

3. Corrections and Additions

As required by Section 15088(d) of the CEQA Guidelines, this chapter provides corrections or clarifications to the Draft EIR. None of the corrections and additions constitute significant new information or substantial project changes, as defined by Section 15088.5 of the CEQA Guidelines, and thus, recirculation of the Draft EIR is not required. The changes to text and graphics contained in the Draft EIR are indicated below under the corresponding Draft EIR section heading. Deletions are shown in strikeout text and additions in underlined text.

SECTION 3.1 - TRANSPORTATION

Page 3.1-2, last paragraph – Add the following information related to the Burbank General Plan:

Pertinent Mobility Element Policies include:

- Policy 1.2 Recognize that Burbank is a built-out city and wholesale changes to street rights-of-way are infeasible.
- Policy 3.4 All street improvements should be implemented within the existing rights-of-way. Consider street widening and rights-of-way acquisition as methods of last resort.
- Policy 4.1 Ensure that local transit service is reliable, safe, and provides high-quality service to major employment centers, shopping districts, regional transit centers, and residential areas.
- Policy 4.3 Improve and expand transit centers; create a new transit center in the Media District.
- Policy 4.8 Promote multimodal transit centers and stops to encourage seamless connections between local and regional transit systems, pedestrian and bicycle networks, and commercial and employment centers.
- Policy 6.1 Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods.
- Policy 9.2 Address the needs of people with disabilities and comply with the requirements of the Americans with Disabilities Act during the planning and implementation of transportation improvement projects.

Page 3.1-4, first paragraph – Add the following information related to the Pasadena General Plan:

Mobility-related policies in the General Plan include:

- Policy 1.2 - Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trip related emissions.
- Policy 1.9 - Support local and regional air quality, sustainability, and GHG emission reduction goals through management of the City's transportation network.
- Policy 1.11 - Design streets to reflect the mobility needs of the adjacent land use context to support healthy activities such as walking and bicycling.
- Policy 1.24 - Ensure predictable transit travel times by providing traffic signal system priority measures.
- Policy 1.31 - Emphasize transportation projects and programs that will contribute to a reduction in vehicles miles traveled per capita, while maintaining economic vitality and sustainability.
- Policy 2.1 - Continue to support the construction of the Gold Line Foothill Extension transit service and the expansion and use of regional and local bus transit service.
- Policy 2.3 - Provide convenient, safe and accessible transit stops.
- Policy 2.4 - Facilitate coordination between transit providers to improve seamless transit service.

Page 3.1-7, last paragraph beginning with the last sentence – Revise as follows:

Freeway Network

Access ramps to/from SR-134 serving the Proposed Project ~~and route options~~ include the following:

- Lankershim Boulevard (eastbound on/westbound off)
- North Pass Avenue (eastbound off)
- West Alameda Avenue (westbound on)
- Colorado Boulevard in Eagle Rock (eastbound on/westbound off)
- ~~Brand Boulevard (westbound off/eastbound on)~~
- ~~Harvey Drive (eastbound off/westbound on, eastbound on/ westbound off)~~
- ~~Figueroa Street (eastbound off/westbound on)~~
- ~~San Rafael Avenue (eastbound on/westbound off)~~
- Fair Oaks Avenue (eastbound off/westbound on)
- ~~Colorado Avenue (eastbound off/westbound on)~~

Page 3.1-8, first sentence – Revise as follows:

The following lists the roadways and associated classifications affected by the Proposed Project ~~and Route Options~~ from west to east.

Page 3.1-8, under the City of Burbank heading – Add the following sentences:

North Buena Vista Street – A secondary arterial with two lanes in each direction. On-street parking is permitted on both sides of the street.

Page 3.1-9 – Delete the following paragraphs under City of Glendale heading:

~~**Goode Avenue** – A two to three lane one-way westbound frontage roadway connecting between the split diamond SR-134 interchange ramps at Brand Boulevard and Central Avenue.~~

~~**Sanchez Drive** – A three lane one-way eastbound frontage roadway connecting between the split diamond SR-134 interchange ramps at Central Avenue and Brand Boulevard.~~

~~**Colorado Street** – A major arterial with three lanes in each direction. On-street parking is prohibited on both sides of the street and there are no bicycle lanes. East of Louise Street and west of Eagle Dale Avenue there are two lanes in each direction. On-street parking is permitted on both sides of the street and there are no bicycle lanes.~~

~~**Harvey Drive** – A four lane roadway connecting between Broadway and the SR-134 interchange north of Wilson Avenue.~~

~~**Wilson Avenue** – A four lane roadway with striped median connecting between Wilson Avenue and West Broadway in the City of Los Angeles. Parking is allowed along the south curb.~~

Page 3.1-10 – Delete the following paragraph under City of Los Angeles (Eagle Rock) heading:

~~**Figueroa Street** – A two lane arterial of variable width with supplemental lanes at principal intersections in the section where the project is routed.~~

Page 3.1-10 – Delete the following paragraph under City of Pasadena heading:

~~**Union Street** – A one-way City Connector with three westbound lanes. On-street parking is permitted on both sides of the street. There is a stretch between Arroyo Parkway and De Lacey Avenue where there are only two westbound lanes and on-street parking is only permitted on one side of the street.~~

~~**St. John Street** – A four lane City Connector with parking allowed along one side.~~

Page 3.1-11 – Revise the sixth bullet as follows:

- Glenoaks Boulevard - Class II bicycle lanes are provided southeast of Alameda Avenue ~~in Glendale. In Glendale Class II bicycle lanes are~~ before transitioning to a Class III bicycle route at Pacific Avenue.

Page 3.1-12 – Delete the following bullet from the top of the page and associated footnote:

- ~~Union Street – There is an approved plan for a 2-way cycle track along the south curb between Arroyo Parkway and Hill Avenue.²~~

~~²City of Pasadena, *Pasadena Bicycle Action Plan*, 2015.~~

Page 3.1-13 – Revise the second paragraph as follows:

~~This analysis would estimate total boardings for the Proposed Project and net new boardings for the Metro system. Also, changes to the 2042 Baseline Scenario transit network are identified for each route option.~~

Page 3.1-16 – Revise the third paragraph as follows:

Estimated ridership forecasts for 2042, including overall transit trips and boardings for the region and the Proposed Project, respectively, is presented in **Table 3.1-1**. The transit trips reflect how many travelers are choosing to ride transit from their origin to their destination. Boardings account for each time a traveler accesses a route, which includes transfers. The Proposed Project is forecast to increase the total new transit trips in the region by about 16,000 ~~16,149~~ and the total new Metro boardings by approximately 33,000 ~~33,144~~. In addition, the Proposed Project is forecasted to attract nearly 35,000 ~~34,950~~ boardings per day in 2042 of which ~~1,809~~ boardings would be ~~attracted to other Metro services~~. In summary, the operations of the Proposed Project would provide a benefit to transit in the corridor with increased service frequency and ridership. Therefore, the Proposed Project would result in a less-than-significant impact on transit operations.

Page 3.1-16 – Following Table 3.1-1, add the following information related to the Pasadena General Plan:

Within Pasadena, the Proposed Project would be consistent with the each of the following transit policies listed in the City's General Plan.

- Policy 1.2 - Promote greater linkages between land uses and transit, as well as non-vehicular modes of transportation to reduce vehicular trip related emissions.
- Policy 1.9 - Support local and regional air quality, sustainability, and GHG emission reduction goals through management of the City's transportation network.
- Policy 1.11 - Design streets to reflect the mobility needs of the adjacent land use context to support healthy activities such as walking and bicycling.
- Policy 1.24 - Ensure predictable transit travel times by providing traffic signal system priority measures.
- Policy 1.31 - Emphasize transportation projects and programs that will contribute to a reduction in vehicles miles traveled per capita, while maintaining economic vitality and sustainability.

- Policy 2.1 - Continue to support the construction of the Gold Line Foothill Extension transit service and the expansion and use of regional and local bus transit service.
- Policy 2.3 - Provide convenient, safe and accessible transit stops.
- Policy 2.4 - Facilitate coordination between transit providers to improve seamless transit service.

Page 3.1-17 – Revise the first paragraph under the Operations heading as follows:

Less-Than-Significant Impact. Operation of the Proposed Project is not expected to result in substantial changes to vehicle circulation. It should also be noted that the Proposed Project would ~~will~~ result in reduced regional VMT, which in turn indicates a slight reduction in traffic densities regionally (refer to **Table 3.1-2**). In the event travel lanes are converted to bus-only lanes along Colorado Boulevard in Eagle Rock, traffic circulation would not significantly deteriorate. Traffic modeling indicates that a lane reduction would add seven minutes of delay in the AM peak hour and nine minutes of delay in the PM peak hour in operational year 2024. In addition, the Proposed Project would not generate significant cut-through traffic largely because of the lack of time-competitive parallel routes. Analysis performed with the travel demand model indicates that traffic which diverts from Colorado Boulevard would primarily switch to the freeway system rather than local streets. Traffic bound to-and-from local destinations may re-route to nearby intersections with median openings that provide opportunities for cross-traffic movements and left-turns.

Page 3.1-17 – Revise heading under Segment A – North Hollywood District of the City of Los Angeles as follows:

Chandler-Vineland-Lankershim – Segment A Proposed Project—A1

Page 3.1-18 – Delete Route Option A2 discussion as follows:

~~Route Option A2~~

~~*Lankershim Boulevard:* This Route Option proposes to convert a vehicular travel lane to a dedicated bus lane in each direction between Chandler Boulevard and Camarillo Street, reducing Lankershim Boulevard from two vehicular travel lanes to one vehicular travel lane in each direction. Right turning vehicles along Lankershim Boulevard would be allowed to enter the bus lanes to make right turns.~~

Page 3.1-18 – Revise heading under Segment B – North Hollywood to Burbank as follows:

SR-134 - Segment B Proposed Project—B

Page 3.1-18 – Revise Olive Avenue and Glenoaks Boulevard discussions under Segments C and D – City of Burbank as follows:

Olive Avenue – Segment C Proposed Project – C

Olive Avenue: The BRT route accesses Olive Avenue via the Pass Avenue exit from eastbound SR-134 and returns to SR-134 via Hollywood Way, with a pair of stations in the Riverside Drive/Hollywood Way/Olive Avenue triangle in the Media District. Curb-running bus lanes would be provided by removing some on-street parking along Riverside Drive east of Kenwood Street and along Olive Avenue approaching Alameda Avenue. The route turns from Olive Avenue to Alameda Avenue and proceeds to Buena Vista Street along Alameda Avenue in mixed-flow operations to access a station near Naomi Street. Dedicated bus lanes would be provided in the curb lane on Alameda Avenue in the block of the station. The route then returns to Olive Avenue via Buena Vista Street, with curb-running bus lanes on Buena Vista Street in the northbound direction approaching Olive Avenue and in the southbound direction approaching Alameda Avenue. Between Buena Vista Street and Downtown Burbank, Olive Avenue would be reconfigured to provide dedicated side-running bus lanes accomplished by conversion of the outside travel lane. Mixed-flow BRT operations would occur at constrained locations including across the Olive Avenue bridge.

The reduction of travel lanes along Olive Avenue resulting from the side-running bus lanes configuration may potentially conflict with the City of Burbank’s Street Classification section of the Mobility Element (Exhibit M-2 of the City’s Mobility Element). However, rather than prescribing a definitive lane configuration, the City’s Mobility Element Street Classifications are intended to identify the right-of-way widths for each street type while providing design guidance, priorities, and requirements. The Mobility Element’s Major Arterial classification prioritizes person versus vehicle throughput (Page 4-11) and conversion of on-street parking to accommodate transit stops and turn lanes. The side-running bus lanes would generally maintain the existing street right-of-way width and provide a high degree of person throughput along Olive Avenue compared to the existing general purpose vehicle lanes along Olive Avenue. Therefore, the side-running bus lanes would not result in a significant impact regarding conflicts with the City of Burbank Mobility Element.

Glenoaks Boulevard - Segment D Proposed Project - D

Glenoaks Boulevard: The Proposed Project would operate in mixed-flow between Olive Avenue and Providencia Avenue a curb-running configuration for a short segment before transitioning to a median-running configuration. The BRT would then operate median-running bus lanes between Providencia Avenue and Alameda Avenue. The Proposed Project would retain two vehicular travel lanes in each direction on Glenoaks Boulevard through the City of Burbank.

Page 3.1-18 – Revise heading under Segments D and E – City of Glendale as follows

Glenoaks Boulevard – Segment D Proposed Project – D

Page 3.1-19 – Revise the following heading under Segments D and E – City of Glendale as follows:

Central Avenue-Broadway – Segment E Proposed Project E1

Page 3.1-19 – Delete route option discussions as follows:

Route Option E2

~~Colorado Street: Route Option E2 would convert the outside vehicular travel lane in each direction to a dedicated bus lane.~~

Route Option E3

~~SR 134: Route Option E3 would operate along SR 134 in mixed flow traffic and use the shoulder areas of ramps for loading zones at BRT stations.~~

Page 3.1-19 – Revise Colorado Boulevard discussion under Segment F – Eagle Rock Community of the City of Los Angeles as follows:

Colorado Boulevard – Segment F Route Option F1

Colorado Boulevard: The BRT service is routed via Colorado Boulevard between Broadway and the SR-134 “slip ramps” near Linda Rosa Avenue. Curb- and side-running bus lanes would be provided between Broadway and Ellenwood Drive, transitioning via mixed-flow to center-running approaching El Rio Avenue. East of El Rio Avenue, the bus lanes will be variously provided in a center-running configuration between raised islands or in a median-running configuration with a raised center-median.

