9,397
30-Year Amortized Construction	140	140
2040 Net Total Annual Emissions (Relative to 2040 No Build Alternative)	(9,082)	(9,797)
Percent Change from 2040 Baseline	(0.0177%)	(0.019%)

Source: Terry A. Hayes Associates, 2022

Appendix E. Noise Tables

Table 1: TPSS Noise Assessment Results

TPSS Site #	Closest Receiver Cluster ID	Distance, TPSS to Cluster (ft)	Existing Noise (L_{dn} in dBA) ¹	TPSS Noise (L_{dn} in dBA) ¹	Total Future Noise (L_{dn} in dBA) ²	Noise Increase (dB) ³	FTA Moderate/Severe Noise Impact?
3	NB-4a ⁴	190	55	52	57	2	None
4	NB-7	574	53	42	54	1	None
5	SB-7a	34	55	67	67	12	Severe
8	NB-30	249	55	49	56	1	None
9	SB-39	41	54	65	65	11	Severe

Notes: L_{dn} = 24-hour day-night level; dBA = A-weighted decibel, referenced to 20 μ Pa

¹ Noise levels for land use category 2 (residential) are based on L_{dn} and measured in dBA.

² Predicted total future noise levels represent the total future predicted noise levels with the project.

³ Total future noise level minus existing noise level.

⁴ Cluster NB-4a is the townhome development at 7201 Lennox Avenue. These residences were not included in the FEIS/EIR assessment because they are located beyond the screening distances for light-rail.

Source: Cross-Spectrum Acoustics, 2022

Table 2: New and Relocated Crossover Locations and Nearby Receivers

Type	Approx. Civil Station #	Location Description	Nearby Receiver Cluster ID
Double crossover	108+50	Between Calvert Street and Delano Street	none
Single crossover	130+50	South of Hamlin Street	SB-B
Single crossover	133+50	North of Hamlin Street	
Single crossover	162+50	South of Hart Street	NB-C, NB-3a, SB-2, SB-3, SB-4
Single crossover	164+50	North of Hart Street	
Double crossover	199+00	Covello Street	NB-6
Yard lead turnout	209+00	South of Keswick Street	none
Yard lead turnout	212+00	North of Keswick Street	
Single crossover	243+50	South of Titus Street	NB-E, NB-8, NB-9
Single crossover	245+50	North of Titus Street	
Single crossover	281+50	North of Parthenia Street / South of Rayen Street	SB-F, SB-6, SB-7a, SB-7B, NB-10a, NB-10b, NB-10c, NB-11a, NB-11b
Single crossover	285+00	North of Parthenia Street / South of Rayen Street	
Single crossover	321+00	North of Vincennes Street	NB-15, NB-15b, SB-13, SB-14, SB-15, SB-16, SB-17
Single crossover	324+50	Gledhill Street	
Single crossover	365+00	North of Canterbury Avenue / South of Beachy Avenue	NB-19, NB-20, NB-I, SB-21, SB-22, SB-23
Single crossover	368+00	North of Canterbury Avenue / South of Beachy Avenue	

Type	Approx. Civil Station #	Location Description	Nearby Receiver Cluster ID
Double crossover	406+50	North of Remick Avenue	NB-29, NB-30, SB-34
Single crossover	440+50	North of Telfair Avenue	NB-38, NB-39, NB-40, SB-37c, SB-38a, SB-38b
Double crossover	440+50	North of Telfair Avenue/South of Tamarack Avenue	

Source: Cross-Spectrum Acoustics, 2022

Table 3: New and Relocated Crossover Noise Assessment Results

Crossover Location	Cluster ID	Cluster Description	Existing Noise Level ¹ (dBA)	FTA Impact Assessment				Predicted Project Noise after Mitigation
				Predicted Project Noise ¹ (dBA)	FTA Moderate Impact Threshold, Project Noise (dBA)	FTA Severe Impact Threshold, Project Noise (dBA)	FTA Level of Impact before Mitigation	
Hamlin St.	SB-B	School	71 ³	69 ³	70 ³	75 ³	-	--
Hart St.	NB-C	Church	68 ³	68 ³	68 ³	73 ³	Moderate	65
Hart St.	NB-3a	MFR	66	65	62	67	Moderate	62
Hart St.	SB-2	SFR	56	63	56	61	Severe	60
Hart St.	SB-3	MFR	59	66	57	63	Severe	63
Hart St.	SB-4	MFR	55	64	55	61	Severe	61
Keswick St.	SB-5b	MFR	69	72	64	69	Severe	69
Covello St.	NB-6	SFR	55	62	55	61	Severe	59
Titus St.	NB-E	School	73 ³	68 ³	70 ³	77 ³	--	65 ³
Titus St.	NB-8	SFR	53	61	55	61	Severe	58
Titus St.	NB-9	SFR	53	61	55	61	Severe	58
Parthenia St.	NB-10a	MFR	66	71	62	67	Severe	65
Parthenia St.	NB-10b	MFR	66	72	62	67	Severe	66
Parthenia St.	NB-10c	MFR	66	72	62	67	Severe	66
Parthenia St.	NB-11a	SFR	54	62	55	61	Severe	56
Parthenia St.	NB-11b	SFR	55	62	55	61	Severe	56
Parthenia	SB-6	MFR	67	72	62	68	Severe	66

Crossover Location	Cluster ID	Cluster Description	Existing Noise Level ¹ (dBA)	FTA Impact Assessment				Predicted Project Noise after Mitigation
				Predicted Project Noise ¹ (dBA)	FTA Moderate Impact Threshold, Project Noise (dBA)	FTA Severe Impact Threshold, Project Noise (dBA)	FTA Level of Impact before Mitigation	
St.								
Parthenia St.	SB-7a	MFR	55	61	55	61	Severe	55
Parthenia St.	SB-7b	MFR	55	61	55	61	Severe	55
Parthenia St.	SB-F	Church	69 ³	69 ³	69 ³	74	Moderate	63 ³
Gledhill St.	NB-15	MFR	67	72	62	67	Severe	66
Gledhill St.	NB-15b	MFR	57	65	56	62	Severe	59
Gledhill St.	SB-13	MFR	67	72	62	67	Severe	66
Gledhill St.	SB-14	MFR	68	72	63	68	Severe	66
Gledhill St.	SB-15	MFR	68	73	63	68	Severe	67
Gledhill St.	SB-16	MFR	55	62	55	61	Severe	56
Gledhill St.	SB-17	MFR	57	64	56	62	Severe	58
Beachy Ave.	NB-I	School	70 ³	67 ³	69 ³	75 ³	--	61
Beachy Ave.	NB-19	SFR	65	71	61	66	Severe	65
Beachy Ave.	NB-20	SFR	55	62	55	61	Severe	56
Beachy Ave.	SB-21	MFR	66	72	62	67	Severe	66
Beachy Ave.	SB-22	SFR	66	71	61	67	Severe	65
Beachy Ave.	SB-23	SFR	52	59	54	60	Moderate	53
Remick Ave.	NB-29	MFR	69	72	64	69	Severe	69
Remick	NB-30	SFR	55	61	55	61	Severe	58

Crossover Location	Cluster ID	Cluster Description	Existing Noise Level ¹ (dBA)	FTA Impact Assessment				Predicted Project Noise after Mitigation
				Predicted Project Noise ¹ (dBA)	FTA Moderate Impact Threshold, Project Noise (dBA)	FTA Severe Impact Threshold, Project Noise (dBA)	FTA Level of Impact before Mitigation	
Ave.								
Remick Ave.	SB-34	SFR	53	60	55	61	Moderate	57
Telfair Ave.	NB-38	SFR	55	61	55	61	Severe	58
Telfair Ave.	NB-39	SFR	55	63	55	61	Severe	60
Telfair Ave.	NB-40	MFR	58	64	57	62	Severe	61
Telfair Ave.	SB-37c	SFR	55	64	55	61	Severe	61
Telfair Ave.	SB-38a	SFR	55	62	55	61	Severe	59
Telfair Ave.	SB-38b	SFR	54	76 ⁴	55	61	Severe	57

Notes: L_{dn} = 24-hour day-night level; L_{eq} = hourly equivalent sound level; dBA = A-weighted decibel, referenced to 20 μ Pa; MFR = multi-family residence; SFR = single-family residence

¹ Noise levels for land use category 2 (residential) are based on L_{dn} and measured in dBA. Noise levels for land use category 3 (institutional) are based on hourly L_{eq} and measured in dBA.

² Predicted total future noise levels represent the total future predicted noise levels with the project.

³ Category 3, institutional land use noise levels are hourly L_{eq} and measured in dBA.

⁴ Crossovers at Parthenia, Gledhill or Beachy assume mitigation measure MM-Vib-2b and all other crossover locations with impact assume mitigation measure MM-Vib-2c.

Source: Cross-Spectrum Acoustics, 2022

Table 4: New and Relocated Crossover Vibration Assessment Results

Crossover Location	Cluster ID	Cluster Description	Predicted L_v (Band Max ¹)	1/3 Octave Band ²	FTA Impact Threshold (VdB)	Impact?	FTA Threshold Exceedance (VdB)
Hamlin St.	SB-B	School	79	40	78	Yes	1
Hart St.	NB-C	Church	75	40	78	-	-
Hart St.	NB-3a	MFR	58	40	72	-	-
Hart St.	SB-2	SFR	62	40	72	-	-
Hart St.	SB-3	MFR	53	40	72	-	-
Hart St.	SB-4	MFR	56	40	72	-	-
Keswick St.	SB-5b	MFR	75	40	72	Yes	3
Covello St.	NB-6	SFR	56	40	72	-	-

Crossover Location	Cluster ID	Cluster Description	Predicted L _v (Band Max ¹)	1/3 Octave Band ²	FTA Impact Threshold (VdB)	Impact?	FTA Threshold Exceedance (VdB)
Titus St.	NB-E	School	81	40	78	Yes	3
Titus St.	NB-8	SFR	52	40	72	-	-
Titus St.	NB-9	SFR	52	40	72	-	-
Parthenia St.	NB-10a	MFR	83	50	72	Yes	11
Parthenia St.	NB-10b	MFR	84	50	72	Yes	12
Parthenia St.	NB-10c	MFR	71	63	72	-	-
Parthenia St.	NB-11a	SFR	61	80	72	-	-
Parthenia St.	NB-11b	SFR	67	80	72	-	-
Parthenia St.	SB-6	MFR	82	63	72	Yes	10
Parthenia St.	SB-7a	MFR	61	80	72	-	-
Parthenia St.	SB-7b	MFR	62	80	72	-	-
Parthenia St.	SB-F	Church	78 ³	50	78	-	-
Gledhill St.	NB-15	MFR	82	40	72	Yes	10
Gledhill St.	NB-15b	MFR	59	40	72	-	-
Gledhill St.	SB-13	MFR	83	40	72	Yes	11
Gledhill St.	SB-14	MFR	85	40	72	Yes	13
Gledhill St.	SB-15	MFR	85	40	72	Yes	13
Gledhill St.	SB-16	MFR	60	40	72	-	-
Gledhill St.	SB-17	MFR	70	40	72	-	-
Beachy Ave.	NB-I	School	77	40	78	-	-
Beachy Ave.	NB-19	SFR	76	40	72	Yes	4
Beachy Ave.	NB-20	SFR	64	40	72	-	-
Beachy Ave.	SB-21	MFR	77	40	72	Yes	5
Beachy Ave.	SB-22	SFR	76	40	72	Yes	4
Beachy Ave.	SB-23	SFR	59	40	72	-	-
Remick Ave.	NB-29	MFR	77	40	72	Yes	5
Remick Ave.	NB-30	SFR	65	40	72	-	-
Remick Ave.	SB-34	SFR	65	40	72	-	-
Telfair Ave.	NB-38	SFR	60	40	72	-	-
Telfair Ave.	NB-39	SFR	73	40	72	Yes	1
Telfair Ave.	NB-40	MFR	73	40	72	Yes	1
Telfair Ave.	SB-37c	SFR	60	40	72	-	-
Telfair Ave.	SB-38a	SFR	59	40	72	-	-

Crossover Location	Cluster ID	Cluster Description	Predicted L_v (Band Max ¹)	1/3 Octave Band ²	FTA Impact Threshold (VdB)	Impact?	FTA Threshold Exceedance (VdB)
Telfair Ave.	SB-38b	SFR	59	40	72	-	-

Notes: L_v = vibration velocity level; VdB = decibels referenced to 1 μ -inch/second; MFR = multi-family residence; SFR = single-family residence

¹ The band maximum is the vibration level from the maximum 1/3 octave band of the L_{max} spectra.

² The 1/3 octave band in which the band maximum occurs.

³ The band maximum is 77.6 VdB which is below the impact threshold.