East of Eagle Rock Boulevard, center- and median-running bus lanes would be provided along Colorado Boulevard in one of two alternative design options: one design option would maintain two existing travel lanes in each direction; the other design option reduces the number of travel lanes to one in each direction, preserving more on-street parking and providing additional landscaped medians and raised islands.

In the event there is a reduction to a single general purpose through lane, traffic congestion levels will be higher, resulting in added vehicular delay; however, the Project accommodates local traffic circulation by maintaining most signalized turning movements. Left-turn pockets would also be added, or extended, as feasible, to accommodate left-turns more safely. The potential diversion of traffic to parallel streets was evaluated in the regional travel demand model. In Eagle Rock, the results indicate that the majority of traffic that would divert from Colorado Boulevard if a travel lane were removed would transfer to the freeway system and not to local streets such as Hill Drive or Yosemite Drive. Hill Drive and Yosemite Drive are not continuous for a long enough distance to be a viable alternative to Colorado Boulevard.

Page 3.1-19 – Revise the Fair Oaks Walnut-Raymond discussion under Segments G and H – City of Pasadena as follows:

Fair Oaks-Walnut-Raymond – Segment G Proposed Project – G1

The BRT service will utilize the Fair Oaks interchange to access Pasadena. The Proposed Project would operate in mixed-flow traffic along Fair Oaks Avenue, Walnut Street, and Raymond Avenue connecting to Colorado Boulevard with no change to the existing roadway configuration or operations.

Page 3.1-19 – Delete the Route Option G2 discussion as follows:

Route Option G2

~~Route Option G2 would operate in mixed-flow traffic along Colorado Boulevard with no change to the existing roadway configuration or operations.~~

Page 3.1-19 – Revise the third heading under Segments G and H – City of Pasadena as follows:

Colorado Boulevard – Segment H Proposed Project – H1

Page 3.1-20 – Delete Route Option H2 discussion as follows:

Route Option H2

~~The Proposed Project would operate in mixed-flow traffic along Union Street and Green Street with no change to the existing roadway configuration or operations.~~

Page 3.1-21 – Revise the Chandler-Vineland-Lankershim discussion under Segment A – North Hollywood District of the City of Los Angeles as follows:

Chandler-Vineland-Lankershim – Segment A Proposed Project A1

Lankershim Boulevard/Camarillo Street (Proposed Project – A1 and Route Option A2):
New crosswalk.

Page 3.1-21 – Delete the Route Option A2 discussion as follows:

Route Option A2

~~Lankershim Boulevard: The 15-foot sidewalk width along Lankershim Boulevard south of Camarillo Street would need to be reduced by up to two feet on each side of the street to fit the dedicated bus lanes.~~

Page 3.1-21 – Revise heading under Segment B – North Hollywood to Burbank as follows:

SR-134 – Segment B Proposed Project – B

Page 3.1-21 – Revise Olive Avenue and Glenoaks Boulevard discussions under Segments C and D – City of Burbank as follows:

Olive Avenue – Segment C Proposed Project – C

In general, implementation of the Project would not require modifications to sidewalks along the route in the Media District nor in Downtown Burbank. No sidewalk narrowing is proposed in Burbank. Curb extensions may be provided at sidewalk stations where feasible.

~~Olive Avenue/Burbank Downtown Metrolink Station: A pair of station loading platforms would be located along the sidewalks on the bridge with a new signalized mid-block crosswalk connecting the station platforms with the existing elevator and pedestrian ramp structure, respectively. Curb extensions would be provided to accommodate station platforms and pedestrian circulation along the sidewalks.~~

~~Riverside Drive/Olive Avenue: Curb extensions would be added to accommodate station platforms and pedestrian circulation at Riverside Drive/Olive Avenue.~~

~~Olive Avenue between Alameda Avenue and Niagara Street: The roadway would be widened from 68 feet to 72 feet by moving the curb out into the shoulder area. Blocks towards the Media District typically have fully paved 15 foot wide sidewalks; approaching downtown Burbank, there is a landscaped strip between the paved sidewalk and curb which would be reduced in width. The sidewalk would remain functional and Americans with Disabilities Act (ADA) compliant.~~

~~Olive Avenue between Fairview Street and Niagara Street: The segment of Olive Avenue between Fairview Street and Niagara Street has an existing landscape strip between the sidewalk and the curb which would be narrowed without affecting the sidewalk.~~

Glenoaks Boulevard – Segment D Proposed Project – D

Glenoaks Boulevard between Olive Avenue and Providencia Avenue: The existing sidewalk width of 15 feet would be reduced by up to two feet on each side of Glenoaks Boulevard between Olive Avenue and Providencia Avenue to accommodate the dedicated bus lanes. The sidewalk would remain functional and ADA compliant. No changes in pedestrian facilities.

Page 3.1-22 – Revise Glenoaks Boulevard and Central Avenue discussions under Segments D and E – City of Glendale as follows

Segments D and E – City of Glendale

Glenoaks Boulevard – Segment D

Glenoaks Boulevard: No changes in pedestrian facilities.

Central Avenue-Broadway – Segment E Proposed Project – E1

~~Central Avenue/Lexington Drive (Proposed Project – E1 and Route Option E2): Curb extensions would be added to accommodate station platforms and pedestrian circulation.~~

Page 3.1-22 – Delete the Route Option discussions as follows:

~~Route Option—E2~~

~~Colorado Street/Brand Boulevard: Curb extensions would be added to accommodate station platforms and pedestrian circulation.~~

~~Colorado Street/Glendale Avenue: Curb extensions would be added to accommodate station platforms and pedestrian circulation.~~

~~Colorado Street/Verdugo Road: Curb extensions would be added to accommodate station platforms and pedestrian circulation.~~

~~Route Option—E3~~

~~Goode Avenue: Curb extensions would be added to accommodate station platforms and pedestrian circulation.~~

Page 3.1-22 – Delete Route Option F1, F2, and F3 discussions as follows:

~~Route Option F1 would convert the existing median area to center-running bus-only lanes and would maintain two vehicular travel lanes in each direction. Route Option F1 would maintain left-turn operations at major signalized intersections.~~

~~Proposed Project – F2~~

~~Colorado Boulevard: - The Proposed Project would convert the existing buffered bicycle lanes to shared bus and bicycle lanes. Two vehicular travel lanes would be maintained in each direction.~~

~~Route Option F3~~

~~SR 134: Route Option F3 would operate in mixed-flow traffic on SR-134 with no change to the existing roadway configuration or operations.~~

Page 3.1-23 – Revise Colorado Boulevard discussion under Segment F – Eagle Rock Community of the City of Los Angeles heading as follows:

Colorado Boulevard – Segment F Route Option—F1

Colorado Boulevard/Eagle Rock Plaza Station: A new crosswalk would be added on the east leg of the West Broadway/Colorado Boulevard intersection along with curb extensions to accommodate access to the station platforms and pedestrian circulation. ~~Implementation of the bus lanes will conflict with most of the ATP curb extensions currently under design by the City of Los Angeles. However, at most locations where crosswalks are present new medians proposed in conjunction with the bus lanes would provide refuge for pedestrians crossing Colorado Boulevard.~~

East of Eagle Rock Boulevard, center- and median-running bus lanes would be provided along Colorado Boulevard in one of two alternative design options: one design option would maintain two existing travel lanes in each direction; the other design option would

reduce the number of travel lanes to one in each direction. Either design option would require removal and/or modification of some of the Active Transportation Program (ATP) “Cycle 2” curb extension and median improvements being designed and implemented by the City of Los Angeles as part of a separate project. Maintaining two existing travel lanes would conflict with 6 proposed curb extensions, whereas reducing the number of travel lanes to one in each direction would conflict with 4 proposed curb extensions. In addition, fewer of the proposed curb extensions would need to be modified with the option that provides one travel lane in each direction. It is anticipated that 16 to 18 new and/or modified curb extensions would be provided in Eagle Rock, similar to the 18 curb extensions proposed by the City of Los Angeles. A new signal-protected school crosswalk would be installed at Dahlia Drive, the three existing Rectangular Rapid Flashing Beacons (RRFBs) would be upgraded to High-Intensity Activated CrossWalk (HAWK) pedestrian crossing signals or full traffic signals, and a new HAWK signal would be added at La Roda Avenue.

Page 3.1-23 – Delete Route Option F2 and F3 discussions under Colorado Boulevard – Segment F heading as follows:

~~Proposed Project – F2~~

~~Colorado Boulevard/Townsend Avenue: Curb extensions would be added to accommodate station platforms and pedestrian circulation.~~

~~Route Option – F3~~

~~Figueroa Street/Colorado Boulevard (Route Option F3): Curb extensions would be added to accommodate station platforms and pedestrian circulation.~~

Page 3.1-23 – Revise the headings under Segments G and H – City of Pasadena heading as follows:

Raymond Avenue – Segment G Proposed Project – G1

Colorado Boulevard-Hill Avenue – Segment H Proposed Project – H1

Page 3.1-23 – Delete Route Option G2 discussion under Segments G and H – City of Pasadena heading as follows:

~~Route Option G2~~

~~Colorado Boulevard/Arroyo Parkway: Curb extensions would be added behind the Rose Bowl Parade “blue line” to accommodate station platforms and pedestrian circulation.~~

~~Green Street/Arroyo Parkway (Route Option G2 with Route Option H2): Curb extensions would be added to accommodate the station platform and pedestrian circulation.~~

~~Union Street/Arroyo Parkway (Route Option G2 with Route Option H2): Curb extensions would be added to accommodate the station platform and pedestrian circulation.~~

~~**Route Option H2**~~

~~Green Street/Lake Avenue: A curb extension would be added to accommodate a station platform and pedestrian circulation adjacent to commercial uses (bank building). The existing green zone and yellow loading zone along the curb would be relocated further to the east along Green Street.~~

~~Union Street/Lake Avenue: A pedestrian plaza would be developed adjacent to the station platform within the existing Union Street right-of-way on the east leg of the intersection, to reduce pedestrian crossing distances across Union Street.~~

~~Hill Avenue south of Colorado Boulevard: Similar to Route Option H1, the layover facility along the east curb of Hill Avenue would require relocating the sidewalk. The Proposed Project would extend the sidewalk five feet towards the Pasadena Community College parking lot on private property impacting the existing landscape.~~

~~Although in some instances, sidewalks may require a small reduction in width to accommodate station platforms and/or widening of the roadway to accommodate dedicated bus lanes, sidewalk widths would be maintained in accordance to local ADA and other standards. The Proposed Project would enhance walkability in the station areas. Therefore, the Proposed Project would result in a less-than-significant impact related to pedestrian operations.~~

Page 3.1-24 – Revise the fifth paragraph under Bicycle Facilities Construction heading as follows:

Less-Than-Significant Impact with Mitigation. Construction of the Proposed Project may require roadway lane closures for temporary periods of time that may affect existing and planned bicycle facilities. Existing bicycle lanes (Class II) along Vineland Avenue between Chandler Boulevard and Lankershim Boulevard (~~Proposed Project A1 Segment A~~), Glenoaks Boulevard between Alameda Avenue and Pacific Avenue (~~Proposed Project Segment D~~), Central Avenue between Doran Street and Wilson Avenue (~~Proposed Project Segment E1 and Route Option E2~~), and Colorado Boulevard between Eagledale Avenue and Figueroa Street (~~Route Option F1 and Proposed Project Segment F2~~) may be affected during construction of the Proposed Project. Although temporary, the effect upon bicycle circulation may be disruptive. Without mitigation, the Proposed Project would result in a potentially significant impact to bicycle facilities related to construction activities.

Pages 3.1-24 and 3.1-25 – Revise the Bicycle Facilities Operations impacts discussion as follows:

Less-Than-Significant Impact with Mitigation. The Proposed Project would primarily enhance bicycle facilities by providing bypass lanes around BRT stations and by allowing bicycles to utilize dedicated bus lanes. ~~However, the existing 10-foot buffered~~

~~Class II bicycle lanes on Colorado Boulevard in Eagle Rock would be converted to a 12-foot shared bus/bicycle lane under the Proposed Project. Any design changes to bicycle facilities would be coordinated with the Cities of Los Angeles, Burbank, Glendale, and Pasadena. The following is a summary of effects to bicycle facilities by project segment.~~

~~Potential project impacts were analyzed based on the following changes to the bicycle network contemplated by the Proposed Project:~~

~~In order to facilitate bicycle safety along Along Broadway (Proposed Project ~~Segment E4~~) in the City of Glendale, the current Class III bicycle route (sharrows) would be removed from the mixed-flow traffic lane. Bicyclists would share the bus lanes with a low volume of buses relative to traffic on the existing general purpose lanes which would improve bicycle safety. In addition, bicyclists can use the nearby parallel Class III bicycle route (sharrows) along Harvard Street.~~

~~To accommodate far-side platforms near Central Avenue/Lexington Drive (Proposed Project ~~E1 and Route Option E2 Segment E~~), the Class II bicycle lanes Bike Lanes would be rerouted behind the station platform area. The existing Class II bicycle lanes along Glenoaks Boulevard between Alameda Avenue and Pacific Avenue (Segment D) would be retained and potentially upgraded to buffered bike lanes.~~

~~The Along Colorado Boulevard in Eagle Rock (Segment F), the Class II bicycle lanes would be shifted to the curb and a continuous bikeway for bicycles would be delineated with green pavement markings; on-street parking, where feasible, would be located between the bicycle lane and the adjacent mixed-flow travel lane or bus lane. The bike lanes would be routed behind the loading zones at the Eagle Rock Plaza Station and at local bus stops. The design is consistent with the City of Los Angeles Mobility Plan 2035, which identifies Colorado Boulevard as part of the Transit Enhanced Network and the Bicycle Enhanced Network. This requires designs to include both dedicated transit facilities and protected bicycle facilities. In addition, the current design is consistent with Mobility Plan Policies 2.6 and 2.9. Policy 2.6 calls for safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities. Policy 2.9 calls for the consideration of each enhanced network (transit, bicycle, and motor vehicle) when designing a street that includes multiple modes.~~

~~For the Colorado Boulevard (Proposed Project ~~F2~~) in Eagle Rock (City of Los Angeles), the existing 10-foot buffered Class II bicycle lanes would be converted to a 12-foot shared bus/bicycle lane. Red-colored pavement would be implemented in the shared bus and bicycle lanes as a traffic control device. The Federal Highway Administration (FHWA) has issued an Interim Approval for the optional use of red-colored pavement to enhance the conspicuity of station stops, travel lanes, or other locations in the roadway that are reserved for (1) the exclusive use by public transit vehicles or (2) multi-modal facilities where public transit is the primary mode. Colorado Boulevard is identified on both the Mobility's Plan Transit Enhanced Network and the Bicycle Enhanced Network, which requires designs to include both dedicated transit facilities and protected bicycle~~

~~facilities, if feasible. However, the Mobility Plan realizes that future street improvements may not always fully realize the full design elements that have been conceived and/or articulated. Further, Policy 2.9 of the City of Los Angeles Mobility Plan 2035 calls for the consideration of each enhanced network (transit, bicycle, and vehicle) when designing a street that includes multiple modes. While the configuration provides a designated multi-modal facility with design and operations considerations for bicycles and transit, the conversion of the existing (10-foot buffered¹) Class II bicycle lanes to a multi-modal lane would be inconsistent with the Mobility Plan 2035 by degrading the travel experience for bicycle riders. Therefore, without mitigation, the Proposed Project would result in a significant impact related to consistency with plans and policies governing bicycle operations.~~

~~The conversion of the existing Class II bicycle lanes on Colorado Boulevard in Eagle Rock would degrade the travel experience and may not be consistent with Mobility Plan 2035. Therefore, without mitigation, the Proposed Project would result in a significant impact related to consistency with plans and policies governing bicycle operations. With implementation of Mitigation Measure TR-5, this impact would be reduced to less than significant.~~

~~It should be noted that~~ [†]The existing Class II bicycle lanes in Segment A along Vineland Avenue between Chandler Boulevard and Kling Street south of Camarillo Street would be upgraded to a two-way Class IV cycle-track along the west curb. Also, between Lankershim Boulevard and Chandler Boulevard, the bicycle facility would be improved with the addition of buffers. Also, the existing Class II bicycle lanes on Chandler Boulevard east of Lankershim Boulevard would be improved with the addition of buffers.

Page 3.1-27 – Revise Mitigation Measure **TR-5** as follows:

TRA-5: Prior to completion of Final Design, Metro shall convene a design working group with LADOT to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities, consistent with Policy 2.6 and Policy 2.9 of the Mobility Plan 2035. The design working group shall include representatives from the LADOT Active Transportation Division, the Los Angeles Bureau of Engineering, and a representative of the Los Angeles County Bicycle Coalition. Coordination shall be provided with LADOT and the Active Transportation Division during the preliminary engineering design development phase.

In addition, Metro shall coordinate with the Cities of Burbank, Glendale, and Pasadena to resolve potential bicycle conflicts and identify network enhancements that integrate bicycle and BRT facilities.

[†]It should be noted that buffers are omitted approaching all cross streets where right turns are allowed but where there is inadequate width to provide a marked right turn pocket. At all of these locations, no delineation of a bicycle lane is provided and bicycles operate in mixed flow similar to a Class III bicycle route.

Page 3.1-28 – Delete the last paragraph as follows:

~~Transportation modeling was completed for three scenarios (Proposed Project and two scenarios representative of the route options), which collectively incorporated all the various route options. The regional VMT for implementing the route options differed from the Proposed Project by only 0.003 percent and in all cases the VMT was lower than for the 2042 Baseline scenario. Therefore, like the Proposed Project, the route options would not result in a significant impact related to operational activities.~~

Page 3.1-29 – Under Impact 3.1-3 Operations heading, add the following paragraphs:

Regarding hazards related to residential and commercial access, dedicated bus lanes are not a restriction on access to any given property and it is common for dedicated bus lanes to be used for temporary loading/unloading activities. For example, this is a regular occurrence for the Grand Avenue & Olive Street Bus Priority Lanes in Downtown Los Angeles. Bus operators navigate around the temporary obstacles by traveling in mixed-flow traffic. This would also occur for the Proposed Project thereby allowing for loading/unloading activities. This would also be the case for businesses that result in cars queuing into bus lanes (e.g., fast food restaurants). Bus operators would avoid these queues by transitioning to adjacent travel lanes.

Curb-running bus lanes and the BRT stations along the sidewalks are not expected to create a hazardous geometric condition. Right turns are allowed to be made from dedicated bus lanes across many BRT systems, including along Wilshire Boulevard in the City of Los Angeles. The Proposed Project would limit left-turns across the bus lanes to signalized intersections and would be placed to accommodate access to businesses and local residences. Left turns would be made from designated left-turn lanes and left turns would operate under a protected signal phase separate from the center-running bus lanes. Left turns would no longer be allowed at intersections without dedicated left-turn lanes. Restricting left turns to intersections with dedicated left-turn lanes would improve safety by providing space for vehicles to decelerate and by providing storage for left-turning vehicles outside of the through travel lanes. In addition, the Proposed Project includes numerous features which are intended to improve traffic safety such as:

- Removing the striped two-way center left-turn lane between Sierra Villa Drive and Eagle Rock Boulevard and replacing it with medians and designated left-turn lanes.
- Removing the wide median with open breaks (lacking formal left-turn lanes) between Eagle Rock Boulevard and Townsend Avenue and replacing it with center-running bus lanes and medians, and either adding designated left-turn lanes or extending existing left-turn lanes.
- Replacing the flashing beacon at Hermosa Avenue with a traffic signal to increase the protection of the crosswalk.
- Providing additional signal-protected crosswalks including one at Dahlia Drive adjacent to Dahlia Heights Elementary School.

- Retaining the existing buffered bicycle lanes; moving the bicycle lane to a curb-adjacent location where it would be protected from the traffic lanes by on-street parking spaces.
- Reducing the number of mixed-flow traffic lanes from two to one in each direction between Eagle Rock Boulevard and the SR-134 slip ramps, which would reduce operating speeds under the one-lane of mixed-flow traffic design option.

Regarding compatible uses for the roadway network, BRT vehicles would be compatible with local streets. The BRT service would operate with 10-minute frequency throughout most of the day on weekdays tapering to 15 to 20 minutes frequency during the evenings, and with 15-minute frequency during most of the day on weekends tapering to 30 minutes in the evenings. Based on the volume of buses associated with the Proposed Project's BRT service, substantial deterioration of the pavement is not anticipated because there would only be six buses per hour per direction. Concrete bus pads would be installed at the Proposed Project's BRT stations. A joint maintenance agreement for roadway elements will be developed during final design and prior to the opening of Project operations.

Page 3.1-30 – Following the third paragraph, under Impact 3.1-4 Operations heading, add the following paragraph:

In addition, Metro would consult the local emergency response departments to confirm emergency access is adequately maintained at locations with restricted left turns. For example, the Proposed Project would provide a westbound left-turn bay on Colorado Boulevard at Maywood Avenue immediately to the west of the Los Angeles Fire Department Station 42, which would facilitate response in either direction from the fire station driveway. Metro will evaluate options to facilitate fire department access and circulation during subsequent design phases. While center-running and median-running BRT configurations would result in some left-turn restrictions, left-turn opportunities throughout the Project Area would be provided at major signalized intersections. In addition, Proposed Project facilities would be designed in accordance with Metro Design Criteria including Fire/Life Safety Design Criteria.

SECTION 3.2 - AESTHETICS

Page 3.2-4, last paragraph – delete references to route options as follows:

To illustrate the existing visual setting, representative landscape units (LUs) were selected to provide a summarized description of the visual character and quality of the Project Area as well as an account of visual resources present. An LU is a portion of the regional landscape and can be thought of as an outdoor room that exhibits a distinct visual character. The LUs were selected based on geographic and jurisdictional divisions along the route ~~and route options~~ with a focus on the visual consistency among development patterns, visual resources, and overall character. Each LU is delineated on maps and numbered from LU-1 to LU-6. **Figure 3.2-1** provides an overview of the LUs

geographic extent within the Project Area. In addition, representative viewpoints (RVs) were selected for each LU to illustrate the typical viewshed in each LU and are numbered RV-1 to RV-7. Freeway portions of the Proposed Project ~~and route options~~ were not included in selected LUs as no physical changes to freeways would occur.

Page 3.2-10 – Revise the fourth paragraph as follows:

LU-6 is entirely within the City of Pasadena and consists of the Proposed Project route along Colorado Boulevard, Raymond Avenue, and Walnut Street ~~as well as the route option that utilizes Green Street and Union Street~~. A majority of the Proposed Project route through LU-6 utilizes Colorado Boulevard but a short stretch from between the SR-134 would follow Fair Oaks Avenue to Raymond Avenue via Walnut Street. Colorado Boulevard is two lanes in each direction with a center/left-turn lane throughout the LU. Both sides of the roadway also include the “blue stripe” which demarcates the boundary for the annual Rose Parade route through the City of Pasadena as well as on-street parking. Both Green Street and Union Street are one-way streets (Green Street is eastbound and Union Street is westbound) with lane configurations that range from two lanes to four lanes depending on the location. There are no bicycle lanes along either Green Street or Union Street.

Page 3.2-16 – Delete Route Option E2 and E3 discussions as follows:

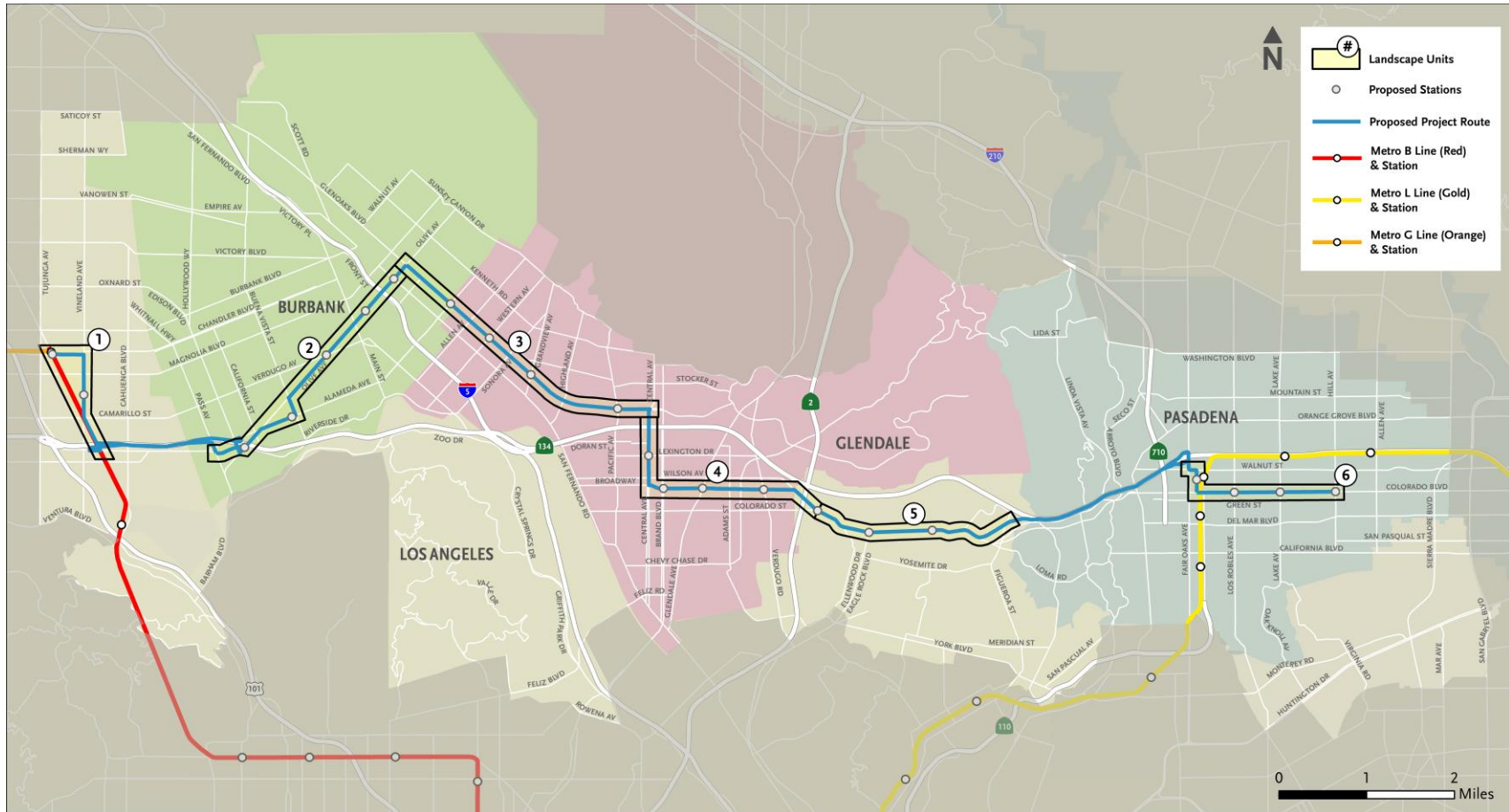
~~Colorado Street (Route Option E2)~~

~~The Colorado Street route option would avoid all impacts to the potentially historic streetlights on Broadway; however, the Central Avenue streetlights would still potentially be affected by the proposed station platform at Central Avenue and Lexington Drive. While fewer streetlights would be affected, without mitigation, the Proposed Project with the Colorado Street route option would result in a significant impact related to operational activities. Implementation of Mitigation Measure CUL-1 would reduce this impact to less than significant.~~

~~SR-134 (Route Option E3)~~

~~The SR-134 route option would avoid all construction-related impacts to the Central Avenue and Broadway streetlights. Therefore, the Proposed Project with the SR-134 route option (Route Option E3) would result in no impact related to operational activities.~~

Page 3.2-5 – Revised Figure 3.2-1 Landscape Unit Overview as follows:



Page 3.2-16 – Revise last paragraph and associated heading regarding Colorado Boulevard discussion in Eagle Rock as follows:

~~Colorado Boulevard Hybrid Side-and-Center Running Configuration Option (Route Option F1)~~

~~Within Eagle Rock, the Proposed Project would construct new or retain existing raised medians and/or side islands along Colorado Boulevard throughout Segment F. The existing street configuration does not include raised medians between West Broadway and Eagle Rock Boulevard; there is a painted two-way left-turn lane in this section. The Proposed Project would add approximately 700 feet of raised islands that are 8- to 10-foot wide and approximately 300 feet of raised side islands that are 20 feet wide along this segment of Colorado Boulevard. From east of Eagle Rock Boulevard extending to the SR-134 “slip ramps” at Linda Rosa Avenue, there is currently approximately 2,000 feet of 18-foot-wide landscaped medians. The extent of new or retained raised medians and side islands along this segment of Colorado Boulevard would depend upon the selected design option: with two travel lanes in each direction, the existing median would be removed and approximately 4,300 feet of new raised side islands would be built; with one travel lane in each direction, approximately 3,400 feet of “narrow” raised islands (6 to 12 feet in width) and about 2,300 feet of “wide” raised islands (13 to 18 feet in width) would be provided and/or retained. The Colorado Boulevard Hybrid Side-and-Center Running Configuration Option in the Eagle Rock community would replace the existing median with the proposed center-running bus lanes and associated station platforms at Caspar Avenue and Townsend Avenue. While the existing median and associated landscaping would be removed as a result of the Configuration Option, new New median center lane landscaping amenities would be installed throughout the LU for safety purposes, as part of the Project, but would also offset some of the loss in visual resources within LU-5. Given the Eagle Rock community’s expressed sensitivity to the loss of the median and associated visual resources and the substantial degree to which visual resources in LU-5 would be affected, without mitigation, the Proposed Project with the Colorado Boulevard Hybrid Side-and-Center Running Configuration Option (Route Option F1) would result in a potentially significant impact related to operational activities.~~

Page 3.2-17 – Revise Mitigation Measure **VIS-1** as follows:

VIS-1: Plant material removed from center medians and sidewalks shall be replaced within the existing street/curb right-of-way based on the following requirements:

- ~~Street trees shall be replaced in accordance with the regulations established by Plant one new tree and/or shrub for every street tree removed (1:1 tree replacement ratio). Replacement tree species should be the same as that removed or to the satisfaction of the affected jurisdiction’s Bureau of Street Services and located within the street right-of-way along station approaches or within the sidewalk.~~
- Plant groundcover using similar replacement species or to the satisfaction of the affected jurisdiction’s Bureau of Street Services.

- A Landscape Replacement Study shall be prepared by a licensed landscape architect during final design. The study shall identify the location, species, and landscape design elements for all replacement landscaping associated with the Proposed Project and subject to local jurisdiction review.

Page 3.2-24– Replace Figure 3.2-11 - Illustrative View of LU-5 Post-Project with the following image:

Figure 3.2-11 - Illustrative View of LU-5 Post-Project – Two-Lane Option



Page 3.2-25 – Revise Figure 3.2-12 - Illustrative View of LU-5, Post-Project as follows:

Figure 3.2-12 – Illustrative View of LU-5, Post-Project– One - Lane Option Center-Running Configuration Option (F2)



SOURCE: Kilograph, 2020-2021

SECTION 3.3 - AIR QUALITY

Page 3.3-9 – Revise the last sentence in the first paragraph as follows:

Certain groups of people are more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 14, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, elementary

schools, and parks. The ~~18-mile~~ approximately 19-mile corridor includes many sensitive receptors.

Page 3.3-16 – Revise the second paragraph as follows:

The Proposed Project was compared against existing conditions, which “normally constitutes the baseline physical conditions by which a lead agency determines whether an impact is significant,” under Section 15125(a) of the CEQA Guidelines. As summarized in **Table 3.3-9**, there are over 428 million regional daily VMT for motor vehicles under existing conditions. ~~As the Proposed Project includes several route options, the alignment with the highest mixed-flow traffic VMT was evaluated and compared to the SCAQMD’s thresholds. As a result, this route would result in the highest operational emissions; consequently, any other route would produce lesser operational emissions.~~ When compared to the Existing condition, the Existing plus Project condition would reduce VMT by 0.017 percent by replacing some auto use with bus transit trips. A similar reduction is demonstrated between the 2042 Baseline condition and the Proposed Project. Year 2017 was used as the Baseline condition in this analysis to ensure consistency with the regional transportation model. There is a marginal difference (less than 0.1 percent) in regional VMT between 2017 and 2019 and the difference would have no effect to the impact conclusions presented in this analysis.

Page 3.3-16 – Revise the last paragraph as follows:

~~Transportation modeling was also completed for the Route Options. The regional VMT for implementing the design options differed marginally from the Proposed Project by approximately 0.003 percent. Therefore, it is reasonable to only quantify air pollutant emissions associated with the Proposed Project. In order to conservatively evaluate any potential BRT service route, the alignment with the highest mixed-flow traffic VMT was evaluated and compared to the SCAQMD’s thresholds. As a result, this route would result in the highest operational emissions; consequently, any other route would produce lesser operational emissions.~~

Page 3.3-17 – Revise the third paragraph under 3.3.4 Impact Analysis heading as follows:

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

Page 3.3-18 – Revise the third paragraph as follows:

Second, the 2016 AQMP contains air pollutant reduction strategies based on SCAG’s latest growth forecasts, and SCAG’s growth forecasts were defined in consultation with local governments and with reference to local general plans. The Proposed Project

would construct an ~~48-mile~~ approximately 19-mile BRT route connecting North Hollywood to Pasadena. Implementation of the Proposed Project would not introduce new growth in population, housing, or employment to Los Angeles County or the greater SCAG region. Therefore, the Proposed Project would not induce growth exceeding the assumptions within the AQMP. The Proposed Project would expand the transit network within the County of Los Angeles and would encourage mode shift from single-passenger vehicles to transit. As a result, the Proposed Project is consistent with the 2016 AQMP as well as the goals set out in the Cities of Los Angeles, Burbank, Glendale, and Pasadena's General Plans. The Proposed Project is also consistent with the second criterion.

Page 3.3-19 – Revise the last sentence in the fourth paragraph as follows:

In addition, electric charging equipment would be provided at the North Hollywood terminus station and potentially at the terminus station ~~PCC~~ in Pasadena, for the opportunity to boost the charge on the buses between runs.

Page 3.3-22 – Delete the first paragraph as follows:

~~Transportation modeling was also completed for the route options. The regional VMT for implementing the design options differed from the Proposed Project by approximately 0.003 percent. Therefore, the implementation of any route options would still result in a reduction in criteria pollutant emissions that would not exceed SCAQMD's regional operational thresholds of significance and would be considered less than significant.~~

Page 3.3-24 – Revise the fourth paragraph as follows:

Toxic Air Contaminant Emissions. Operation of the proposed BRT service would utilize zero-emission buses that do not combust fuel that could create TAC emissions from diesel or other fuels. Further, the enhancement of public transit service over this ~~48-mile~~ approximately 19-mile corridor would generally reduce use of passenger vehicles and trucks for travel, as people shift increasingly to public transit. As such, the long-term operation of BRT service would reduce TAC emissions from motor vehicles. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities. The Proposed Project may require CNG buses during the opening years of BRT service; however, due to the decrease in VMT from the overall vehicle fleet, the Proposed Project would help reduce TAC emissions along the service corridor and impacts from TAC emissions would be considered less than significant. These reductions in localized emissions would also reduce the ambient levels of criteria pollutants and produce public health benefits. This includes reducing the incidence of heart and lung diseases associated with localized particulate emissions, heart disease associated with carbon monoxide, and chronic and acute health impacts associated with exposure to TACs.

Page 3.3-24 – After the fourth paragraph, add the following discussion:

The Proposed Project may reduce the number of travel lanes on Colorado Boulevard in Eagle Rock to one lane in each direction. The lane reduction would slow existing traffic speeds resulting in increased localized pollutant concentrations along this roadway segment. The South Coast Air Quality Management District CEQA Air Quality Analysis Handbook recommends the evaluation of potential carbon monoxide hot spots that may occur from traffic congestion resulting from implementation of projects with substantial trip generation or modifications to roadway networks. Local carbon monoxide concentrations are a function of (1) intersection traffic volumes, (2) peak-hour intersection LOS, (3) carbon monoxide emissions factors [idle and grams per mile], and (4) the ambient carbon monoxide background concentration. Therefore, it is possible to identify if any intersection locations or roadway segments have the potential to violate carbon monoxide standards. As stated in Section 3.3, Air Quality, of the Draft EIR, the maximum CO background concentrations in 2020 at Pasadena – South Wilson, Los Angeles – North Main Street, and Reseda are 0.9 parts per million (ppm), 1.3 ppm, and 1.4 ppm, respectively. These background concentrations are significantly lower than the 8-hour carbon monoxide ambient air standard of 9.0 ppm as well as the predicted 8-hour background concentration of 7.8 ppm used for the 2003 attainment demonstration analysis. In addition, maximum intersection approach volumes under the Proposed Project would be over 40 percent less than the maximum intersection approach volume used for the 2003 AQMP attainment demonstration.

In addition, according to the CARB EMFAC model, a passenger vehicle traveling at five miles per hour generates 1.85 grams of carbon monoxide per mile while a passenger vehicle traveling at 35 miles per hour generates 1.06 grams of carbon monoxide per mile. However, as discussed above, maximum volumes would be over 40 percent less than the maximum volume used for the 2003 AQMP attainment demonstration. Given the relatively low traffic volumes and the low emission rates associated with the existing vehicle fleet, there is no potential for the lane reduction to result in significant localized pollutant concentrations.

SECTION 3.4 - BIOLOGICAL RESOURCES

Page 3.4-4 – Revise first paragraph as follows:

The Biological Study Area (BSA) is approximately ~~48~~ 19 miles long and includes areas that would be directly or indirectly impacted by the Proposed Project, either temporarily or permanently, including an approximate 300-foot buffer to account for indirect impacts. The limits of the BSA were determined by reviewing project plans, aerial photography, and evaluating potential construction limits. See Section 4 of the Biological Resources Technical Report (Appendix G) for a complete discussion of the existing conditions within the BSA, including maps and figures of the BSA and biological resources.