Source: Cross-Spectrum Acoustics, 2022

Appendix F. Noise Figures

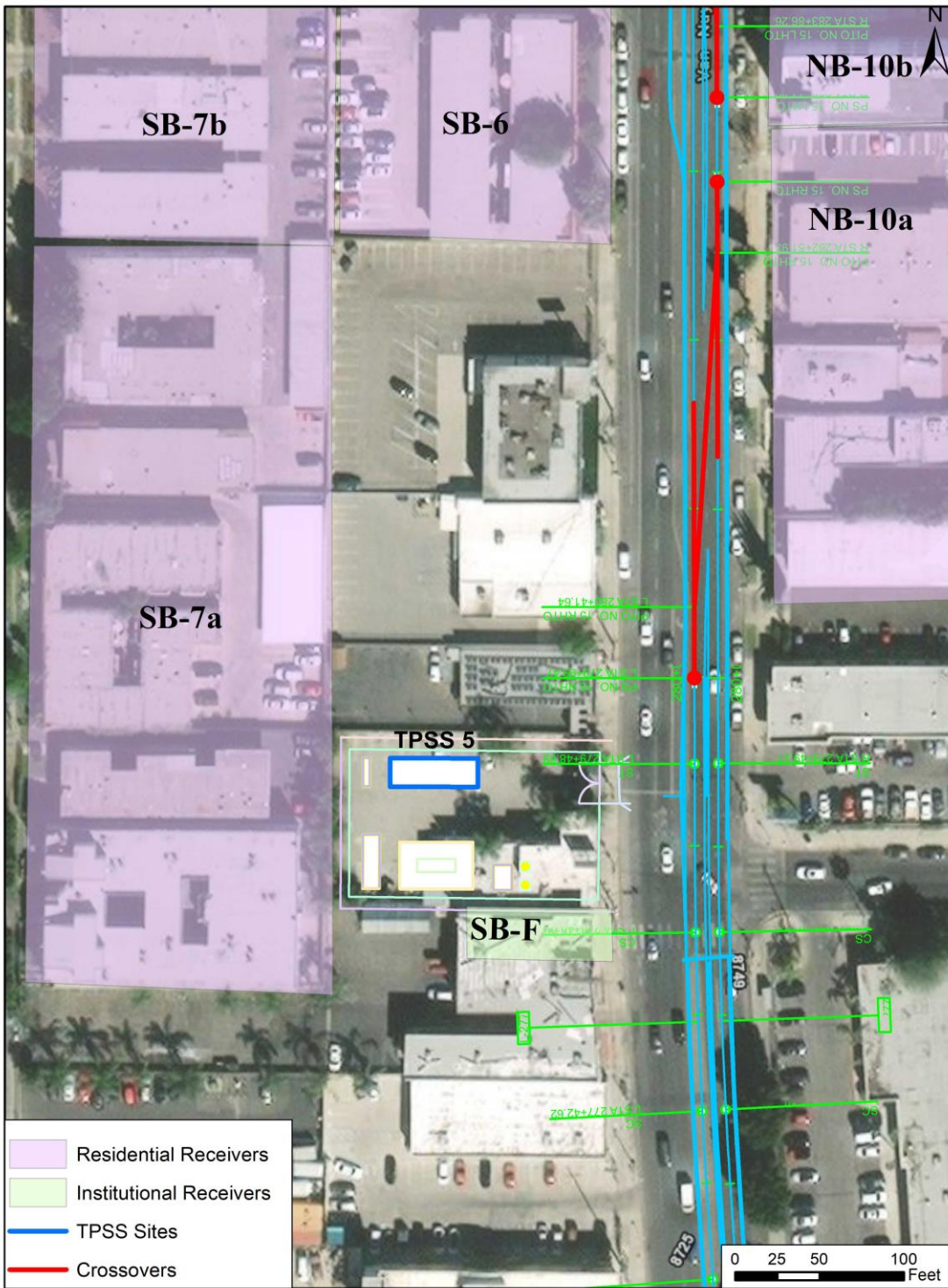


Figure 1: TPSS Site 5 and Nearby Noise-Sensitive Receiver Clusters

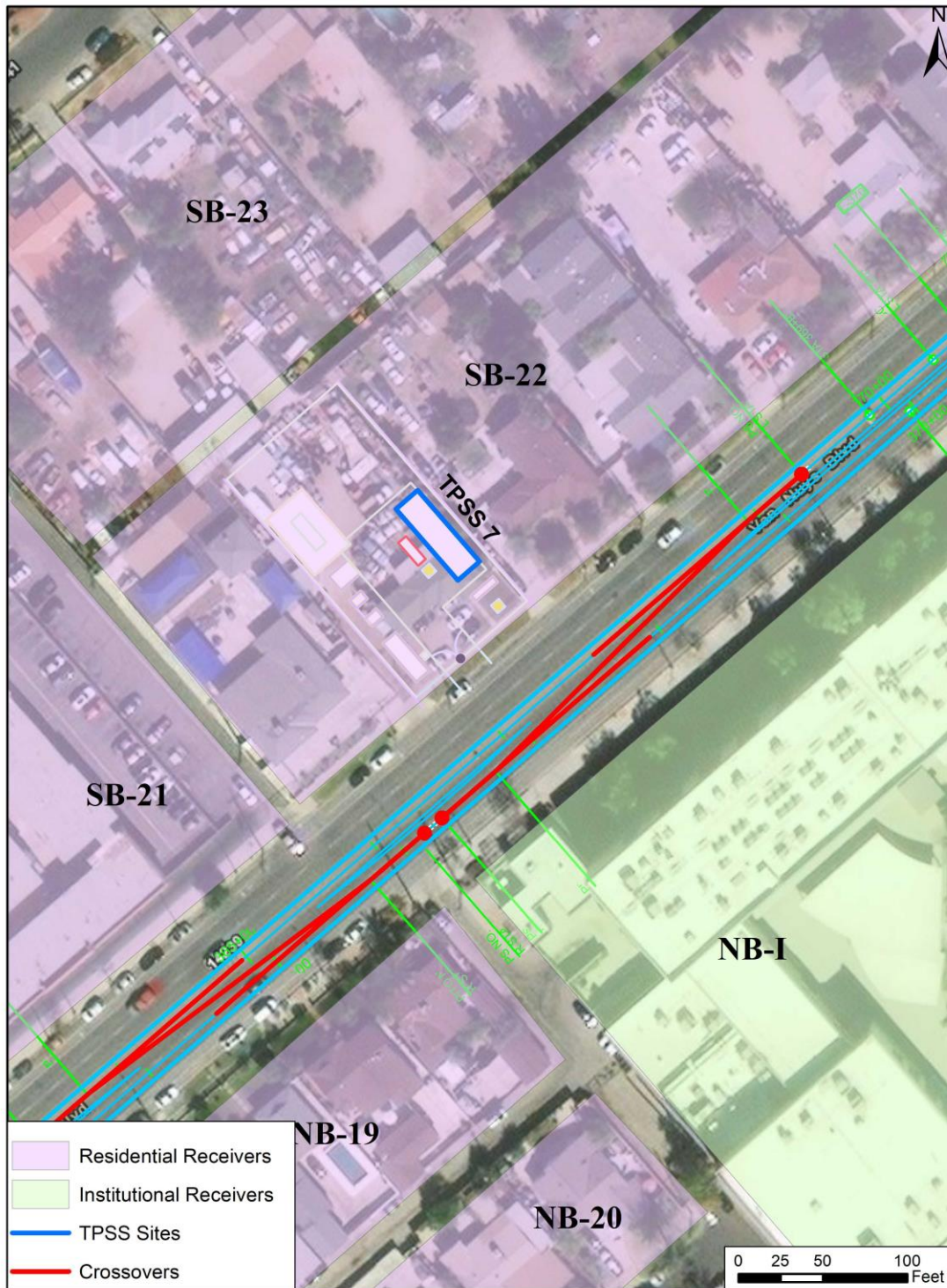


Figure 2: TPSS Site 7 and Nearby Noise-Sensitive Receiver Clusters

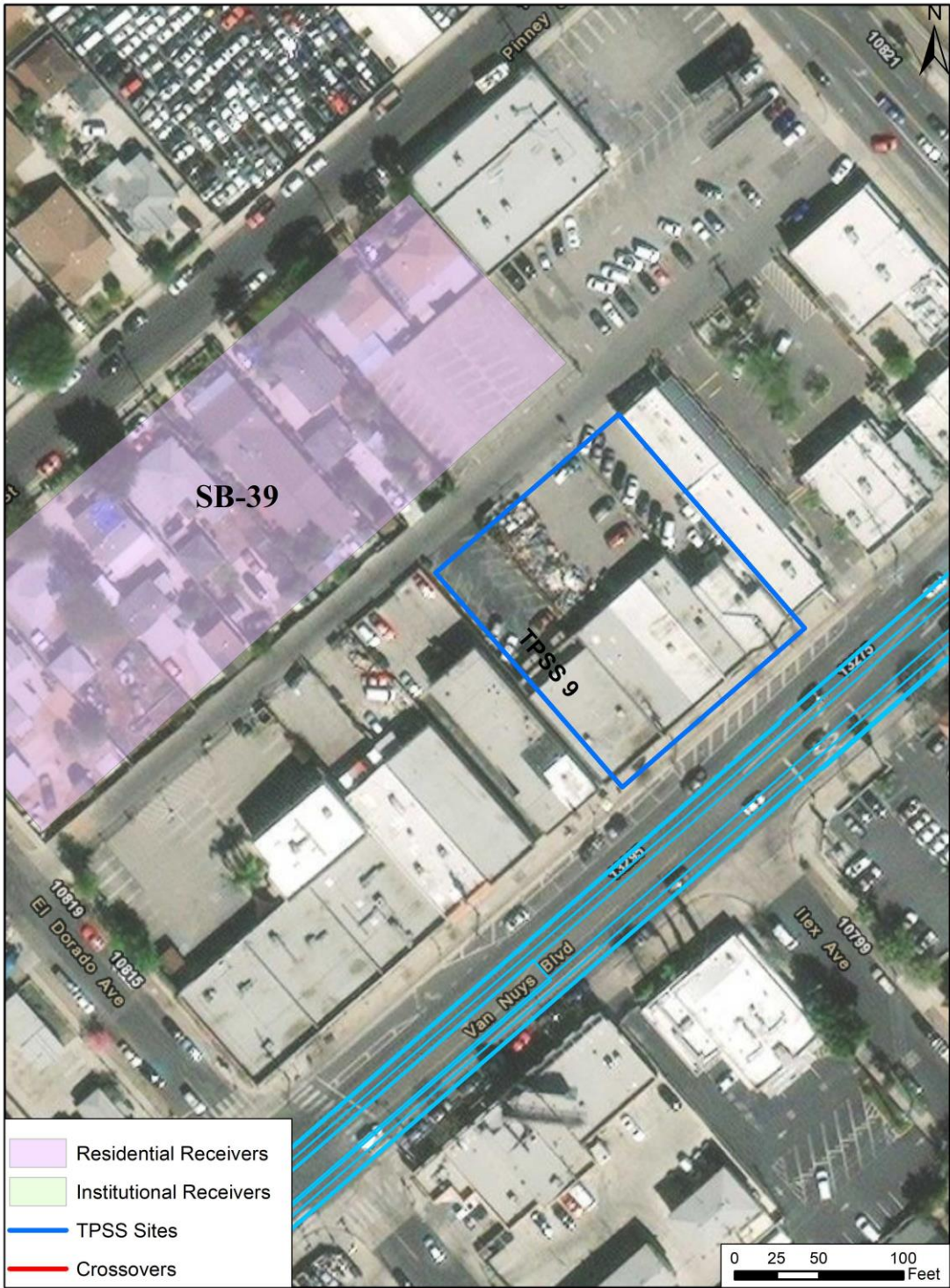


Figure 3: TPSS Site 9 and Nearby Noise-Sensitive Receiver Clusters

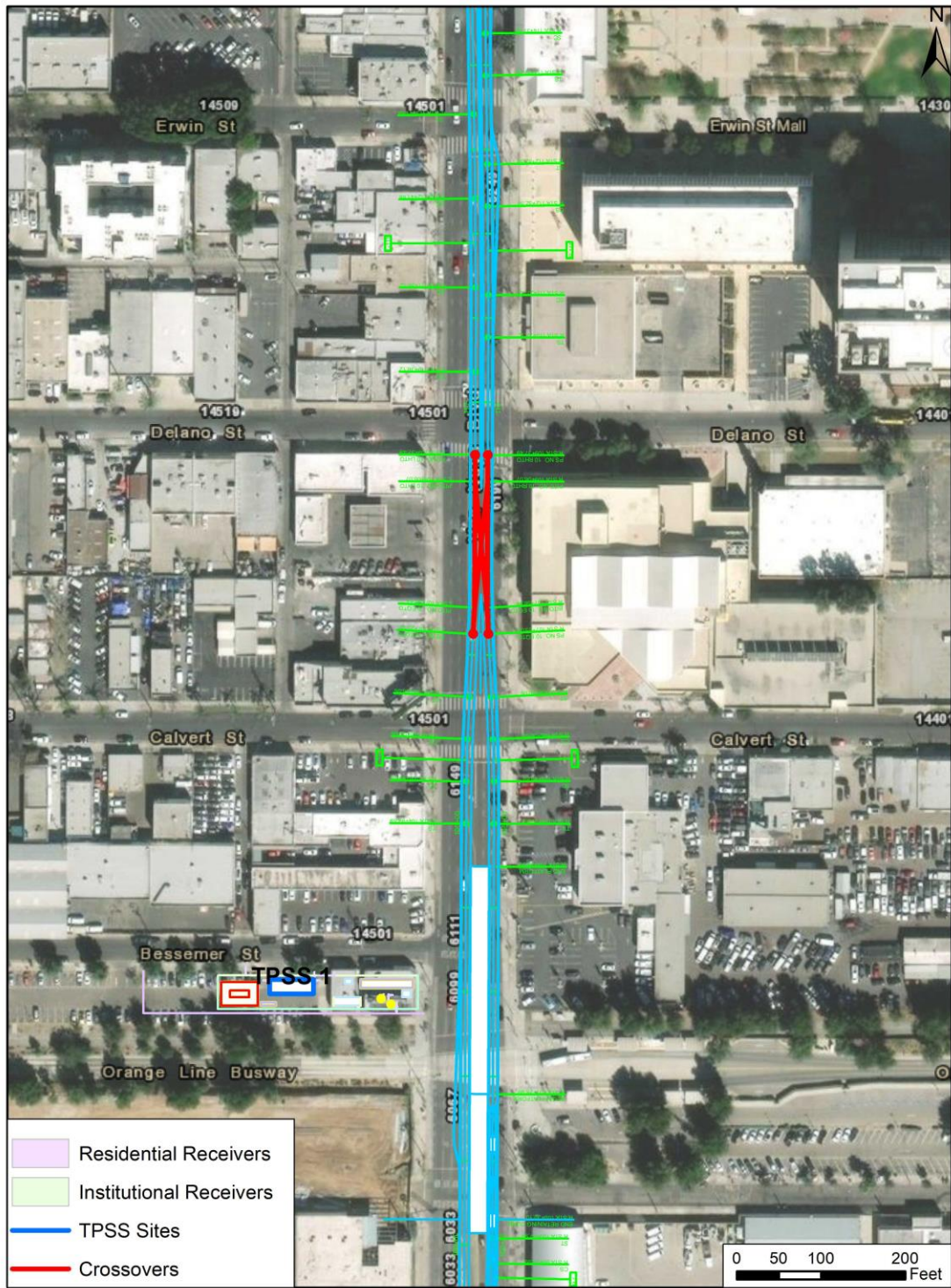


Figure 5: Sensitive Receiver Clusters Nearby Crossovers between Calvert St. and Delano St.

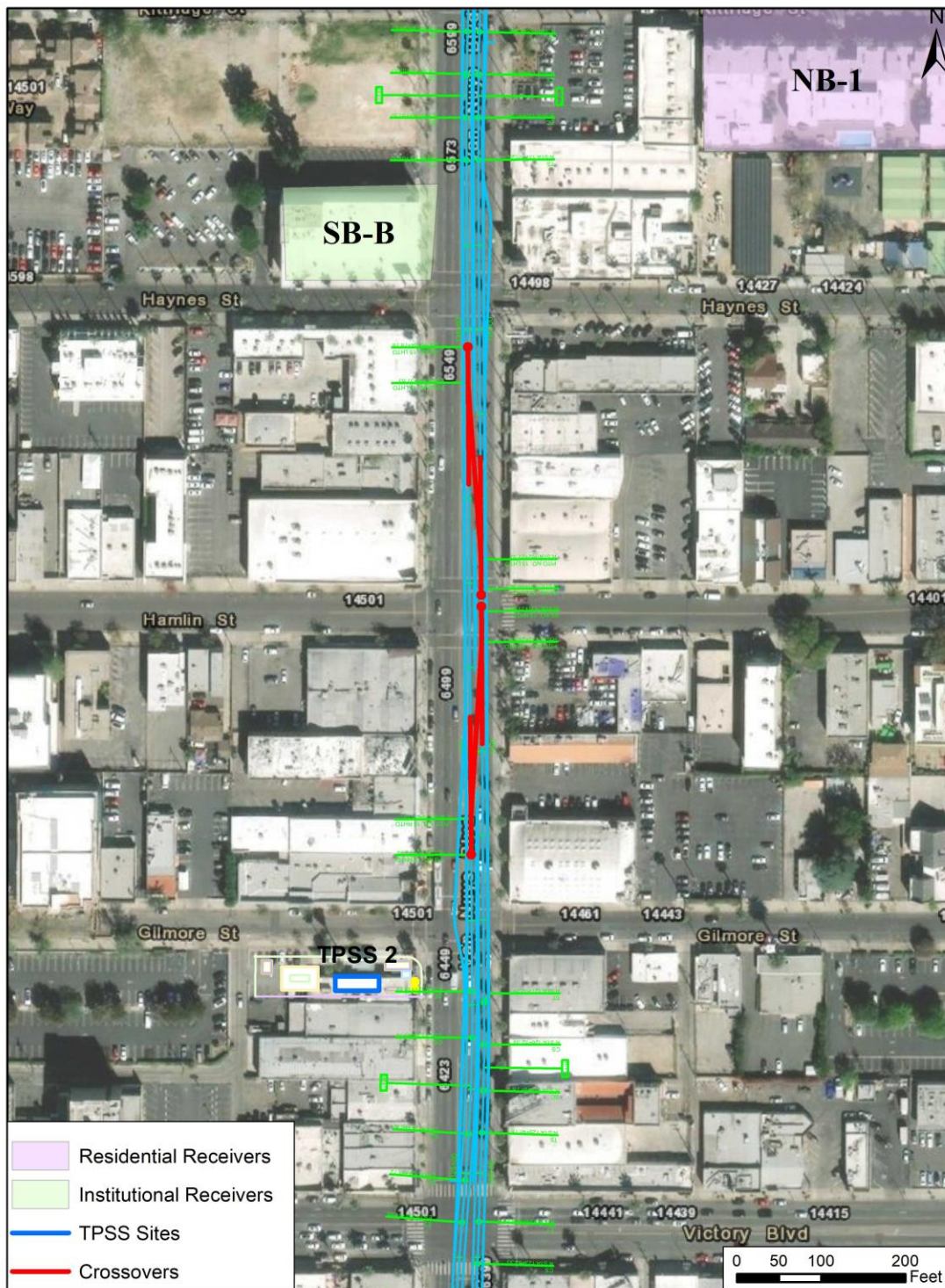


Figure 6: Sensitive Receiver Clusters Nearby Crossovers at Hamlin St.

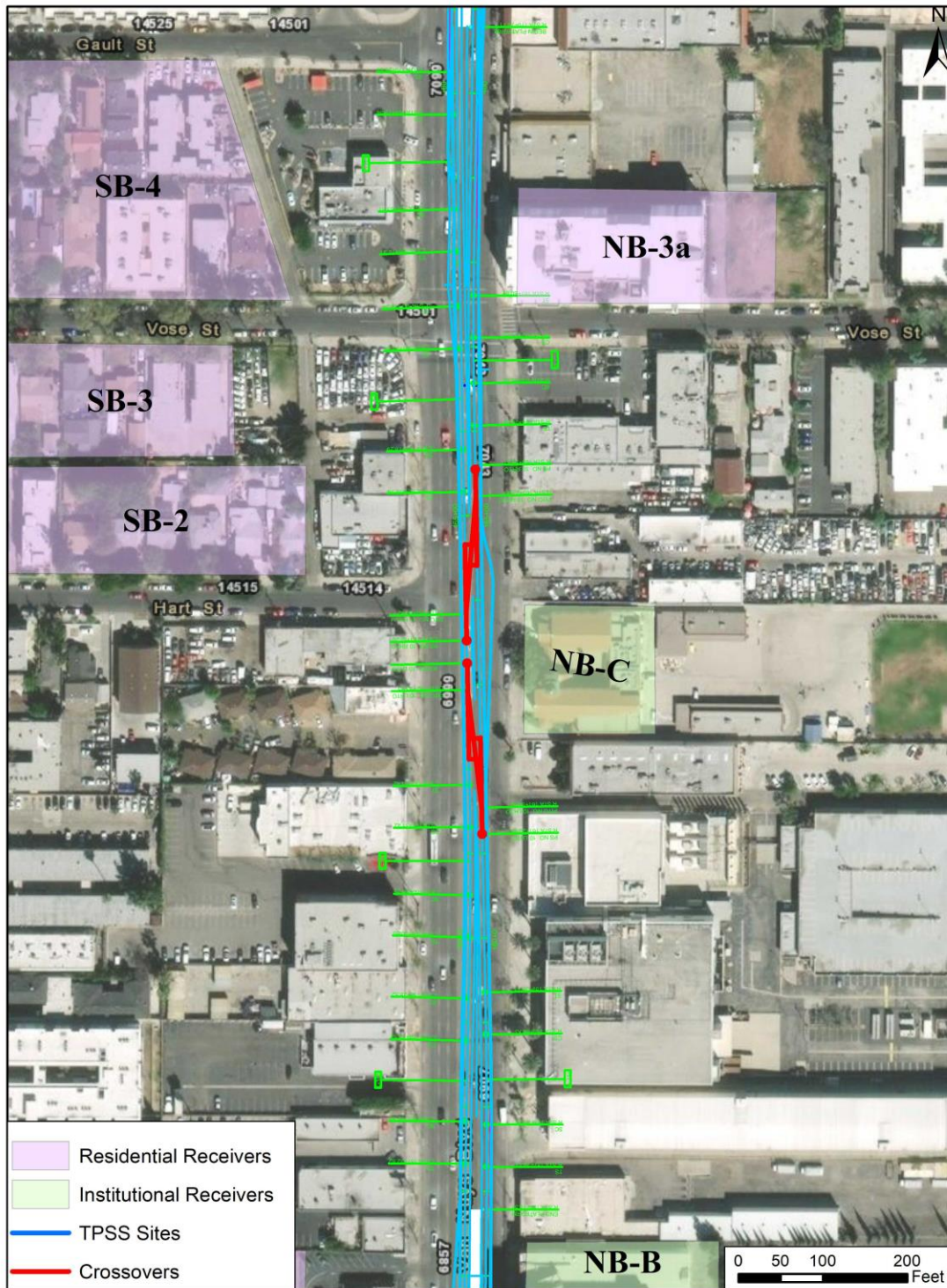


Figure 7: Sensitive Receiver Clusters Nearby Crossovers at Hart St.

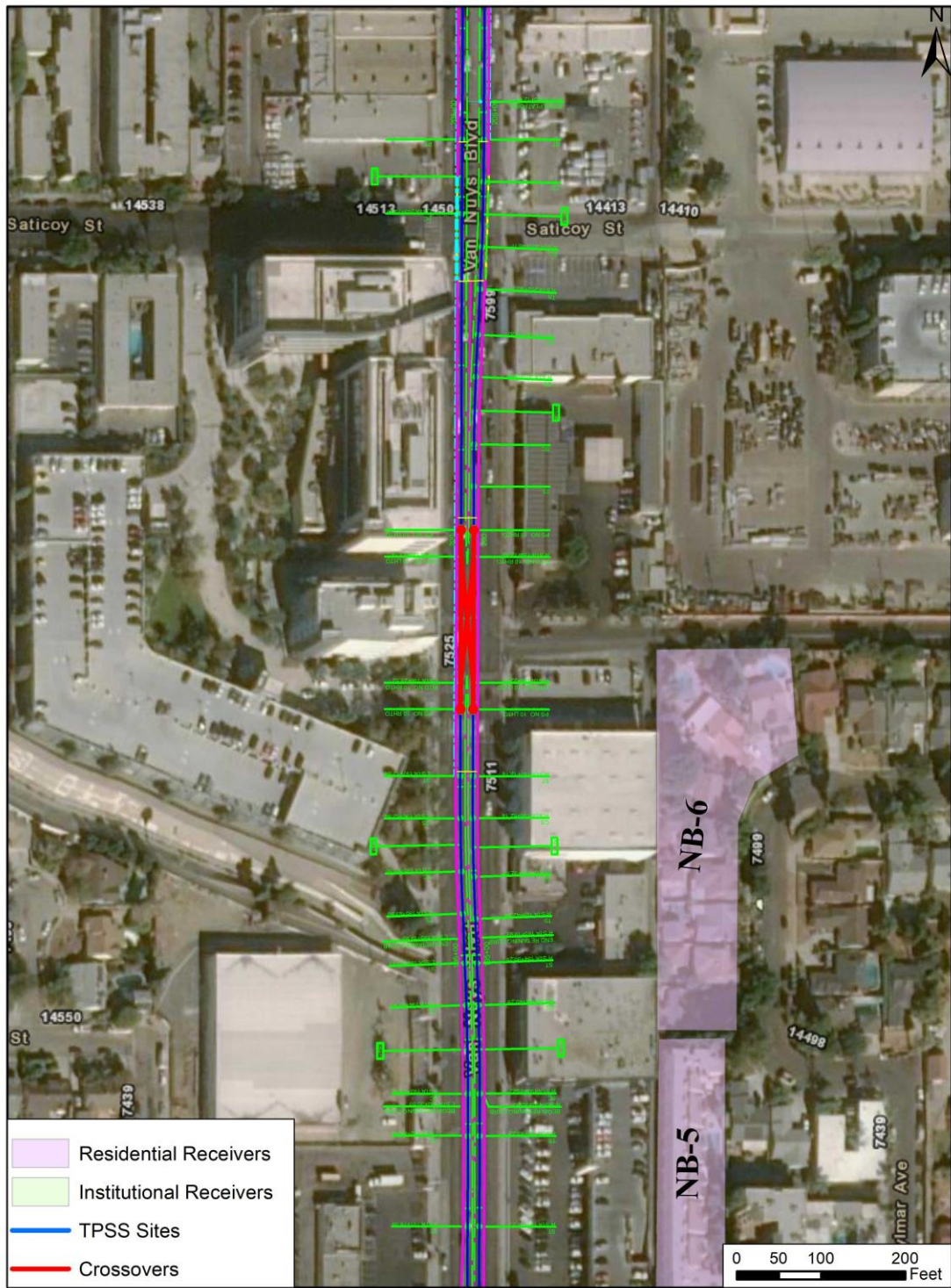


Figure 8: Sensitive Receiver Clusters Nearby Crossovers at Covello St.