Page 3.4-4 – Revise Table 3.4-1 - Vegetation Communities and Cover Classes as follows:

Vegetation Community / Cover Class	Description	Location
Coastal Sage Scrub	Coastal Sage Scrub communities are dominated or co-dominated by California sagebrush (<i>Artemisia californica</i>), California buckwheat (<i>Eriogonum fasciculatum</i>), and coyote bush (<i>Baccharis pilularis</i>).	North of the SR-134 option through Eagle Rock

Page 3.4-7 – Revise the third paragraph under 3.4.4 Impact Analysis heading as follows:

The following section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation measures (if applicable). ~~The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations that are on surface streets. There would no potential for a biological resources impact on SR-134 segments, which includes B, E3, G1, and the portions of F1, F2, and F3 on the SR-134 in the City of Los Angeles.~~

SECTION 3.5 - CULTURAL RESOURCES

Page 3.5-5 – Revise the third paragraph as follows:

Records searches in the California Historical Resources Information System (CHRIS) were conducted at the South Central Coastal Information Center (SCCIC) to obtain previously recorded resources and reports within the Project Area. The record search radius was 0.25-miles from the center of the BRT alignment (inclusive of the Proposed Project and Route Options studied in the Draft EIR). Various portions of the Project Area have been the subject of previous historic context statements and historic resources surveys. These were reviewed to identify previously evaluated historic resources and inform the historic context statement. A total of 309 previously recorded resources are located within the 0.25-mile record search radius and only one resource is prehistoric. Four of the previously recorded built environment resources overlap the alignments studied in the Draft EIR, and 68 are immediately adjacent to the alignments studied in the Draft EIR. **Table 3.5-1** shows all designated, previously surveyed, and potentially significant properties identified through Project reconnaissance within the Historical Resources Study Area for the Proposed Project. Refer to the Historical Resources Technical Report (Appendix K) for mapped locations of the resources, which are shown in a series of 19 maps. The maps were not included in the body of the Draft EIR to limit the length of the document.

Page 3.5-6 – Revise **Table 3.5-1** as follows:

Table 3.5-1 – Designated, Previously Surveyed, and Potential Historical Resources Identified Within the Historic Resources Study Area for the Proposed Project

Map Ref. No. ¹	Address	City/Neighborhood	Year Built	Designated (Name), Previously Surveyed (Survey Name), or Identified
1	11275 Chandler Blvd	Los Angeles/North Hollywood	c. 1895	Previously Surveyed (CHRIS #P-19-186585)
2	5025 Lankershim Blvd	Los Angeles/North Hollywood	1974	Previously Surveyed (Survey LA)
3	3000 W. Alameda Ave	Burbank	1956	Identified through Project Survey
4	142 E. Olive Ave	Burbank	1974	Identified through Project Survey
5	175 E. Olive Ave	Burbank	1972	Identified through Project Survey
6	N. Central Ave Streetlights	Glendale	1924-1926	Identified through Project Survey
7	346 N. Central Ave	Glendale	1934	Previously Surveyed (Downtown Specific Plan)
8	336 N. Central Ave	Glendale	1960	Previously Surveyed (Downtown Specific Plan)
9	100 N. Brand Blvd	Glendale	1923	Designated (GR #16; Security Trust and Savings Bank)
10	E. Broadway Streetlights	Glendale	1921	Previously Surveyed (Downtown Specific Plan)
44	222 E. Harvard St	Glendale	1973	Previously Surveyed (Downtown Specific Plan)
12	613 E. Broadway	Glendale	1940	Designated (GR #31; Glendale City Hall)
13	633 E. Broadway	Glendale	1966	Previously Surveyed (Downtown Specific Plan)
14	600 E. Broadway	Glendale	1959	Previously Surveyed (Downtown Specific Plan)
15	701 E. Broadway	Glendale	1924	Designated (GR #17; Hotel Glendale)
16	101 N. Verdugo Rd	Glendale	ca.1973	Identified through Project Survey

Map Ref. No. ¹	Address	City/Neighborhood	Year Built	Designated (Name), Previously Surveyed (Survey Name), or Identified
17	1401 E. Broadway	Glendale	1949	Previously Surveyed (South Glendale)
18	1377 E. Colorado St	Glendale	1922	Previously Surveyed (South Glendale)
19	1538 E. Wilson Ave	Glendale	1936	Previously Surveyed (South Glendale)
20	1542 E. Wilson Ave	Glendale	1935	Previously Surveyed (South Glendale)
N/A	Eagle Rock Commercial Historic District	Los Angeles/Eagle Rock	1910-1927	Previously Surveyed (SurveyLA)
21	2711 Colorado Blvd	Los Angeles/Eagle Rock	1964	Previously Surveyed (SurveyLA)
22	2557 Colorado Blvd	Los Angeles/Eagle Rock	1951	Previously Surveyed (SurveyLA)
23	2225 Colorado Blvd	Los Angeles/Eagle Rock	1914/1927	Designated (HCM #292; Old Eagle Rock Branch Library)
24	2160 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1915	Previously Surveyed (SurveyLA)
25	2144 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1922	Previously Surveyed (SurveyLA)
26	2124 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1910	Previously Surveyed (SurveyLA)
27	2116 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1927	Previously Surveyed (SurveyLA)
28	2108 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1912	Previously Surveyed (SurveyLA)
29	2106 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1925	Previously Surveyed (SurveyLA)
30	2102 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1912	Previously Surveyed (SurveyLA)
31	2028 Colorado Blvd/ Eagle Rock Commercial	Los Angeles/Eagle Rock	1924	Previously Surveyed (SurveyLA)
32	1627 Colorado Blvd	Los Angeles/Eagle Rock	1931	Designated (HCM #692; Dahlia Motors Building)

Map Ref. No. ¹	Address	City/Neighborhood	Year Built	Designated (Name), Previously Surveyed (Survey Name), or Identified
33	1620 Colorado Blvd	Los Angeles/Eagle Rock	1912	Previously Surveyed (SurveyLA)
34	1579 Colorado Blvd	Los Angeles/Eagle Rock	1923	Previously Surveyed (SurveyLA)
35	85 E. Holly St/ 195 N. Raymond Ave	Pasadena	1930	Designated (Memorial Park/Pasadena Civic Center National Register Historic District)
36	145 N. Raymond Ave	Pasadena	1932	Designated (Armory Building/Old Pasadena)
37	125 N. Raymond Ave	Pasadena	1921	Designated (Crown Theatre/Old Pasadena National Register Historic District)
38	95 N. Raymond Ave	Pasadena	1895	Designated (Adams & Taylor Funeral Home/Old Pasadena)
39	119 E. Union St	Pasadena	1915	Designated (Union Building/Old Pasadena)
40	35 N. Arroyo Parkway	Pasadena	1924	Designated (Broadway Building/Old Pasadena)
41	163 E. Union St	Pasadena	1905	Previously Surveyed (Historic Designed Gardens)
42	75 N. Marengo Ave	Pasadena	ca.1930	Designated (First Baptist Church/ Pasadena Civic Center)
43	177 E. Colorado Blvd	Pasadena	1970	Previously Surveyed (Historic Designed Gardens)
44	117 E. Colorado Blvd	Pasadena	1905	Designated (Chamber of Commerce/Old Pasadena)
45	45 S. Arroyo Pkwy	Pasadena	1916	Previously Surveyed (Pasadena Central District)
46	101 S. Marengo Ave	Pasadena	1974	Previously Surveyed (Recent Past, Historic Designed Gardens)

Map Ref. No. ¹	Address	City/Neighborhood	Year Built	Designated (Name), Previously Surveyed (Survey Name), or Identified
47	469 E. Colorado Blvd	Pasadena	1927	Designated (Thomas Warner Building/Pasadena Playhouse District)
48	464 E. Colorado Blvd	Pasadena	1930	Designated (Walter Gerlach Building/Pasadena Playhouse National Register Historic District)
49	500 E. Colorado Blvd	Pasadena	1925	Designated (First Methodist Church/Pasadena Playhouse District)
50	880 E. Colorado Blvd	Pasadena	1974	Identified through Project Survey
51	940 E. Colorado Blvd	Pasadena	1926	Designated (Pasadena Historic Landmark; Constance Hotel)
52	909 E. Green St	Pasadena	1952	Previously Surveyed (Pasadena Central District)
53	55 S. Hill Ave	Pasadena	1925	Designated (Pasadena Historic Landmark; Hill Avenue Library)
54	20 N. Raymond Ave	Pasadena	1901	Designated (Union Savings Bank Building/Old Pasadena)
55	80 E. Colorado Blvd	Pasadena	1886	Designated (Masonic Temple/Old Pasadena)
56	87 E. Colorado Blvd	Pasadena	1929	Designated ([No Name]/Old Pasadena)
57	96 E. Colorado Blvd	Pasadena	1896	Designated (Richardson Block/Old Pasadena)
58	97 E. Colorado Blvd	Pasadena	1902	Designated ([No Name]/Old Pasadena)
N/A	Various	Pasadena	1886-1936	Designated (Old Pasadena National Register Historic District)
N/A	Various	Pasadena	1910-1932	Designated (Civic Center National Register Historic District)

Map Ref. No. ¹	Address	City/Neighborhood	Year Built	Designated (Name), Previously Surveyed (Survey Name), or Identified
N/A	Various	Pasadena	1905-1928	Designated (Civic Center Financial National Register Historic District)
N/A	Various	Pasadena	1906-1940	Designated (Pasadena Playhouse National Register Historic District)
59*	<u>Lake Street & Olive Avenue (Olive Avenue Power Plant)</u>	<u>Burbank</u>	<u>1959</u>	<u>Identified through Project Survey</u>
60*	<u>2701-2727 W Alameda Avenue</u>	<u>Burbank</u>	<u>1968</u>	<u>Identified through Project Survey</u>

SOURCE: GPA Consulting, *Historic Resources Technical Report*, 2020.

¹ Map Reference Numbers are not sequential because resources not associated with the Proposed Project are not included in this table.

* Resource does not appear in *Historical Resources Technical Report (2020)* because it is associated with design refinements made as part of the Proposed Project selection.

Page 3.5-9 – Revise the first and second paragraphs as follows:

There was a total of ~~23-19~~ designated properties (listed in the National, California, and/or local register), including ~~46~~ 11 contributors to designated historic districts, and ~~29-20~~ properties previously surveyed and evaluated as potentially eligible (for listing in the National, California, and/or local register), including ~~eight~~ six that are contributors to a potential historic district. An additional ~~six~~ seven potentially significant properties were identified through site reconnaissance efforts conducted for the Proposed Project.

The potentially historic streetlights on East Broadway and North Central Avenue in the City of Glendale are of particular importance to the Proposed Project due to proposed sidewalk improvements. Along Central Avenue and Broadway, the Proposed Project would be side or curb-running and proposed station platform footprints may result in the removal or relocation of potentially historic streetlights currently within the existing sidewalk. Conceptual engineering plans ~~developed to support the Draft EIR~~ show proposed station platform footprints that appear to conflict with the placement of approximately three potentially historic streetlights on Central Avenue and approximately three on Broadway. These include two streetlights at the northeast corner and one streetlight at the southwest corner of Central Avenue at Lexington Drive, one streetlight at the northwest corner of Broadway at Glendale Avenue, and two at the southeast corner of Broadway at Brand Boulevard. **Figure 3.5-1** shows one of the potentially historic streetlights.

Page 3.5-15 – Delete discussion of Route Options E2 and E3 as follows:

~~Colorado Street (Route Option E2)~~

~~The Colorado Street route option would avoid all impacts to the potentially historic streetlights on Broadway; however, the Central Avenue streetlights would still potentially be affected by construction of the proposed station platform at Central Avenue and Lexington Drive. While fewer streetlights would be affected, without mitigation, the Proposed Project with the Colorado Street route option would result in a potentially significant impact related to construction activities. Implementation of Mitigation Measure CUL-1 would reduce this impact to a less than significant level by ensuring that rehabilitation adheres to the Secretary of the Interior's Standards for the Treatment of Historic Properties and by confirming that the Proposed Project will not cause a substantial adverse change in the significance of a historical resource.~~

~~SR-134 (Route Option E3)~~

~~The SR-134 route option would avoid all construction-related impacts to the Central Avenue and Broadway streetlights. Therefore, the Proposed Project with the SR-134 route option (Route Option E3) would result in no impact related to construction activities.~~

SECTION 3.6 - ENERGY RESOURCES

Page 3.6-15, last two paragraphs – Revise as follows:

Annual direct electricity demand was estimated using projected annual VRM of the ZEV buses as presented in the Operating Statistics and O&M Costs Report, which relied upon an estimated one-way trip distance along the BRT corridor of approximately 19 48.4 miles.