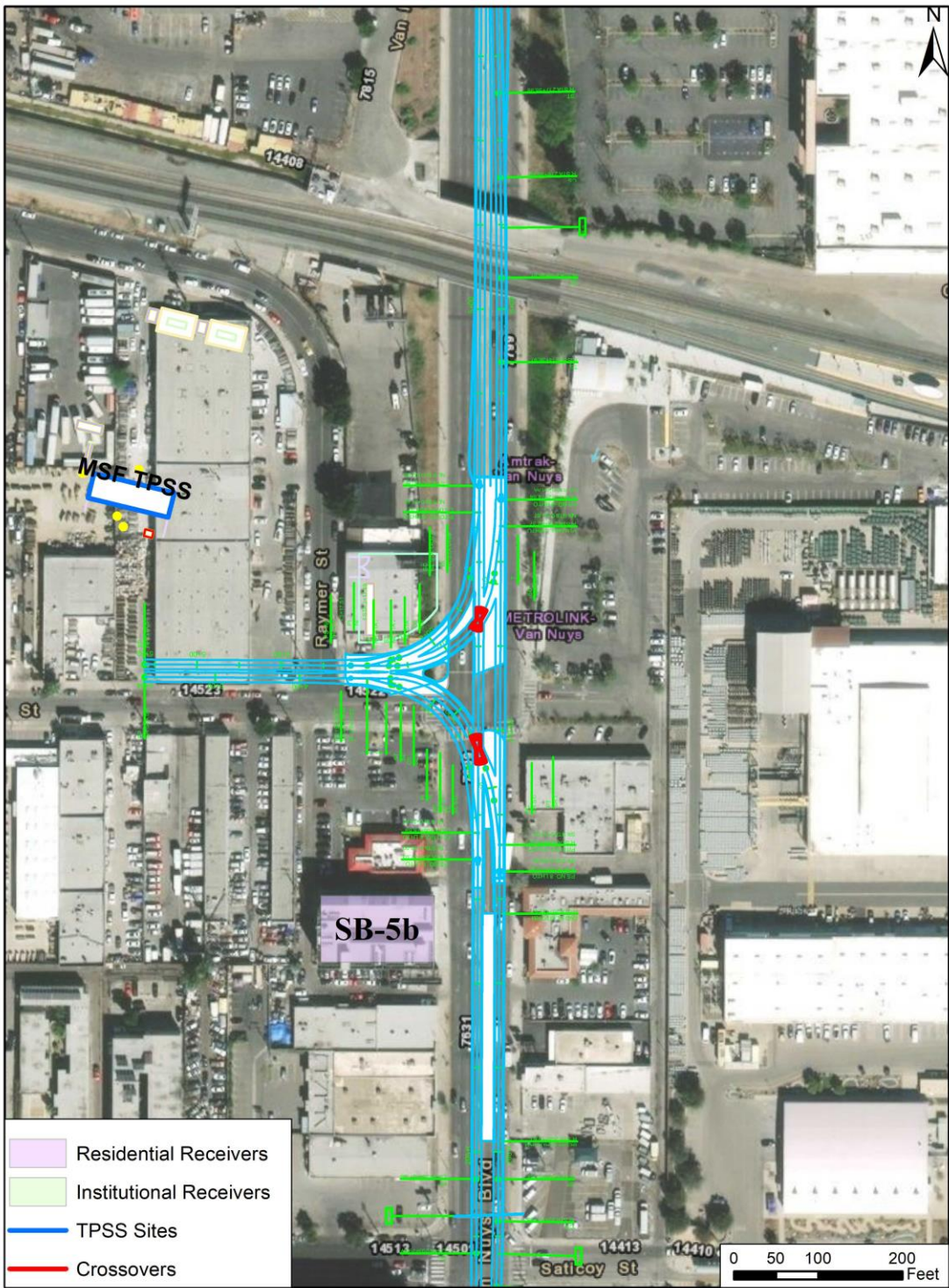
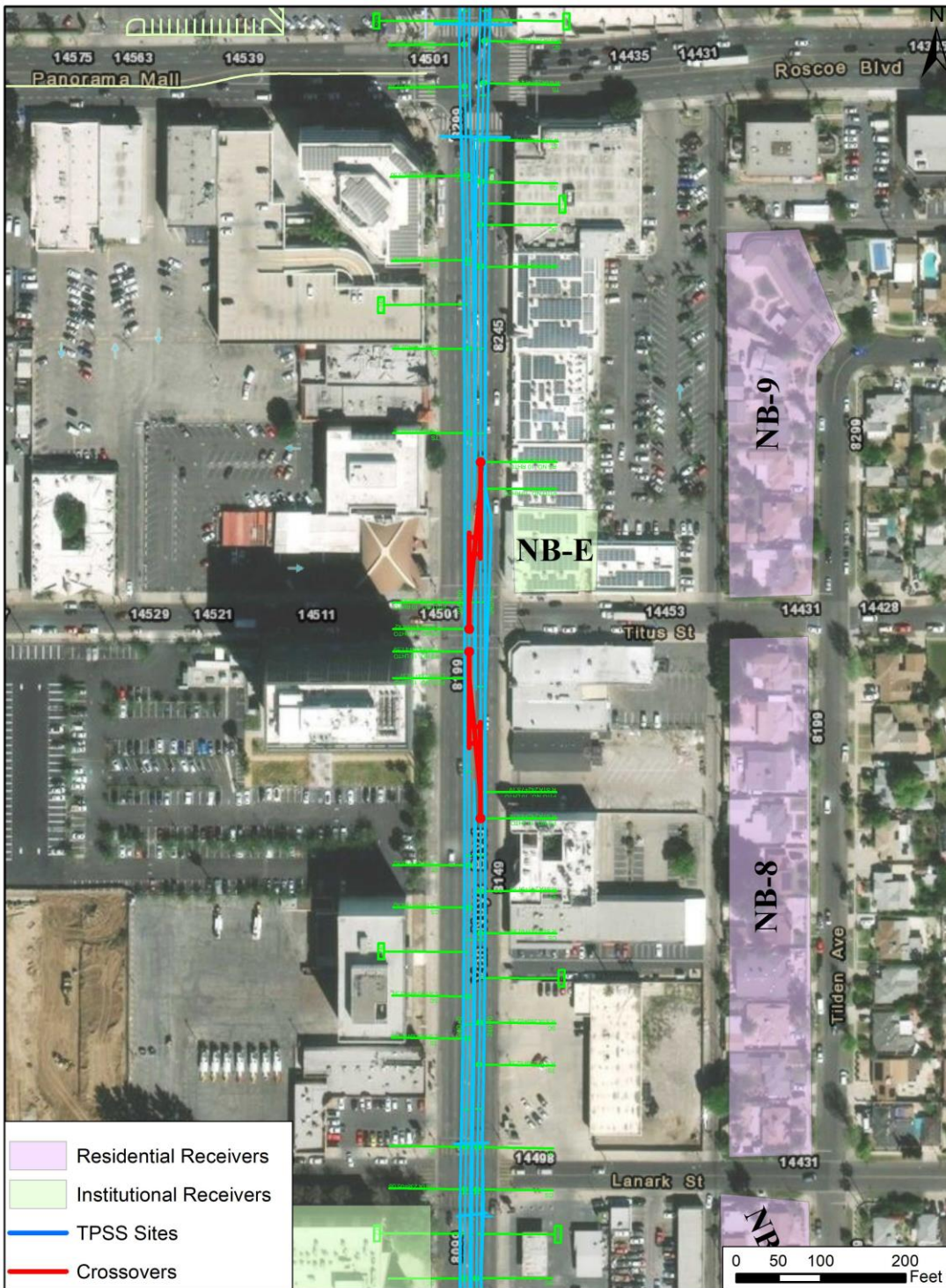


Figure 9: Sensitive Receiver Clusters Nearby Crossovers at Keswick St.



10: Sensitive Receiver Clusters Nearby Crossovers at Titus St.

Figure

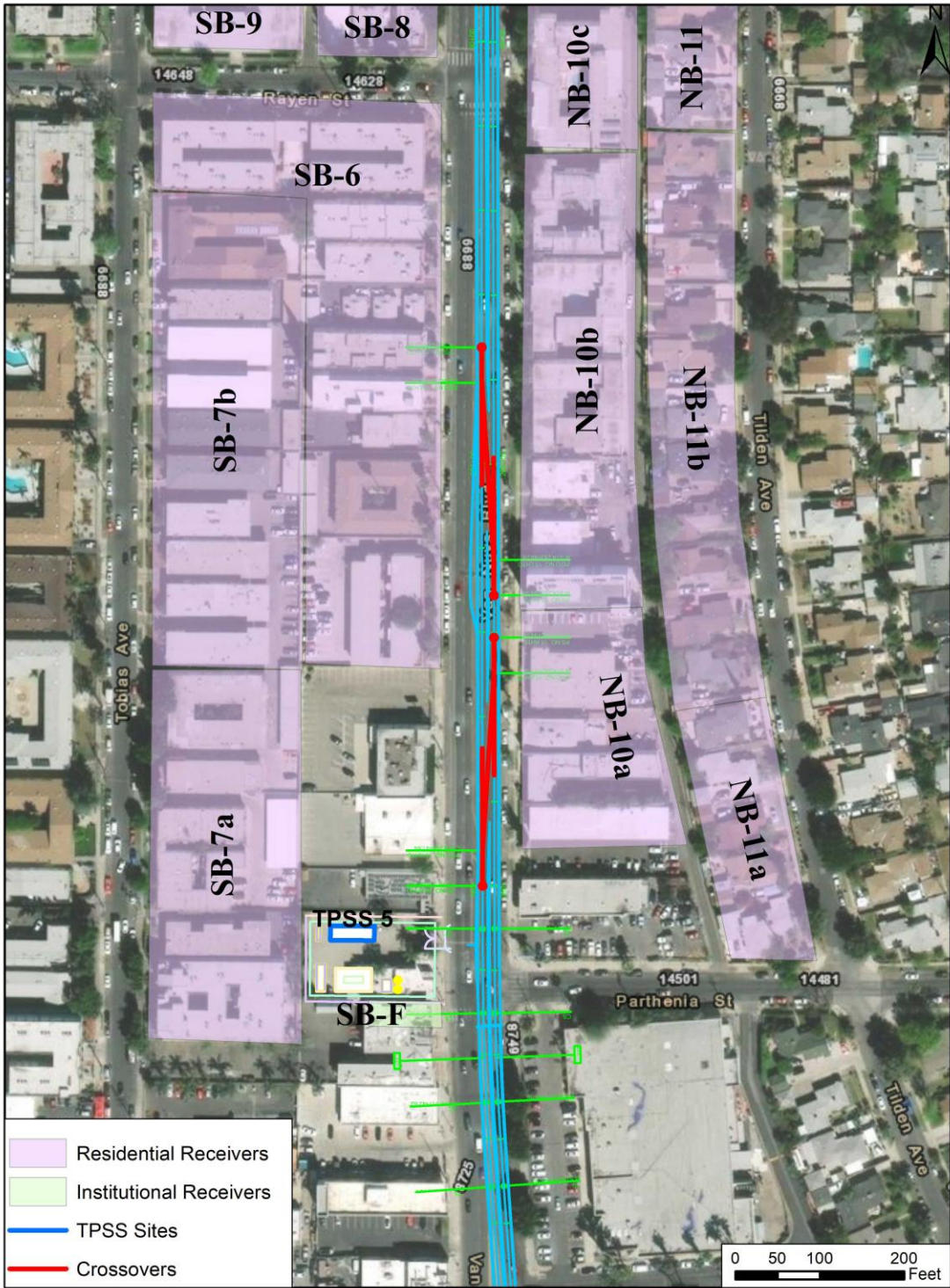


Figure 11: Sensitive Receiver Clusters Nearby Crossovers at Parthenia St.

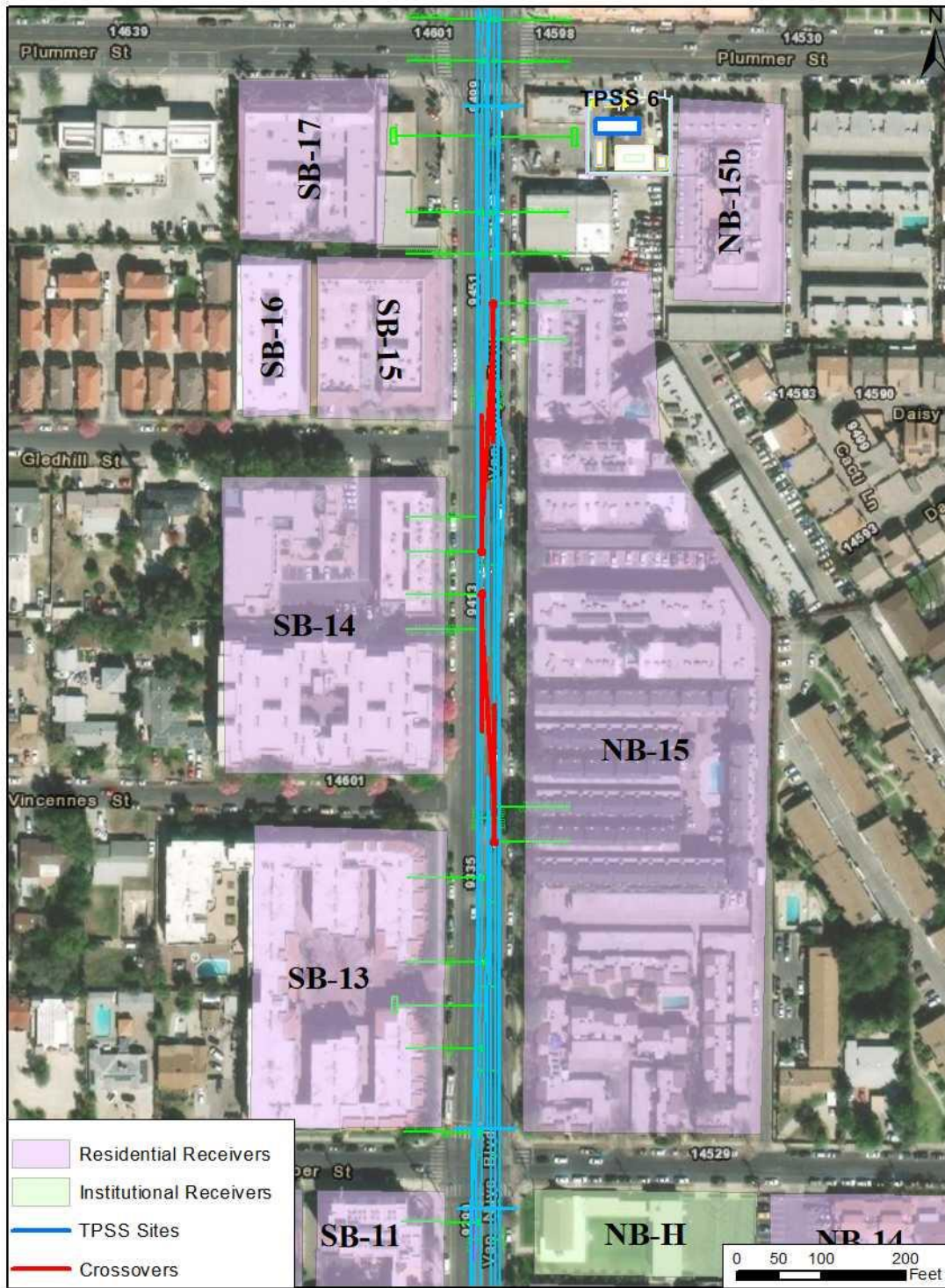


Figure 12: Sensitive Receiver Clusters Nearby Crossovers at Gledhill St.

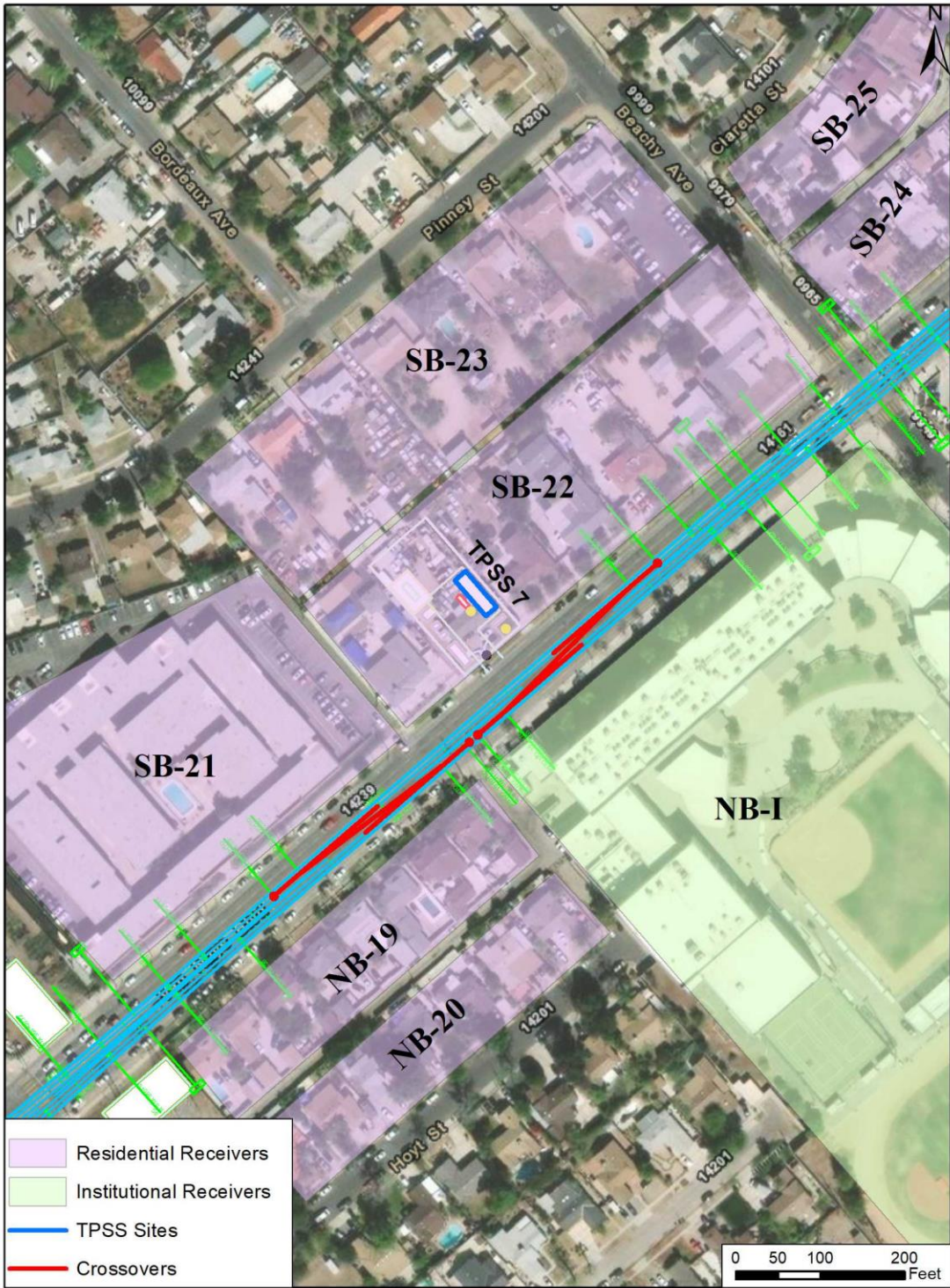


Figure 13: Sensitive Receiver Clusters Nearby Crossovers South of Beachy Ave.



Figure 14: Sensitive Receiver Clusters Nearby Crossovers at Remick Ave.



Figure 15: Sensitive Receiver Clusters Nearby Crossovers at Telfair

Appendix G. List of Mitigation Measures

Table ES-3: Proposed Mitigation Measures

Affected Resource	Mitigation Measures
Transportation, Transit, Circulation, and Parking (Chapter 3 of this FEIS/FEIR)	
Construction	<p>MM-TRA-1: The Traffic Management Plan shall require Metro to communicate closures and information on any changes to bus service to local transit agencies in advance and develop detours as appropriate. Bus stops within work areas shall be relocated, with warning signs posted in advance of the closure, and warnings and alternate stop notifications posted during the extent of the closure.</p> <p>MM-TRA-2: The Traffic Management Plan shall include the following typical measures, and others as appropriate:</p> <ul style="list-style-type: none"> • Schedule a majority of construction-related travel (i.e., deliveries, hauling, and worker trips) during the off-peak hours. • Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through traffic in adjacent residential areas. • Where feasible, temporarily restripe roadways including turning lanes, through lanes, and parking lanes at the affected intersections to maximize the vehicular capacity at those locations affected by construction closures. • Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at those locations affected by construction closures. In these areas where street parking is temporarily removed in front of businesses, the contractor shall provide wayfinding to other nearby parking lots or temporary lots, with any temporary parking secured well in advance of parking being removed in the affected area. • Place station traffic control officers at major intersections during peak hours to minimize delays related to construction activities. • Assign a Construction Relations team inclusive of a manager, senior officers, and social media strategist to develop and implement the Metro Board’s adopted Construction Relations model. The team will conduct the outreach program to inform the general public about the construction process, planned roadway closures, and anticipated mitigations through community briefings in public meeting spaces and use of signage (banners, etc.). • Develop and implement a program with business owners to minimize effects to businesses during construction activities, including but not limited to signage, Eat, Shop, Play, and promotional programs. • Consult and seek input on the designation and identification of haul routes and hours of operation for trucks with the local jurisdictions, school districts, and Caltrans. The selected routes should minimize noise, vibration, and other effects. • To the extent practical, maintain traffic lanes in both directions, particularly during the morning and afternoon peak hours. • Maintain access to adjacent businesses and schools (including passenger loading areas for parents dropping off students) via existing or temporary driveways or loading areas throughout the construction period. • Coordinate potential road closures and detour routes and other construction activities that could adversely affect vehicle routes in the immediate vicinity of local schools with local school districts. • Install and maintain appropriate traffic controls (signs and signals) to ensure vehicular safety. <p>MM-TRA-3: To ensure potential impacts on pedestrian and bicycle facilities are minimized to the extent feasible, the Traffic Management Plan and Traffic Control Plan shall include the following:</p> <ul style="list-style-type: none"> • Bicycle detour signs shall be provided, as appropriate, to route bicyclists away from detour areas with minimal-width travel lanes and onto parallel roadways. • Sidewalk closure and pedestrian route detour signs shall be provided, as appropriate, that safely route pedestrians around work areas where sidewalks are closed for safety reasons or for specific construction work within the sidewalk area. In addition, the project contractor shall ensure appropriate “Open during Construction,” wayfinding, and promotional signage for businesses affected by sidewalk closures is provided and access to these businesses is maintained.

Affected Resource	Mitigation Measures
Operation	<p>MM-TRA-4: During the Preliminary Engineering phase of the project, Metro will work with the Cities of Los Angeles and San Fernando to synchronize and coordinate signal timing and to optimize changes in roadway striping to minimize potential operational traffic impacts and hazards to the extent feasible.</p> <p>MM-TRA-5: Additional visual enhancements, such as high-visibility crosswalks that meet current LADOT design standards, to the existing crosswalks at each proposed station location shall be implemented to further improve pedestrian circulation.</p> <p>MM-TRA-6: To further reduce potential adverse and less-than-significant pedestrian impacts, Metro shall prepare a First/Last Mile study that documents preferred pedestrian access to each station, general pedestrian circulation in the immediate vicinity of the station, and potential sites for connections to nearby bus services. The purpose of this study shall include ensuring sufficient circulation, access, and information important to users of the transit system. The results of the study shall be implemented through coordination between Metro and the local jurisdictions of the City of Los Angeles and the City of San Fernando.</p> <p>MM-TRA-7: To reduce the potential impacts due to removal of the existing bike lanes extending approximately 2 miles north on Van Nuys Boulevard from Parthenia Street to Beachy Avenue and from Laurel Canyon Boulevard to San Fernando Road, two parallel corridors have been identified for consideration and approval by the Los Angeles Department of Transportation (LADOT) as bike friendly corridors. These include Filmore Street to the west and Pierce Street to the east, which can be developed as Class III Bike Friendly streets by striping sharrows and providing signage. Metro shall also continue to work with LADOT to identify, to the extent feasible, replacement locations for Class II bike lanes that meet the goals and policies in the City of Los Angeles Bicycle Plan.</p>
Land Use (Section 4.1 of this FEIS/FEIR)	
Construction	MM-NOI-1a–1d, MM-VIB-1, and MM-AQ-1–9.
Operation	MM-NOI-2a, MM-NOI2b, MM-NOI-3a, MM-NOI-3b, and MM-NOI-3c.
Real Estate and Acquisitions (Section 4.2 of this FEIS/FEIR)	
Construction	None required.
Operation	None required.
Economic and Fiscal Impacts (Section 4.3 of this FEIS/FEIR)	
Construction	MM-TRA-1, MM-TRA-2, MM-TRA-3, and MM-CN-1.
Operation	None required.
Communities and Neighborhoods (Section 4.4 of this FEIS/FEIR)	
Construction	<p>MM-TRA-1–3, MM-VIS-1–5, MM-AQ-1–9, MM-NOI-1a–1d, MM-NOI-2a–2b, MM-NOI-3a–3c, and MM-SS-1–23.</p> <p>In addition, the following measure is proposed:</p> <p>MM-CN-1: A formal educational and public outreach campaign shall be implemented to discuss potential community and neighborhood concerns, including relocations, visual/aesthetics changes, and fare policies, and to communicate information about the project with property owners and community members.</p>
Operation	See mitigation measures listed in Chapter 3, Transportation, Transit, Circulation, and Parking; Section 4.5, Visual Quality and Aesthetics; Section 4.8, Noise and Vibration; and Section 4.14, Safety and Security sections of this table that would be implemented to minimize operational impacts on communities and neighborhoods.