Table 3.6-3 presents a summary of the daily and annual VRM for the Proposed Project. Operations would result in approximately 1,348,500 VRM annually. It was assumed that the buses would recharge at the El Monte Metro Division, the farthest Metro Division from the route likely to accommodate the Project's fleet, which would increase daily VMT by 36.6 miles of "deadhead" travel per bus. Charging at ~~PCC~~, the North Hollywood transit station, in Pasadena, or another location on the route would result in less "deadhead" VMT. It was conservatively assumed that the fleet would use up to 20 individual buses per day for operations, and therefore total annual deadhead miles would be 267,180. When combined with VRM, the total annual BRT miles would be 1,615,680 for operations. The electricity consumption associated with ZEV bus propulsion was estimated using a fuel economy factor of 2.2 kWh per VMT (Metro 2019 Climate Action Adaptation Plan).

Page 3.6-17, third full paragraph – Revise as follows:

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

Page 3.6-19, last paragraph – Revise as follows:

Metro system operations consumed approximately 341,592 MWh of electricity in 2017. If operational in 2017, the Existing plus Proposed Project electric vehicles would result in a net consumption of 2,887.6 MWh after accounting for reduced Metro Line 180 service, representing a 0.8 percent systemwide increase in electricity use. Electricity to charge buses would potentially be provided by LADWP, SCE, or PWP. Although the Proposed Project would traverse local utility jurisdictions of Burbank Water and Power, Glendale Water and Power, and PWP, it is assumed that the ZEV buses would primarily utilize Metro facilities within the City of Los Angeles for recharging and maintenance. Additional charging may be supplemented at the terminus in Pasadena ~~at Pasadena City College~~, which would be provided by PWP, or at the El Monte Maintenance and Storage Facility, which would be provided by SCE. The amount of charging that may occur in Pasadena ~~at Pasadena City College~~ or El Monte Maintenance and Storage Facility is unknown at this time, and the proportion of electricity supplied by PWP or SCE would not change the

total expenditure of energy resources associated with Proposed Project operations. Energy consumption at station platforms would result in negligible increases to electricity service providers other than LADWP. Therefore, the discussion of local electricity resources focuses on LADWP and Metro resources, as well as regional transportation fuels consumption.

SECTION 3.7 - GEOLOGY AND SOILS

Page 3.7-7, fourth paragraph – Revise as follows:

The three active faults in the Project Area are the Verdugo Fault, the Raymond Fault, and the Hollywood Fault. The Verdugo Fault intersects and parallels the Proposed Project along the SR-134 from approximately State Route 2 in Glendale ~~mid of Route Options E3~~ to its transition into the Eagle Rock and San Rafael Faults. The Raymond Fault, along with the Hollywood Fault described next, lies within the Santa Monica-Hollywood-Raymond Fault system of oblique, reverse and left-lateral faults. The fault does not intersect the Proposed Project, running roughly parallel and approximately 1.4 to 1.7 miles to the south. The Hollywood Fault trends east-northeast for about 10.5 miles. The fault does not intersect the Proposed Project, running roughly parallel and approximately 1.8 to 3.5 miles to the south. Refer to the Geology and Soils Technical Report (Appendix H) for additional details and maps related to faults.

Page 3.7-8, fourth paragraph – Revise as follows:

Liquefaction is a phenomenon in which saturated cohesionless soils are subject to a temporary but essentially total loss of shear strength under the reversing, cyclic shear stresses associated with earthquake shaking. Submerged cohesionless sands and silts of low relative density are the type of soils which usually are susceptible to liquefaction. Clays are generally not susceptible to liquefaction. According to the Van Nuys(a), Burbank(b), Pasadena(c), and Mount Wilson(d) 7.5-minute Quadrangle Seismic Hazard Zone maps (CGS, 2005a, 2006b, 2006c, and 2006d), ~~with the exception of Route Options E1, E2, H1, H2, and H3,~~ most of the Project corridor is located within or adjacent to liquefaction-prone designated areas with exceptions in Glendale and Pasadena.

Page 3.7-8 and 3.7-9, last paragraph – Revise as follows:

Slope failure can occur when the force of gravity overcomes the strength of the soil or rock within a hillside or built embankment. The primary factors influencing the stability of a slope are the nature of the underlying soil or bedrock, slope geometry (height and steepness), rainfall, and groundwater. Excavation or erosion of material at the toe of a slope can destabilize the slope above it. Slope failure can be initiated or exacerbated by seismic movements. Earthquake-induced ground-shaking can cause activation of new or previously existing landslides and other slope instabilities, especially during periods of high groundwater. According to the Van Nuys, Burbank, Pasadena, and Mount Wilson

7.5-minute Quadrangle Seismic Hazard Zone maps prepared by California Geological Survey (CGS), small areas of the Project corridor east of SR 2 are located within earthquake-induced landslide areas. Most specifically in Eagle Rock and west Pasadena along Route Options F1/F2, F3, G1, and G2.

Page 3.7-9, first full paragraph – Revise as follows:

Groundwater depth in the Project Area varies between 10 and 30 feet below ground surface (bgs) in North Hollywood, Burbank, and along the western portion of Glenoaks Boulevard in Glendale along Route Options A1, A2, B, C, and a portion of D; between 40 and 80 feet bgs in the remaining portions of Glendale at the easternmost portion of and the eastern Route Option D and along Route Options E1, E2, and E3; about 20 feet bgs in Eagle Rock along Route Options F1/F2 and F3; and about 100 feet bgs in Pasadena along Route Options G1, G2, H1, H2, and H3. Groundwater is not expected within the upper 50 feet below ground surface in the Project Area, with localized exceptions within the Eagle Rock Valley in Eagle Rock (i.e., intersection of Figueroa Street and SR-134) along Route Options F1, F2, and F3. There is potential for perched water to be encountered at discrete locations along the Project corridor. Also, groundwater depths may vary due to irrigation, season, and anthropogenic and natural influences.

Page 3.7-10, second paragraph – Revise as follows:

Shallow landslides are a common and widespread phenomenon during periods of intense winter rainfall in Southern California. Debris flows can occur as isolated flows, in small numbers or can number in the tens of thousands during a single rainfall event. Areas susceptible to shallow landslides and debris flows include the southern San Rafael Hills in Glendale, Eagle Rock, and Pasadena Route Options E, F1, F2, G1, and G2.

Page 3.7-12, first paragraph – Revise as follows:

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

Page 3.7-12, second paragraph – Revise as follows:

No Impact. The impact analysis involves assessing if the location of the Proposed Project would result in impacts related to seismic activities, including landslides. Other than potential risks of landslides, the potential for an impact is not related to construction activities. The Proposed Project ~~with route options~~ crosses earthquake-induced landslide areas in Eagle Rock and western Pasadena. Construction activities, including staging, would not involve substantial earthmoving along slopes, such that existing landslide risks

would be worsened or exacerbated. Therefore, the Proposed Project would not result in a significant impact related to construction activities.

Page 3.7-13, second full paragraph – Revise as follows:

Less-Than-Significant Impact with Mitigation. Liquefaction is unlikely to happen in the Project Area due to the deep groundwater (50 feet bgs and deeper) and may only occur at isolated areas (i.e., within the Eagle Rock Valley, ~~along the Project Route and route options~~). However, seismically-induced settlements (dry settlements) are a potential hazard due to mostly granular soil deposits, deep groundwater, and expected high peak ground acceleration in the Project Area. Therefore, without mitigation, the Proposed Project would result in a potentially significant impact related to operational activities. Implementation of Mitigation Measure **GEO-1** would reduce this impact to less than significant by ensuring that seismic risk solutions shall be incorporated into final design (e.g., deep foundations, ground improvement, remove and replace, among others) for those areas where liquefaction potential may be experienced. This measure would also ensure the Project is designed to satisfy the most recent latest federal, state, local and Metro seismic environmental requirements.

Page 3.7-13, third full paragraph – Revise as follows:

Less-Than-Significant Impact with Mitigation. The Proposed Project ~~with route options~~ crosses earthquake-induced landslide areas in Eagle Rock and western Pasadena. Slope failure could affect surface streets associated with the Proposed Project. Therefore, without mitigation, the Proposed Project would result in a potentially significant impact related to operational activities. Implementation of Mitigation Measure **GEO-1** would reduce this impact to less than significant by requiring, during final design, stability analyses of slopes located within earthquake-induced landslides areas and requiring appropriate slope stabilization measures (e.g., retaining walls, slopes with shotcrete faces, slopes re-grading, among others) and ensuring the Project is designed to satisfy the most recent latest federal, state, local and Metro environmental requirements.

SECTION 3.8 - GREENHOUSE GAS EMISSIONS

Page 3.8-13, fifth paragraph – Revise as follows:

Regional VMT is shown in **Table 3.8-6**. The change in total daily VMT from the 2042 Baseline to Proposed Project is a reduction of 0.017 percent in regional VMT. ~~Transportation modeling was also completed for the Route Options.~~ Year 2017 was used as the Baseline condition in this analysis to ensure consistency with the regional transportation model. There is a marginal difference (less than 0.1 percent) in regional VMT between 2017 and 2019 and the difference would have no effect to the impact conclusions presented in this analysis. ~~The regional VMT for implementing the design options differed marginally from the Proposed Project by approximately 0.003 percent. Therefore, it is reasonable to only quantify GHG emissions associated with the Proposed Project.~~

Page 3.8-15 – Revise **Table 3.8-7** as follows:

Table 3.8-7 – Annual GHG Emissions

Emissions Source	CO ₂ e (metric tons)
2042 BASELINE EMISSIONS	
Regional Traffic Emissions	54,268,110
2042 PROJECT BASELINE EMISSIONS	
Construction Activities (annual amortized)	30
ZEV Bus Operation on Route	1,126
ZEV Bus Operation to Metro Division (Non-Revenue)	223
Displaced Metro Line 180 Operations	-253
Regional Traffic Emissions	54,258,923
<i>Total Proposed Project-Related Emissions</i>	54,260,049
NET PROJECT EMISSIONS	
<i>Net GHG Emissions</i>	-8,061
Change Compared to 2042 Baseline	-0.015%

SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Greenhouse Gas Emissions Technical Report*, 2020.

SECTION 3.9 - NOISE

Page 3.9-7, Revise second paragraph as follows:

Ambient noise levels were predicted for sensitive receptor locations throughout the 48-mile approximately 19-mile corridor. These locations were selected to represent average noise conditions in each jurisdiction representing a range of land uses that address FTA’s three land use categories. **Table 3.9-3** show existing noise levels for Category 1 sensitive receptors. **Table 3.9-4** shows existing noise levels at Category 2 sensitive receptors and **Table 3.9-5** shows existing noise levels at Category 3 sensitive receptors.

Page 3.9-16, fourth full paragraph – Revise as follows:

Within the City of Burbank, stations would be built curbside on sidewalks to accommodate curb/side-running operations on Olive Avenue, Riverside Drive, and Alameda Avenue within the Media District and at Verdugo Avenue, Lake Street, and San Fernando Road. Construction activities would likely exceed the significance threshold of 5 dBA (hourly L_{eq}). Toward the eastern end of Burbank, stations would be built in the median along Glenoaks Boulevard to serve median-running service. Construction of stations along median-running segments of Glenoaks Boulevard are approximately 45 feet further from sensitive receptors than stations constructed along the curb, given the very wide center medians.

Page 3.9-17, first paragraph – Revise as follows:

In the Eagle Rock area, side-running service on Colorado Boulevard would require construction of curbside stations that are closer to existing receptors, with the exception of two side-running stations in the vicinity of Eagle Rock Plaza. An increase of 15 dBA L_{eq} or more given the proximity of receptors along Colorado Boulevard would exceed the City of Los Angeles significance threshold of 5 dBA (hourly L_{eq}). The two additional station pairs would have island stations adjacent to center-running bus lanes near Caspar Avenue and Townsend Avenue.

Page 3.9-18, Delete as follows:

Route Options

~~This analysis evaluates the noise impacts of route options to the Proposed Project. The route options would have noise impacts similar to the Proposed Project, with slight variations due to the number of stations, location of the route segments, and location of the stations. Construction equipment used during construction of the route options would be similar to the Proposed Project. Differences in the route alignments and station locations for the route options are described below.~~

~~In North Hollywood, a route option would shift construction activities from Vineland Avenue to Lankershim Boulevard. This would generally increase construction noise exposure, as Lankershim service would be either side-running or curb-running. This would place construction closer to more receptors than the median-based construction that would occur on Vineland Avenue.~~

~~Through Glendale, construction noise impacts for any route options would be similar to those for the Proposed Project. For example, a route option through central Glendale that shifts station construction from East Broadway to Colorado Street two blocks to the south would have similar impacts, as both would have side-running service. A route option using Central Avenue, Goode Avenue, and Sanchez Drive would also require construction of curbside stations that support mixed-flow bus service.~~

~~Through Eagle Rock, a route option that would include some center-running service at the transition between Ellenwood Drive and El Rio Avenue would not alter the location of stations that service the largely side-running service on Colorado Boulevard.~~

~~Within the City of Pasadena, route options proposed on Figueroa Street, Colorado Boulevard, Union Street, and Green Street would not change the nature of construction noise impacts, as all service in the City would operate in mixed-flow lanes that require curbside construction.~~

~~This level of noise increase would likely exceed local significance thresholds within one or more jurisdictions along the BRT alignment. Therefore, without mitigation, the similar to the Proposed Project, the route options would result in a potentially significant impact related to construction activities. As with the Proposed Project, implementation of Mitigation Measure **NOI-1** would reduce this impact to less than significant.~~

Page 3.9-19, Second full paragraph – Revise as follows:

The operational noise analysis was revised to reflect refinements to the Proposed Project in Eagle Rock. Table 3.9-9 summarizes the changes in traffic-related noise at Category 1 sensitive receptors along arterial segments. Table 3.9-10 summarizes the changes in traffic-related noise at Category 2 residential receptors along arterial segments throughout the BRT corridor. These selected segments are consistent with FTA guidance on evaluating operational impacts of bus transit services and represent a cross-section of local jurisdictions, proximity to Category 2 land uses, and service to stations in both the medians and curbs along the alignment. Table 3.9-11 illustrates changes at Category 3 institutional uses along these same segments. The tables show that the Proposed Project would not alter the findings presented in the Draft EIR. Reducing Colorado Boulevard in Eagle Rock to one lane in each direction would reduce traffic volumes thereby reducing related noise levels. In addition, the analysis of the dedicated BRT lane demonstrated a negligible change in noise levels based on modeling completed for existing and future traffic volumes.