Affected Resource	Mitigation Measures
Visual Quality and Aesthetics (Section 4.5 of this FEIS/FEIR)	
Construction	<p>MM-VIS-1: Construction staging shall be located away from residential and recreational areas and shall be screened to minimize visual intrusion into the surrounding landscape. The screening shall be a height and type of material that is appropriate for the context of the surrounding land uses. There shall be Metro-branded community-relevant messaging on the perimeter of the construction staging walls. Lighting within construction areas shall face downward and shall be designed to minimize spillover lighting into adjacent properties.</p>
Operation	<p>MM-VIS-2: Vegetation removal shall be minimized and shall be replaced following construction either in-kind or following the landscaping design palette for the project, which would be prepared in consultation with the City of Los Angeles and San Fernando, including the City Tree Removal Policy and replacement ratio.</p> <p>MM-VIS-3: Scenic resources, including landscape elements such as rows of palm trees (along Van Nuys Boulevard) or mature trees (along San Fernando Road) and uniform lighting, shall be preserved, where feasible.</p> <p>MM-VIS-4: Lighting associated with the project shall be designed to face downward and minimize spillover lighting into adjacent properties, in particular residential and recreational properties.</p> <p>MM-VIS-5: Infrastructure elements shall be designed with materials that minimize glare.</p>
Air Quality (Section 4.6 of this FEIS/FEIR)	
Construction	<p>MM-AQ-1: Construction vehicle and equipment trips and use shall be minimized to the extent feasible and unnecessary idling of heavy equipment shall be avoided.</p> <p>MM-AQ-2: Solar powered, instead of diesel powered, changeable message signs shall be used.</p> <p>MM-AQ-3: Electricity from power poles, rather than from generators, shall be used where feasible.</p> <p>MM-AQ-4: Engines shall be maintained and tuned per manufacturer's specifications to perform at EPA certification levels and to perform at verified standards applicable to retrofit technologies. Periodic, unscheduled inspections shall be conducted to limit unnecessary idling and to ensure that construction equipment is properly maintained, tuned, and modified consistent with established specifications.</p> <p>MM-AQ-5: Any tampering with engines shall be prohibited and continuing adherence to manufacturer's recommendations shall be required.</p> <p>MM-AQ-6: New, clean (diesel or retrofitted diesel) equipment meeting the most stringent applicable federal or state standards shall be used, and the best available emissions control technology shall be employed. Tier 4 engines shall be used for all construction equipment. If non-road construction equipment that meets Tier 4 engine standards is not available, the Construction Contractor shall be required to use the best available emissions control technologies on all equipment.</p> <p>MM-AQ-7: EPA-registered particulate traps and other appropriate controls shall be used where suitable to reduce emissions of diesel particulate matter (PM) and other pollutants at the construction site.</p> <p>MM-AQ-8: Consistent with South Coast Air Quality Management District Rule 1113, all architectural coatings for building envelope associated with the project shall use coatings with a Volatile Organic Compound content of 50 grams per liter or less.</p> <p>MM-AQ-9: The Design-Builder shall implement feasible means and methods that would minimize cumulative air quality impacts during the construction period, including, but not limited to, the following:</p> <ol style="list-style-type: none"> 1. Timing project-related construction activities associated with the maintenance facility, stations, and track installation such that overlapping schedules are minimized. 2. Timing project-related construction activities so that overlapping schedules with other projects in the area are avoided. 3. Reducing the number of pieces of diesel-fueled equipment used at a given time when construction activities occur in the vicinity of sensitive receptors, including, but not limited to residences, schools, parks, hospitals, and nursing homes.
Operation	None required.

Affected Resource	Mitigation Measures
Greenhouse Gas Emissions (Section 4.7 of this FEIS/FEIR)	
Construction and Operation	MM-AQ-1, MM-AQ-2, MM-AQ-3, and MM-AQ-6.
Noise and Vibration (Section 4.8 of this FEIS/FEIR)	
Construction	<p>MM-NOI-1a: Specific measures to be employed to mitigate construction noise impacts shall be developed by the contractor and presented in the form of a Noise Control Plan. The Noise Control Plan shall be submitted for review and approval before the beginning of construction noise activities.</p> <p>MM-NOI-1b: The contractor shall adequately notify the public of construction operations and schedules no less than 72 hours in advance of construction through a construction notice with confirmed details and a look-ahead briefing several weeks in advance.</p> <p>MM-NOI-1c: If a noise variance from Section 41.40(a) of the Los Angeles Municipal Code is sought for nighttime construction work, a noise limit shall be specified. The contractor shall employ a combination of the noise-reducing approaches listed in MM-NOI-1d to meet the noise limit.</p> <p>MM-NOI-1d: Where feasible, the contractor shall use the following noise-reducing approaches:</p> <ul style="list-style-type: none"> • The contractor shall use specialty equipment with enclosed engines and/or high-performance mufflers. • The contractor shall locate equipment and staging areas as far from noise-sensitive receivers as possible. • The contractor shall limit unnecessary idling of equipment. • The contractor shall install temporary noise barriers to enclose stationary noise sources, such as compressors, generators, laydown and staging areas, and other noisy equipment. • The contractor shall reroute construction-related truck traffic away from residential buildings to the extent practicable. • The contractor shall sequence the use of equipment so that simultaneous use of the loudest pieces of equipment is avoided as much as practicable. • The contractor shall avoid the use of impact equipment and, where practicable, use non-impact equipment. Non-impact equipment could include electric or hydraulic-powered equipment rather than diesel and gasoline-powered equipment where feasible. • The contractor shall use portable noise control enclosures for welding in the construction staging area. • The contractor shall use lined or covered storage bins, conveyors, and chutes with noise-deadening material for truck loading and operations. • The contractor shall use strobe lights or other OSHA-accepted methods rather than back-up alarms during nighttime construction. <p>MM-NOI-1e: If the proposed mitigation measures identified in this section do not reduce the identified significant noise impacts on Los Angeles Unified School District schools to a less-than-significant level, Metro shall develop new and appropriate measures, to the extent feasible, to effectively reduce construction-related or operational noise. Provisions shall be made to allow the affected school or designated representative(s) to notify Metro when such measures are warranted.</p> <p>MM-VIB-1: Where equipment, such as a vibratory roller, that produces high levels of vibration is used near buildings, the Construction Vibration Control Plan shall also include mitigation measures to minimize vibration impact during construction. Recommended construction vibration mitigation measures that shall be considered and implemented where feasible include:</p> <ul style="list-style-type: none"> • The contractor shall minimize the use of tracked vehicles. • The contractor shall avoid vibratory compaction. • The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.

Affected Resource	Mitigation Measures
Operation	<p>MM-NOI-2a: A sound wall shall be constructed at the northern edge of the alignment where the LRT curves to transition between Van Nuys Boulevard and San Fernando Road, in the area bounded by Pinney Street, El Dorado Avenue, Van Nuys Boulevard, and San Fernando Road. The sound wall shall be constructed to mitigate the increase in traffic noise levels that would result from removing the row of buildings in this area. Sound walls should be constructed in such a fashion as to not impair the train operator vision triangle sightlines.</p> <p>MM-NOI-2b: Friction control shall be incorporated into the design for the curves at Van Nuys Boulevard/San Fernando Road, Van Nuys Boulevard/El Dorado Boulevard, and Van Nuys Boulevard/Vesper Avenue. Friction control may consist of installing lubricators on the rail or using an onboard lubrication system that applies lubrication directly to the wheel.</p> <p>MM-NOI-3a: The following noise limit shall be included in the purchase specifications for the TPSS units: TPSS noise shall not exceed 50 dBA at a distance of 50 feet from any part of a TPSS unit.</p> <p>MM-NOI-3b: The TPSS units shall be located within the parcel as far from sensitive receivers as feasible. If possible, the cooling fans shall be oriented away from sensitive receivers.</p> <p>MM-NOI-3c: If necessary, a sound enclosure shall be built around the TPSS unit to further reduce noise levels at sensitive receivers to below the applicable impact threshold. Predicted vibration levels could be reduced to below the CEQA significance thresholds at all sensitive receivers with traditional floating-slab track and use of low-impact frogs. A floating slab consists of a concrete slab supported by rubber or steel springs. Floating slab is the most expensive vibration mitigation measure; however, it provides the most reduction in vibration levels. Further investigation may show that vibration levels could be reduced to below the applicable thresholds with a less expensive option, such as a continuous-mat floating slab. Low-impact frogs such as conformal frogs and spring frogs result in a smoother transition over the gaps, reducing noise and vibration levels. Conformal frogs smooth the transition through wing slopes, which match the wheel profile, and spring frogs use a spring-loaded mechanism. A moveable point frog includes a signal mechanism that allows trains running on the mainline to avoid any gaps in the rail, eliminating the noise and vibration impact of the special trackwork. Moveable point frogs are required mitigation measures in areas where other low-impact frogs do not provide enough vibration reduction.</p> <p>MM-VIB-2a: Metro shall complete additional vibration analysis to confirm the locations where vibration levels would exceed CEQA significance thresholds. Where exceedances would occur, the contractor shall employ methods to reduce vibration to levels below applicable thresholds. A floating-slab track, a continuous-mat floating slab, or a vibration-isolated embedded track system, such as QTrack, could be considered.</p> <p>MM-VIB-2b: The contractor shall install moveable point frogs at the crossovers on Van Nuys Boulevard/Osborne Street and at Van Nuys Boulevard/Canterbury Avenue. If further investigation confirms that an alternative low-impact frog would reduce vibration levels below the applicable thresholds, the alternative may be installed.</p> <p>MM-VIB-2c: Low-impact frogs such as conformal frogs or spring frogs shall be used at all crossovers and turnouts not covered under MM-VIB-2b. Traditional crossovers may be used in locations where analysis shows vibration levels will not exceed the applicable thresholds at nearby sensitive receivers.</p>
Geology, Soils and Seismicity (Section 4.9 of this FEIS/FEIR)	
Construction	None required
Operation	<p>MM-GEO-1: Metro design criteria require probabilistic seismic hazard analyses (PSHA) to estimate earthquake loads on structures. These analyses take into account the combined effects of all nearby faults to estimate ground shaking. During Final Design, site-specific PSHAs shall be used as the basis for evaluating the ground motion levels along the project corridor. The structural elements of the proposed project shall be designed and constructed to resist or accommodate appropriate site-specific estimates of ground loads and distortions imposed by the design earthquakes and conform to Metro's Design Standards for the Operating and Maximum Design Earthquakes. The concrete structures will be designed according to the Building Code Requirements for Structural Concrete (ACI 318) by the American Concrete Institute.</p>

Affected Resource	Mitigation Measures
	<p>MM-GEO-2: At liquefaction or seismic settlement prone areas, evaluations by geotechnical engineers shall be performed during Final Design to provide estimates of the magnitude of the anticipated liquefaction or settlement. Based on the magnitude of evaluated liquefaction, either structural design, or ground improvement (such as deep soil mixing) or deep foundations to non-liquefiable soil (such as drilled piles) measures shall be selected. Site-specific design shall be selected based on State of California guidelines and design criteria set forth in the Metro Seismic Design Criteria</p>
<p>Hazardous Waste and Materials (Section 4.10 of this FEIS/FEIR)</p>	
<p>Construction</p>	<p>MM-HAZ-1: An environmental investigation shall be performed during design for transit structures, TPSS locations, stations, and the MSF. The environmental investigation shall collect soil, groundwater, and/or soil gas samples to delineate potential areas of contamination that may be encountered during construction or operations. The environmental investigation shall include the following:</p> <ul style="list-style-type: none"> • Properties potentially to be acquired are listed on multiple databases and shall be evaluated further for contaminants that were manufactured, stored, or released from the facility. If contaminated soil (e.g., soil contaminated from organic wastes, sediments, minerals, nutrients, thermal pollutants, toxic chemicals, and/or other hazardous substances) is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Phase II subsurface investigations for potential impacts from adjoining current or former UST sites and nearby LUST sites. • A Phase II subsurface investigation to evaluate potential presence of PCE shall be performed along the portions of the project alignment that are adjacent to former and current dry cleaners. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • If construction encroaches into the two former plugged and abandoned dry-hole oil exploration wells mapped adjacent to the proposed project right-of-way, the project team shall consult with DOGGR regarding the exact locations of the abandoned holes and the potential impact of the wells on proposed construction. • The locations of proposed improvements involving excavations adjacent to (within 50 feet of) the electrical substation shall be screened prior to construction by testing soils within 5 feet of the existing ground surface for PCBs. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Buildings that will be demolished shall have a comprehensive ACM inspection prior to demolition. In addition, ACM may be present in the existing bridge crossings at the Pacoima Diversion Channels. If improvements associated with the proposed project will disturb the existing bridge crossings, then these structures shall be evaluated for suspect ACM. If ACM is found, it shall be removed, and transported to an approved disposal location according to state law. • Areas where soil may be disturbed during construction shall be tested for ADL according to Caltrans ADL testing guidelines. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Lead and other heavy metals, such as chromium, may be present within yellow thermoplastic paint markings on the pavement. These surfacing materials shall be tested for LBP prior to removal. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law. • Former railroad rights-of-way that crossed or were adjacent to the project right-of-way may contain hazardous materials from the use of weed control, including herbicides and arsenic, and may also contain Treated Wood Waste (TWW). Soil sampling for potentially hazardous weed control substances shall be conducted for health and safety concerns in the event that construction earthwork involves soil removal from the former railroad rights-of-way. If encountered during construction, railroad ties designated for reuse or disposal (including previously salvaged railroad ties in the project right-of-way) shall be managed or disposed of as TWW in accordance with Alternative Management Standards provided in CCR Title 22 Section 67386.

Affected Resource	Mitigation Measures
	<p>MM-HAZ-2: The contractor shall implement a Worker Health and Safety Plan prior to the start of construction activities. All workers shall be required to review the plan, receive training if necessary, and sign the plan prior to starting work. The plan shall identify properties of concern, the nature and extent of contaminants that could be encountered during excavation activities, appropriate health and environmental protection procedures and equipment, emergency response procedures including the most direct route to a hospital, and contact information for the Site Safety Officer.</p> <p>MM-HAZ-3: The contractor shall implement a Contaminated Soil/Groundwater Management Plan during construction to establish procedures to follow if contamination is encountered in order to minimize associated risks. The plan shall be prepared during the final design phase of the project, and the construction contractor shall be held to the level of performance specified in the plan. The plan shall include procedures for the implementation of the following measures:</p> <ul style="list-style-type: none"> • Contacting appropriate regulatory agencies if contaminated soil or groundwater (e.g., groundwater contaminated from organic wastes, sediments, minerals, nutrients, thermal pollutants, toxic chemicals, and/or other hazardous substances) is encountered • Sampling and analysis of soil and/or groundwater known or suspected to be impacted by hazardous materials • The legal and proper handling, storage, treatment, transport, and disposal of contaminated soil and/or groundwater shall be delineated and conducted in consultation with regulatory agencies and in accordance with established statutory and regulatory requirements in Section 4.10.1.1 of this FEIS/FEIR • Implementation of dust control measures such as soil wetting, wind screens, etc., for contaminated soil • Groundwater collection, treatment, and discharge shall be performed according to applicable standards and procedures listed in Section 4.10.1.1 of this FEIS/FEIR <p>MM-HAZ-4: The contractor shall properly maintain equipment and properly store and manage related hazardous materials, so as to prevent motor oil, or other potentially hazardous substances used during construction, from spilling onto the soil. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated according to state law.</p> <p>MM-HAZ-5: For reconstruction of the Pacoima Wash bridge that crosses Metro right-of-way, the construction spoils (e.g., excavated soils, cuttings generated during installation of CIDH piles), including those in contact with the groundwater, shall be contained and tested for total chromium, 1,4-dioxane, trichloroethylene (TCE), and PCE to determine appropriate disposal.</p> <p>MM-HAZ-6: A Contaminated Soil/Groundwater Management Plan shall be prepared during final design that describes appropriate methods and measures to manage contamination encountered during construction.</p>
Operation	None required
Energy (Section 4.11 of this FEIS/FEIR)	
Construction	None required.
Operation	None required.
Ecosystems/Biological Resources (Section 4.12 of this FEIS/FEIR)	
Construction	<p>MM-BIO-1: Avoid and Minimize Project-Related Impact on Special-Status Bat Species</p> <p>In the maternity season (April 15 through August 31) prior to the commencement of construction activities, a field survey shall be conducted by a qualified biologist to determine the potential presence of colonial bat roosts (including palm trees) on or within 100 feet of the project boundaries. Should a potential roost be identified that will be affected by proposed construction activities, a visual inspection and/or one-night emergence survey shall be used to determine if it is being used as a maternity-roost.</p> <p>To avoid any impacts on roosting bats resulting from construction activities, the following measures shall be implemented:</p>

Affected Resource	Mitigation Measures
	<p data-bbox="562 240 850 264">Bridges and Overpasses</p> <ul data-bbox="562 272 1896 573" style="list-style-type: none"> <li data-bbox="562 272 1896 402">• Should potential bat roosts be identified that will require removal, humane exclusionary devices shall be used. Installation would occur outside of the maternity season and hibernation period (February 16-April 14 and August 16-October 30, or as determined by a qualified biologist) unless it has been confirmed as absent of bats. If the roost has been determined to have been used by bats, the creation of alternate roost habitat shall be required, with CDFW consultation. The roost shall not be removed until it has been confirmed by a qualified biologist that all bats have been successfully excluded. <li data-bbox="562 410 1896 573">• Should an active maternity roost be identified, a determination (in consultation with the California Department of Fish and Wildlife or a qualified bat expert) shall be made whether indirect effects of construction-related activities (i.e., noise and vibration) could substantially disturb roosting bats. This determination shall be based on baseline noise/vibrations levels, anticipated noise-levels associated with construction of the proposed project, and the sensitivity to noise-disturbances of the bat species present. If it is determined that noise could result in the temporary abandonment of a day-roost, construction-related activities shall be scheduled to avoid the maternity season (April 15 through August 31), or as determined by the biologist. <p data-bbox="562 581 632 605">Trees</p> <p data-bbox="562 613 1896 662">All trees to be removed as part of the project shall be evaluated for their potential to support bat roosts. The following measures would apply to trees to be removed that are determined to provide potential bat roost habitat by a qualified biologist.</p> <ul data-bbox="562 670 1896 1412" style="list-style-type: none"> <li data-bbox="562 670 1896 800">• If trees with colonial bat roost potential require removal during the maternity season (April 15 through August 31), a qualified bat biologist shall conduct a one-night emergence survey during acceptable weather conditions (no rain or high winds, night temperatures above 52°F) or if conditions permit, physically examine the roost for presence or absence of bats (such as with lift equipment) before the start of construction/removal. If the roost is determined to be occupied during this time, the tree shall be avoided until after the maternity season when young are self-sufficiently volant. <li data-bbox="562 808 1896 971">• If trees with colonial bat roost potential require removal during the winter months when bats are in torpor, a state in which the bats have significantly lowered their physiological state, such as body temperature and metabolic rate, due to lowered food availability. (October 31 through February 15, but is dependent on specific weather conditions), a qualified bat biologist shall physically examine the roost if conditions permit for presence or absence of bats (such as with lift equipment) before the start of construction. If the roost is determined to be occupied during this time, the tree shall be avoided until after the winter season when bats are once again active. <li data-bbox="562 979 1896 1222">• Trees with potential colonial bat habitat can be removed outside of the maternity season and winter season (February 16 through April 14 and August 16 through October 30, or as determined by a qualified biologist) using a two-step tree trimming process that occurs over 2 consecutive days. On Day 1, under the supervision of a qualified bat biologist, Step 1 shall include branches and limbs with no cavities removed by hand (e.g., using chainsaws). This will create a disturbance (noise and vibration) and physically alter the tree. Bats roosting in the tree will either abandon the roost immediately (rarely) or, after emergence, will avoid returning to the roost. On Day 2, Step 2 of the tree removal may occur, which would be removal of the remainder of the tree. Trees that are only to be trimmed and not removed would be processed in the same manner; if a branch with a potential roost must be removed, all surrounding branches would be trimmed on Day 1 under supervision of a qualified bat biologist and then the limb with the potential roost would be removed on Day 2. <li data-bbox="562 1230 1896 1412">• Trees with foliage (and without colonial bat roost potential), such as sycamores, that can support lasiurine bats, shall have the two-step tree trimming process occur over one day under the supervision of a qualified bat biologist. Step 1 would be to remove adjacent, smaller, or non-habitat trees to create noise and vibration disturbance that would cause abandonment. Step 2 would be to remove the remainder of tree on that same day. For palm trees that can support western yellow bat (the only special-status lasiurine species with the potential to occur in the project area), shall use the two-step tree process over two days. Western yellow bats may move deeper within the dead fronds during disturbance. The two-day process will allow the bats to vacate the tree before removal.

Affected Resource	Mitigation Measures
	<p>MM BIO-2: Avoid Impacts on Nesting Birds (including raptors) To avoid any impacts on migratory birds, resulting from construction activities that may occur during the nesting season, March 1 through August 31, the following measure shall be implemented:</p> <ul style="list-style-type: none"> • A qualified biologist shall conduct a preconstruction survey of the proposed construction alignment with a 150-foot buffer for passerines and 500-feet for raptors around the site. This preconstruction survey shall commence no more than 3 days prior to the onset of construction, such as clearing and grubbing and initial ground disturbance. • If a nest is observed, an appropriate buffer shall be established, as determined by a qualified biologist, based on the sensitivity of the species. For nesting raptors, the minimum buffer shall be 150 feet. The contractor shall be notified of active nests and directed to avoid any activities within the buffer zone until the nests are no longer considered to be active by the biologist. <p>MM BIO-3: Jurisdictional Waters Any work resulting in materials that could be discharged into jurisdictional features shall adhere to strict best management practices (BMPs) to prevent potential pollutants from entering any jurisdictional feature. Applicable BMPs to be applied shall be included in the Stormwater Pollution Prevention Plan and/or Water Quality Management Plan and shall include, but not be limited to, the following BMPs as appropriate:</p> <ul style="list-style-type: none"> • Containment around the site shall include use of temporary measures such as fiber rolls to surround the construction areas to prevent any spills of slurry discharge or spoils recovered during the separation process; • Downstream drainage inlets shall be temporarily covered to prevent discharge from entering the storm drain system; • Construction entrances/exits shall be properly set up so as to reduce or eliminate the tracking of sediment and debris offsite by including grading to prevent runoff from leaving the site, and establishing "rumble racks" or wheel water points at the exit to remove sediment from construction vehicles; • Onsite rinsing or cleaning of any equipment shall be performed in contained areas and rinse water shall be collected for appropriate disposal; • Use of a tank on work sites to collect the water for periodic offsite disposal; • Soil and other building materials (e.g., gravel) stored onsite shall be contained and covered to prevent contact with stormwater and offsite discharge; and • Water quality of runoff shall be periodically monitored before discharge from the site and into the storm drainage system. <p>MM BIO-4: A Project Tree Report Shall Be Approved by the City of Los Angeles and City of San Fernando Prior to construction, the contractor shall review the approved alternative alignment to determine whether any trees protected by the City of Los Angeles Tree Ordinance 177404 and City of San Fernando Comprehensive Tree Management Program Ordinance (Ordinance No. 1539) will be removed or trimmed. A tree report must be prepared, by a qualified arborist, for the project and approved by each city. Trees approved for removal (or replacement) shall be done in accordance with the specifications outlined in the city ordinances.</p>
Operation	None required.
Water Resources/Hydrology and Water Quality (Section 4.13 of this FEIS/FEIR)	
Construction	None Required.
Operation	None Required.
Safety and Security (Section 4.14 of this FEIS/FEIR)	
Construction	MM-SS-1: Alternate walkways for pedestrians shall be provided around construction staging sites in accordance with ADA requirements.