Page 3.9-20 – Revise **Table 3.9-9** as follows:

Table 3.9-9 – Predicted Noise Levels for Proposed Project, Category 1 (High Sensitivity) Receivers

Key	Segment	Jurisdiction	Existing Noise Level (dBA L _{eq})	FTA Impact Assessment				Local Jurisdiction Impact Assessment			
				Predicted Project Noise (dBA L _{eq})	FTA Moderate Impact Threshold (dBA L _{eq})	FTA Severe Impact Threshold (dBA L _{eq})	FTA Level Impact Before Mitigation	Predicted Future Noise Level (dBA L _{eq})	Predicted Increase (dBA L _{eq})	Local Jurisdiction Impact Threshold (dBA CNEL)	Local Jurisdiction Impact Before Mitigation
C (Proposed Project)	Olive Ave. from California to and Alameda	Burbank	71	62	71	75	--	72	1	N/A	--
E4 (Proposed Project)	Broadway from Brand to Louise	Glendale	72	62	71	76	--	72	0	N/A	--
H4 (Proposed Project)	Colorado Blvd. from Michigan to Chester	Pasadena	73	64	71	76	--	73	1	N/A	--

NOTES: N/A: City does not have its own quantitative threshold.

SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Noise and Vibration Technical Report*, 2020.

Page 3.9-21 – Revise **Table 3.9-10** as follows:

Table 3.9-10 – Predicted Noise Levels for Proposed Project, Category 2 (Residential) Receivers

Key	Segment	Jurisdiction	Existing Noise Level (dBA L _{dn})	FTA Impact Assessment				Local Jurisdiction Impact Assessment			
				Predicted Project Noise (dBA L _{dn})	FTA Moderate Impact Threshold (dBA L _{dn})	FTA Severe Impact Threshold (dBA L _{dn})	FTA Level Impact Before Mitigation	Predicted Future Noise Level (dBA L _{dn})	Predicted Increase (dBA L _{dn})	Local Jurisdiction Impact Threshold (dBA CNEL)	Local Jurisdiction Impact Before Mitigation
A4 (Proposed Project)	Chandler Blvd. from Lankershim to and Blakeslee	Los Angeles	66	57	62	67	--	66	1	5	--
C (Proposed Project)	Olive Ave. from Myers to Keystone	Burbank	75	66	66	73	--	74	1	N/A	--
	Olive Ave. from California to Alameda Ave.	Burbank	72	64	66	72	--	73	1	N/A	--
	Olive Ave. from Buena Vista to Brighton	Burbank	72	64	66	71	--	73	1	N/A	--
	Olive Ave. from Sparks to Beachwood	Burbank	66	47	62	67	--	66	0	N/A	--
	Olive Ave. from San Fernando to 3 rd	Burbank	68	59	63	68	--	68	1	N/A	--
D (Proposed Project)	Glenoaks Blvd. from Alameda to Spazier	Glendale	70	60	63	68	--	70	1	N/A	--
	Glenoaks Blvd. from Willard to Grandview	Glendale	64	53	61	65	--	65	0	N/A	--

Key	Segment	Jurisdiction	Existing Noise Level (dBA L _{dn})	FTA Impact Assessment				Local Jurisdiction Impact Assessment			
				Predicted Project Noise (dBA L _{dn})	FTA Moderate Impact Threshold (dBA L _{dn})	FTA Severe Impact Threshold (dBA L _{dn})	FTA Level Impact Before Mitigation	Predicted Future Noise Level (dBA L _{dn})	Predicted Increase (dBA L _{dn})	Local Jurisdiction Impact Threshold (dBA CNEL)	Local Jurisdiction Impact Before Mitigation
E1 (Proposed Project)	Broadway from Brand to Louise	Glendale	76	66	66	74	--	76	0	N/A	--
F1,2 (Proposed Project)	Colorado Blvd. from Rockland to Eagle Rock	Los Angeles	61	60	59	64	--	64	2	5	--
H1 (Proposed Project)	Colorado Blvd. from Euclid to Los Robles	Pasadena	74	66	66	70	--	75	1	N/A	--
	Colorado Blvd. from Holliston to Hill	Pasadena	75	64	65	69	--	65	0	N/A	--

NOTE: There is a marginal difference between L_{dn} and CNEL (CNEL is typically 0.5 dBA higher than L_{dn}) and there would not be a difference in the impact determinations.

N/A: City does not have its own quantitative threshold.

SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Noise and Vibration Technical Report*, 2020

Page 3.9-23 – Revise **Table 3.9-11** as follows:

Table 3.9-11 – Predicted Noise Levels for Proposed Project, Category 3 (Institutional) Receivers

Key	Segment	Jurisdiction	Existing Noise Level (dBA L _{eq})	FTA Impact Assessment				Local Jurisdiction Impact Assessment			
				Predicted Project Noise (dBA L _{eq})	FTA Moderate Impact Threshold (dBA L _{eq})	FTA Severe Impact Threshold (dBA L _{eq})	FTA Level Impact Before Mitigation	Predicted Future Noise Level (dBA L _{eq})	Predicted Increase (dBA L _{eq})	Local Jurisdiction Impact Threshold (dBA CNEL)	Local Jurisdiction Impact Before Mitigation
A4 (Proposed Project)	Chandler Blvd. from Blakeslee to Vineland	Los Angeles	70	59	70	74	--	71	0	3 ¹	--
	Vineland Ave. from Weddington to Magnolia	Los Angeles	70	50	71	76	--	70	0	3 ¹	--
D (Proposed Project)	Glenoaks Blvd. from Olive to Angeleno	Glendale	69	59	69	74	--	70	0	N/A	--
	Glenoaks Blvd. from Justin to Ruberta	Glendale	60	48	63	68	--	60	0	N/A	--
E4 (Proposed Project)	Broadway between Chevy Chase to and Verdugo	Glendale	71	61	71	75	--	71	0	N/A	--
F1,2 (Proposed Project)	Colorado Blvd. from Rockland to and Eagle Rock	Los Angeles	61	53	63	68	--	61	2	5	--
	Colorado Blvd. from Townsend to Floristan	Los Angeles	67	53	68	72	--	67	0	5	--
H4 (Proposed Project)	Colorado Blvd. from Los Robles to Oakland	Pasadena	70	61	70	74	--	70	1	N/A	--
	Colorado Blvd. from Chester to Holliston	Pasadena	67	56	67	72	--	67	0	N/A	--

Page 3.9-25 – Delete **Table 3.9-12** as follows:

Table 3.9-12 – Predicted Noise Levels for Route Options

Key	Segment	Jurisdiction	Existing Noise Level (dBA Leq)	Predicted Project Noise (dBA Leq)	FTA Moderate Impact Threshold (dBA Leq)	FTA Severe Impact Threshold (dBA Leq)	FTA Level Impact Before Mitigation	Predicted Future Noise Level (dBA Leq)	Predicted Increase (dBA Leq)	Local Jurisdiction Impact Threshold (dBA Leq)	Local Jurisdiction Impact Before Mitigation
A2 (Route Option)	Lankershim Blvd. from Chandler Ave. to Weddington Ave.	Los Angeles	72	63	74	76	--	72	4	34	--
E2 (Route Option)	Colorado St. from Central Ave. to Brand Blvd.	Glendale	68	64	63	67	--	68	4	N/A	--

[†]This threshold would apply at residential uses and schools where the predicted future noise level is at least 70 dBA Ldn within the City of Los Angeles.

SOURCE: Impact Sciences, *North Hollywood to Pasadena BRT Project Noise and Vibration Technical Report*, 2020

Page 3.9-27, first paragraph – Revise Mitigation Measure **NOI-1** as follows:

Where construction cannot be performed in accordance with the FTA 1-hour L_{eq} construction noise standards, elevates existing ambient noise levels by 5 dBA L_{eq} or more at a noise sensitive use, or exceeds other applicable noise thresholds of significance, ~~the~~ ~~The~~ construction contractor shall develop a Noise Control Plan demonstrating how noise criteria would be achieved during construction. The Noise Control Plan shall be designed to follow Metro requirements, include construction noise control measures, measurements of existing noise, a list of the major pieces of construction equipment that would be used, and predictions of the noise levels at the closest noise-sensitive receivers (residences, hotels, schools, churches, temples, and similar facilities). The Noise Control Plan shall be approved by Metro prior to initiating localized construction activities.

Page 3.9-29 and 3.9-30 – Revise as follows:

Less-Than-Significant Impact. The Proposed Project would use rubber-tired buses to provide transportation options on local arterials and freeways. The FTA Transit Noise and Vibration Impact Assessment Manual states that projects that rely on rubber-tire vehicles do not require a detailed analysis if they meet certain conditions regarding roadway irregularity, operations close to vibration sensitive buildings, and vehicles operating within buildings. The Proposed Project does and route options do not include substantial infrastructure irregularities like expansion joints, speed bumps, or other design features that create unevenness in the road surface. Electric charging infrastructure would not generate perceptible vibration. As all the FTA conditions would be met, the Proposed Project does not require a detailed operational vibration analysis as impacts would be unlikely. The absence of internal combustion engines on the electric-powered coaches would further reduce any vibration from idling or moving buses. Therefore, the Proposed Project would result in a less-than-significant impact related to operational activities.

Page 3.9-30, first full paragraph – Revise Mitigation Measure **NOI-2** as follows:

Where equipment such as a vibratory roller, that produces high levels of vibration is used within 25 feet of buildings or typical equipment such as large bulldozer is used within 15 feet of buildings or where, the 0.2 PPV inches per second vibration damage risk threshold would be exceeded, the construction contractor shall develop and implement a Vibration Control Plan to avoid exceeding FTA thresholds for significant vibration impacts at land uses. The Construction Vibration Control Plan shall include mitigation measures to minimize vibration impacts during construction. Recommended construction vibration mitigation measures shall, at a minimum, include:

- The contractor shall minimize the use of tracked vehicles.
- The contractor shall avoid vibratory compaction within 25 feet of buildings.

- The contractor shall monitor vibration levels near sensitive receivers during activities that generate high vibration levels to ensure thresholds are not exceeded.

SECTION 3.10 – TRIBAL CULTURAL RESOURCES

Page 3.10-3, first paragraph – Revise as follows:

The Project Area consists of existing roadways and developed parcels. A windshield survey was completed in September 2019, consisting of driving the entire alignment ~~and options~~ and documenting current conditions. The windshield survey and a review of historic and current aerial photographs and maps has indicated that no exposed native ground surface is present. Because there are no areas of exposed native ground surface, a pedestrian survey was not warranted. No prehistoric or historic-age archaeological resources were observed during the survey.

Page 3.10-4, third paragraph – Revise as follows:

The analysis of archaeological resources was based on a cultural resource records search and literature review at the SCCIC, a SLF file search, windshield survey, and AB 52 consultation results. No archaeological resources were identified within the alignment ~~and options~~ as a result of those efforts. It is possible that buried archaeological resources exist within native, undisturbed sediments, if any are present in the alignment. Therefore, this analysis examines the possibility of encountering unrecorded Tribal Cultural Resources during construction.