Affected Resource	Mitigation Measures
	<p>MM-SS-2: Safe and convenient pedestrian routes to local schools shall be maintained during construction.</p> <p>MM-SS-3: Ongoing communication with school administrators shall be maintained to ensure sufficient notice of construction activities that could affect pedestrian routes to schools is provided.</p> <p>MM-SS-4: All pedestrian and bicyclist detour locations around staging sites shall be signed and marked in accordance with the Manual on Uniform Traffic Control Devices “work zone” guidance, and other applicable local and state requirements.</p> <p>MM-SS-5: Appropriate traffic controls (signs and signals) shall be installed and maintained to ensure pedestrian and vehicular safety.</p> <p>MM-SS-6: To the extent feasible, construction haul trucks shall not use haul routes that pass any school, except when the school is not in session.</p> <p>MM-SS-7: Staging or parking of construction-related vehicles, including worker-transport vehicles, shall not occur on or adjacent to a school property when school is in session.</p> <p>MM-SS-8: Crossing guards or flaggers shall be provided at affected school crossings when the safety of children may be compromised by construction-related activities.</p> <p>MM-SS-9: Barriers or fencing shall be installed to secure construction equipment and to minimize trespassing, vandalism, short-cut attractions, and attractive nuisances.</p> <p>MM-SS-10: Security patrols shall be provided to minimize trespassing, vandalism, and short-cut attractions where construction activities occur in the vicinity of local schools.</p> <p>MM-SS-11: Project plans, work plans, and traffic control measures shall be coordinated with emergency responders during preliminary engineering, final design, and construction to limit effects to emergency response times.</p>
Operation	<p>MM-SS-12: All stations shall be illuminated to avoid shadows and all pedestrian pathways leading to/from sidewalks and parking facilities shall be well illuminated. In addition, lighting would provide excellent visibility for train operators to be able to react to possible conflicts, especially to pedestrians crossing the track.</p> <p>MM-SS-13: Proposed station designs shall not include design elements that obstruct visibility or observation nor provide discrete locations favorable to crime; pedestrian access to at-grade stations shall be at ground-level with clear sight lines.</p> <p>MM-SS-14: The following measures shall be implemented to reduce pedestrian circulation impacts and hazards:</p> <ul style="list-style-type: none"> • Sidewalk widths shall be designed with the widest dimensions feasible in conformance with the Los Angeles/Metro’s adopted “Land Use/Transportation Policy.” • Minimum widths shall not be less than those allowed by the State of California Title 24 access requirements, or the ADA design recommendations. Section 1113A of Title 24 states that walks and sidewalks shall be a minimum of 48 inches (1,219 mm) in width, except that walks serving dwelling units in covered multi-family dwelling buildings may be reduced to 36 inches (914 mm) in clear width except at doors. • Accommodating pedestrian movements and flows shall take priority over other transportation improvements, including automobile access. • Physical improvements shall ensure that all stations are fully accessible as defined in the ADA. <p>MM-SS-15: Wide crosswalks shall be provided in areas immediately around proposed stations to facilitate pedestrian mobility.</p> <p>MM-SS-16: Metro shall coordinate and consult with the LAFD, LAPD, LASD, and the City San Fernando Police Department to develop safety and security plans for the proposed alignment, parking facilities, and station areas.</p> <p>MM-SS-17: Fire separations shall be provided and maintained in public occupancy areas. Station public occupancy shall be separated from station ancillary occupancy by a minimum 2-hour fire-rated wall. The only exception is that a maximum of two station agents, supervisors, or information booths may be located within station public occupancy areas.</p>

Affected Resource	Mitigation Measures
	<p>MM-SS-18: For portions of the alignment where pedestrians and/or motor vehicles must cross the tracks, Metro shall prepare grade crossing applications in coordination with the CPUC and local public agencies, such as LADOT, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments. Crossings shall require approval from the CPUC and shall meet applicable CPUC standards for grade crossings.</p> <p>MM-SS-19: All proposed LRT stations and related parking facilities shall be equipped with monitoring equipment, which would primarily consist of video surveillance equipment to monitor strategic areas of the LRT stations and walkways, and/or be monitored by Metro security personnel on a regular basis.</p> <p>MM-SS-20: Metro shall implement a security plan for LRT operations. The plan shall include both in-car and station surveillance by Metro security or other local jurisdiction security personnel.</p> <p>MM-SS-21: Metro is continuing to investigate light rail vehicle modifications to increase light rail vehicle safety and minimize or prevent train and pedestrian conflicts. Metro's design criteria also identify multiple efforts to increase light rail vehicle safety and minimize or prevent the potential for pedestrians and vehicle conflicts. Measures identified shall be included during the final design of the LPA.</p> <p>MM-SS-22: To reduce potential risk of collisions between LRTs and automobiles on the street portion of the LPA, Metro shall coordinate with the CPUC, City and County of Los Angeles traffic control departments, City of Los Angeles Bureau of Engineering, and the City and County of Los Angeles Fire Departments, and also comply with the Federal Highway Administration's Manual on Uniform Traffic Control Devices for signing and pavement marking treatments.</p> <p>MM-SS-23: The diverse needs of different types of traveling public including senior citizens, disabled citizens, low-income citizens, shall be addressed through a formal educational and outreach campaign. The campaign shall target these diverse community members to educate them on proper system use and benefits of LRT ridership.</p> <p>Also see mitigation measure MM-TRA-7 for measures to reduce the impact due to removal of the existing bike lanes on Van Nuys Boulevard.</p>
Parklands and Community Facilities (Section 4.15 of this FEIS/FEIR)	
Construction	MM-TRA-1, MM-TRA-2, MM-VIS-1, MM-AQ-1 through MM-AQ-8, MM-NOI-2a and 2b, MM-NOI-3a through 3c, MM-SS-2, MM-SS-4, and MM-SS-5
Operation	None required.
Historic, Archaeological, and Paleontological Resources	
Historic Resources - Construction	None required.
Historic Resources – Operation	None required.
Archaeological Resources – Construction	<p>MM-AR-1: Ground disturbing activities within site areas 19-001124 and 19-002681 and within a 50-foot buffer area around the sites shall be monitored by an Archaeological and Native American monitor. Construction related ground disturbance includes grading, excavation, trenching, and drilling. An Archaeological monitor and a Native American monitor shall examine all sediments disturbed during earth moving activities, including geotechnical drilling and environmental borings, if being conducted, prior to construction.</p> <p>Archaeological monitoring for site CA-LAN-2681 shall be conducted as discussed in the project's Cultural Resources Monitoring Plan (CRMP). All archeological monitoring and any necessary identification, testing, and evaluation of resources identified during monitoring shall be conducted per the methods and procedures described in the CRMP for the project.</p> <p>Standard methods of excavation such as grading and trenching shall be monitored by observation of the excavations as they occur.</p>

Affected Resource	Mitigation Measures
	<p>Drilling of project features such as the overhead contact system (OCS) results in earthen materials being delivered to the ground surface as loosened spoils. Materials to be examined by the Archaeological and Native American monitors are spoils removed from the drill holes while the drilling occurs. The monitors must be provided a safe location and opportunity to view spoils as they are being stored prior to being hauled away from the work area. Access of the monitors to the spoils material may be limited by safety concerns or by hazardous materials contamination.</p> <p>If requested by an Archaeological or Native American monitor, opportunities shall be provided for the monitor, as part of their daily shift activities, to screen or rake spoils to determine if the spoils contain cultural materials.</p> <p>Archaeological monitors are empowered to briefly halt construction if a discovery is made during standard excavation, such as grading and trenching, in the area of that discovery and a 50-foot buffer zone. If a Native American monitor wishes to halt construction, the monitor shall consult with the Archaeological monitor, who may then briefly halt construction. A request to halt activities by the Archaeological monitor should have no effect on ground disturbing activities outside the 50-foot buffer zone; however, spoil piles may not be removed until the monitor can examine them.</p> <p>If an Archaeological or Native American monitor observes an isolated find, the Archaeological monitor shall temporarily halt construction in order to document the find. Documentation shall be completed by collecting a GPS point, photography, and recording information onto the daily monitoring log. All isolated prehistoric artifacts shall be collected. Diagnostic historic-era items shall be collected. Once an isolated item is documented, construction may resume.</p> <p>MM-AR-2: If buried cultural materials are encountered in areas not actively being monitored during construction, the Contractor Project Foreman shall halt construction in a 50-foot radius around the discovery and shall immediately contact the Metro Project Manager, Metro Environmental Specialist, and Project Archaeologist.</p> <p>Per the CRMP prepared for the proposed project, for any discovery of an archaeological feature, regardless of eligibility, the Metro Environmental Specialist shall notify all consulting parties identified for the project within 48 hours of any discovery. Notifications shall not be made for ubiquitous infrastructure elements such as modern utilities (cistern, electric, gas, sewer, and water supply lines), transportation infrastructure (bridge piers, buried roadways, and rail segments), sidewalks, and concrete rubble, fill, or waste.</p> <p>MM-AR-3: In the event that human remains are encountered during construction, potentially destructive activities in the vicinity of the discovery shall be stopped and the provisions of California PRC § 5097.98 and HSC § 7050.5 shall be followed. The Archaeological monitor shall halt construction, establish a 50-foot buffer around the discovery, and shall contact the Metro Project Manager, Metro Environmental Specialist, and Project Archaeologist. The Metro Environmental Specialist shall notify the County Coroner and FTA on the same day as the discovery. FTA shall notify SHPO, Advisory Council on Historic Preservation (ACHP), and other consulting parties within 48 hours of discovery. Treatment of the remains and all subsequent actions shall be completed per the PA and Cultural Resources Treatment and Monitoring Plan (CRTMP).</p>
Archaeological Resources – Operation	None required.
Paleontological Resources – Construction	<p>MM-PR-1: Metro shall retain the services of a qualified paleontologist (minimum of graduate degree, 10 years of experience as a principal investigator, and specialty in vertebrate paleontology) to oversee execution of this mitigation measure. Metro’s qualified principal paleontologist shall then develop a Paleontological Resources Monitoring and Mitigation Plan (PRMMP) acceptable to the collections manager of the Vertebrate Paleontology Section of the Natural History Museum of Los Angeles County. Metro will implement the PRMMP during construction. The PRMMP will clearly demarcate the areas to be monitored and specify criteria. At the completion of paleontological monitoring for the proposed project, a paleontological resources monitoring report will be prepared and submitted to the Natural History Museum of Los Angeles County to document the results of the monitoring activities and summarize the results of any paleontological resources encountered.</p>

Affected Resource	Mitigation Measures
	<p>The PRMMP shall include specifications for processing, stabilizing, identifying, and cataloging any fossils recovered as part of the proposed project. Metro’s qualified principal paleontologist shall prepare a report detailing the paleontological resources recovered, their significance, and arrangements made for their curation at the conclusion of the monitoring effort.</p> <p>MM-PR-2: Prior to the start of construction a qualified Principal Paleontologist shall prepare a Paleontological Mitigation Plan (PMP) that includes the following requirements:</p> <ul style="list-style-type: none"> • All project personnel involved in ground-disturbing activities shall receive paleontological resources awareness training before beginning work. • Excavations, excluding drilling, deeper than 8 feet below the current surface in the Quaternary alluvium shall be periodically spot checked to determine when older sediments conducive to fossil preservation are encountered. Once the paleontologically sensitive older alluvium is reached, a qualified paleontologist shall perform full-time monitoring of construction. Should sediments in a particular area be determined by the paleontologist to be unsuitable for fossil preservation, monitoring shall be suspended in those areas. A paleontologist shall be available to be on call to respond to any unanticipated discoveries and may adjust monitoring based on the construction plans and field visits. • Sediment samples from the Quaternary older alluvium shall be collected and screened for microfossils. • Recovered specimens shall be stabilized and prepared to the point of identification. Specimens shall be identified to the lowest taxonomic level possible and transferred to an accredited repository for curation along with all associated field and lab data. • Upon completion of project excavation, a Paleontological Mitigation Report (PMR) documenting compliance shall be prepared and submitted to the Lead Agency under CEQA.
Paleontological Resources – Operation	None required.
Environmental Justice (Section 4.17 of this FEIS/FEIR)	
Construction	MM-TRA-1, MM-TRA-2, MM-TRA-3, MM-VIS-1-5, MM-AQ-1-9, MM-NOI-1A-1D, MM-NOI-2A-2B, MM-NOI-3A through 3C, and MM-SS 1-23.
Operation	MM-CN-1
Growth Inducing Impacts (Section 4.18 of this FEIS/FEIR)	
Induce substantial population growth in an area either directly or indirectly	None required.
Irreversible and Irretrievable Commitments of Resources	
Construction and Operation	No mitigation measures are required



We're building light rail for the Valley.

EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT



LA METRO Construction Committee
October 19, 2023

CEQA ADDENDUM FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT



December 2020: Metro Board certified Final Environmental Impact Report

January 2021: Record of Decision signed by the Federal Transit Administration

- Southern Segment: 6.7-mile Light Rail Transit from the G Line Bus Rapid Transit Station to Van Nuys Blvd./San Fernando Rd.
- Northern: 2.5-mile from Van Nuys Blvd./San Fernando Rd. to Sylmar/San Fernando Metrolink station

2021 -2022 – Preliminary Engineering

2023: EIR Addendum and NEPA Reevaluation

2024: FTA FFGA Approval



CEQA ADDENDUM FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT



Southern Segment

- 6.7-mile at-grade double-track light rail transit system
- 11 center-platform stations
- 10 Traction Power Substations
- Procurement of 34 Light Rail Vehicles
- Maintenance and Storage Facility
- Communication line to and expansion of Rail Operations Center

CEQA ADDENDUM FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

DESIGN MODIFICATIONS AND REFINEMENTS

- Modification to Station Locations
- Elimination of one TPSS, revised TPSS locations and Train Control Facilities
- Turn lane configurations at intersections
- Sidewalk and Driveways
- Utility Work
- Design Refinements
- Right of Way – TCEs, Partial Acquisitions

CEQA ADDENDUM FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

RECOMMENDATION:

AUTHORIZE the Chief Executive Officer to Approve the Addendum and adopt it's Findings