Page 3.10-4, last paragraph – Revise as follows:

This section includes the impact analysis, mitigation measures (if necessary), and significance after mitigation (if applicable). ~~The potential for the Proposed Project to result in an impact to Tribal Cultural Resources is independent of the specific alignment and components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations. This is because the precise location of tribal cultural resources is unknown and could occur along any portion of the alignment and options.~~

Page 3.10-5, first paragraph – Delete as follows:

~~The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations that are on surface streets. There would no potential for a Tribal Cultural Resources impact on SR-134 segments, which includes B, E3, G1, and the portions of F1, F2, and F3 on the SR-134 in the City of Los Angeles.~~

Page 3.10-6, third paragraph – Delete the following paragraph:

~~The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations that are on surface streets. There would no potential for a Tribal Cultural Resources impact on SR-134 segments, which includes B, E3, G1, and the portions of F1, F2, and F3 on the SR-134 in the City of Los Angeles.~~

CHAPTER 4.0 – OTHER ENVIRONMENTAL CONSIDERATIONS

Page 4-1, third paragraph – Delete as follows:

~~The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations that are on surface streets. There would no potential for the above resources to be impacted on SR-134 segments, which includes B, E3, G1, and the portions of F1, F2, and F3 on the SR-134 in the City of Los Angeles.~~

Page 4-3, last paragraph – Delete as follows:

~~The potential for the Proposed Project to result in an impact to hazardous and hazardous materials is independent of the specific alignment and components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.~~

Page 4-5, last paragraph – Revise as follows:

Less-Than-Significant Impact. Potentially hazardous surface and subsurface materials, including ACM, lead based paint, and aerial deposited lead, could be released during project construction resulting in a health or safety hazard to students or school employees. There are many schools located within one-quarter mile of the ~~48-miles~~ approximately 19-mile alignment. Construction activities would involve minimal ground disturbance and excavation. Construction would be unlikely to result in the accidental release of methane, oil, gas, or other subsurface hazardous materials. The handling, transport, and disposal of all hazardous materials encountered during construction would be done according to federal, State, and local regulations. For example, the SCAQMD regulates asbestos through Rule 1403, Asbestos Emissions from Renovation/Demolition Activities. The SCAQMD also regulates volatile organic compound emissions from contaminated soil through Rule 1166. Therefore, it is not reasonably anticipated that the Proposed Project would emit hazardous air emissions, or handle an extremely hazardous substance or a mixture containing an extremely hazardous substance within one-quarter mile of a school. As such, the Proposed Project would result in a less-than-significant impact related to construction activities.

Page 4-13, last paragraph – Revise as follows:

The following analysis is included in the Land Use and Planning Technical Report (Appendix L). Refer to that document for detailed discussion of applicable regulations and the existing setting. ~~The potential for the Proposed Project to result in an impact to land use and planning is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.~~

Page 4-16, second paragraph – Revise as follows:

Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. The Proposed Project could indirectly affect development in the Project Area by focusing growth in housing, employment, and commercial development within walking distance of the proposed transit stations along the project corridor. This development pattern would be consistent with regional goals. Importantly, the Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy already identifies the majority of the Project corridor as a High Quality Transit Area (HQTA) including the entirety of Colorado Boulevard in Eagle Rock. Senate Bill 375 provides CEQA streamlining benefits to transit priority projects. Transit priority projects meet the following four criteria:

- Consistency with land use designation, density, building intensity, and applicable policies specified in the Sustainable Communities Strategy;
- Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- Provides a minimum net density of at least 20 units per acre; and
- Located within an HQTA.

Page 4-16, fifth paragraph – Revise as follows:

The following analysis is included in the Mineral Resources Technical Report (Appendix M). Refer to that document for detailed discussion of applicable regulations and the existing setting. ~~The potential for the Proposed Project to result in an impact to mineral resources is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.~~

Page 4-18, first paragraph – Revise as follows:

The following analysis is included in the Population and Housing Technical Report (Appendix Q). Refer to that document for detailed discussion of applicable regulations and the existing setting. ~~The potential for the Proposed Project to result in an impact to~~

~~population and housing is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.~~

Page 4-18, fourth paragraph – Revise as follows:

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

Page 4-19, second paragraph – Revise as follows:

The following analysis is included in the Public Services Technical Report (Appendix R). Refer to that document for detailed discussion of applicable regulations and the existing setting. ~~The potential for the Proposed Project to result in an impact to public services is independent of the specific alignment and Project components. The following impact conclusions are valid for the Proposed Project and all route variations, treatments, and configurations.~~

Page 4-20, second paragraph – Revise as follows:

The Proposed Project would not require the physical acquisition, displacement, or relocation of fire protection facilities; therefore, there would be no need to replace or physically alter existing fire protection facilities. Conversion of existing mixed-flow lanes to dedicated BRT lanes could result in additional roadway congestion due to the decreased roadway capacity for mixed-flow traffic. This increased roadway congestion could reduce access for emergency vehicle response. However, with enhanced transit services, the Proposed Project would ~~Curb-Running BRT Alternative may~~ result in higher transit ridership, which would reduce traffic congestion over the long-term operation of the project and facilitate faster response times for police and fire protection services. In addition, emergency vehicles would be allowed to utilize the dedicated bus lanes to respond to emergencies. Additionally, Project facilities would be designed in accordance with Metro Design Criteria including Fire/Life Safety Design Criteria. Accordingly, the Proposed Project is likely to improve emergency vehicle access. Therefore, no impact would occur related to operational activities.

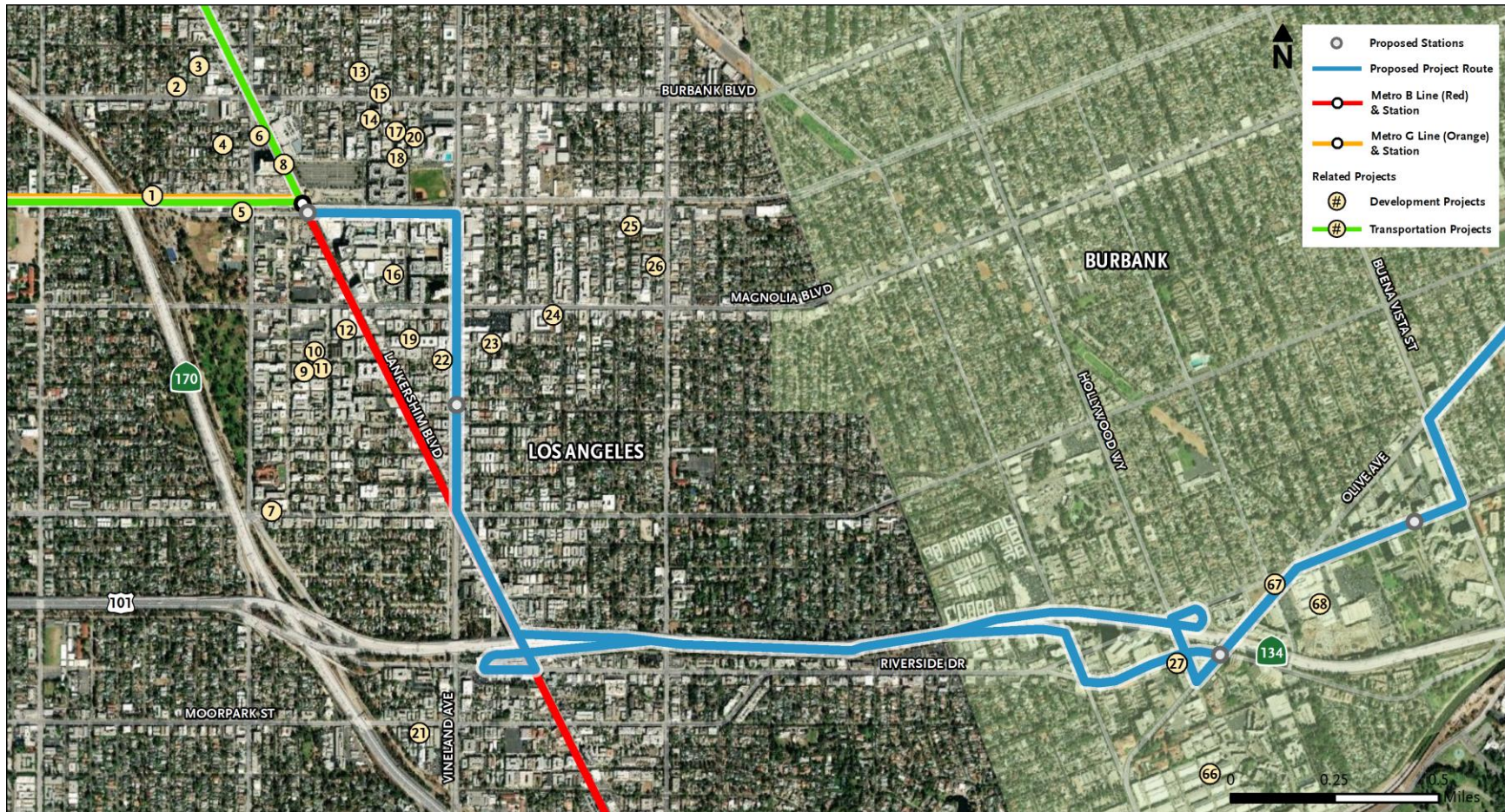
Page 4-22, first full paragraph – Revise as follows:

The Proposed Project would not require the physical acquisition, displacement, or relocation of school facilities; therefore, there would be no need to replace or physically alter existing school facilities. The Project does not include residential or commercial uses that would result in an increase in demand for need for new school facilities. Metro

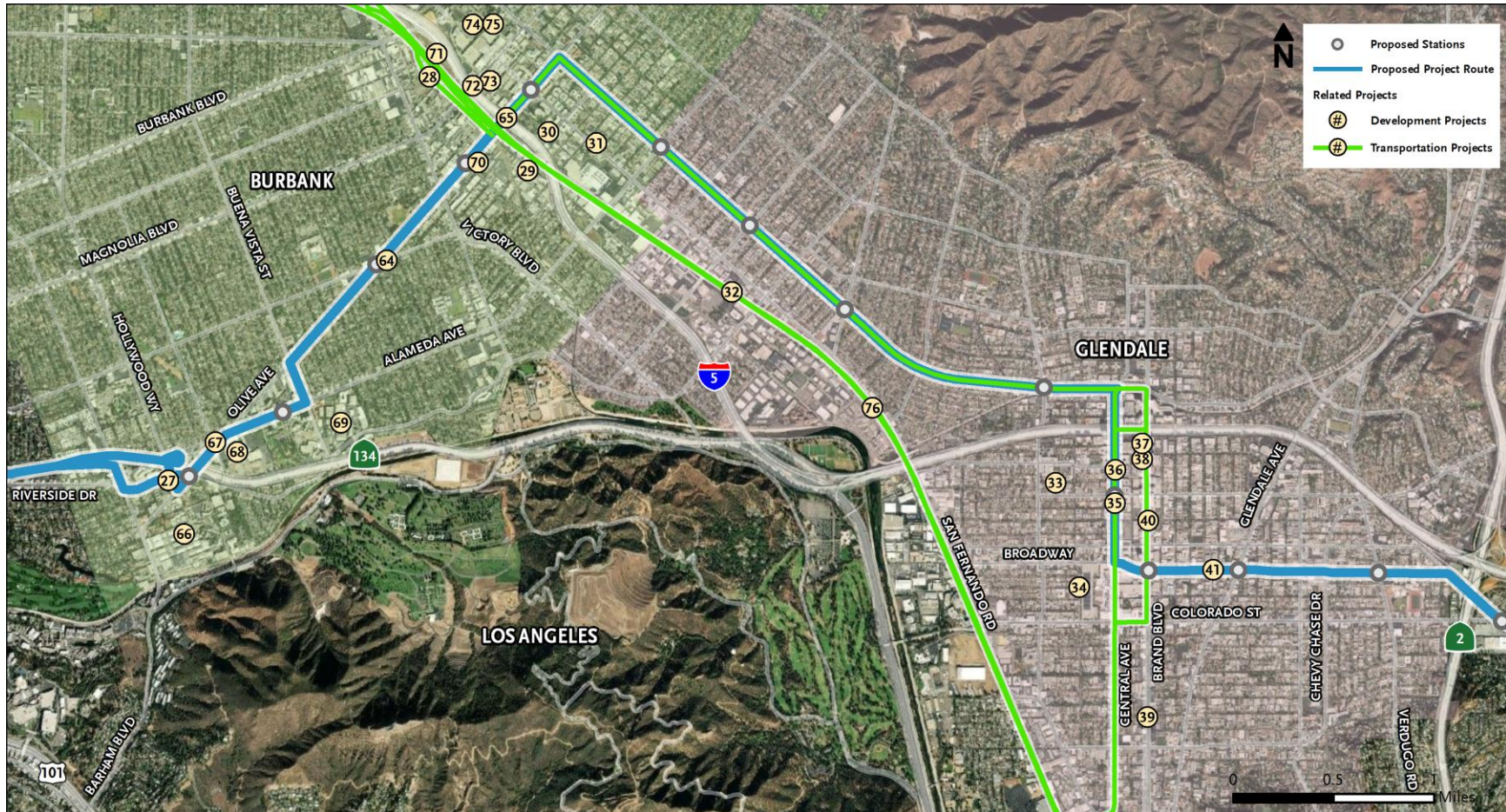
and Pasadena City College are discussing a bus terminal ~~on campus along~~ with electric charging infrastructure. The current design for the Proposed Project has the bus layover and charging station located on Hill Street, although a charging box may be located on campus property. This would require coordination with Pasadena City College and possibly a property easement or acquisition. Pasadena City College is in the process of updating the Facilities Master Plan, which considers the potential for a bus terminal. Project-related improvements would be coordinated with Pasadena City College to avoid unplanned educational displacement. ~~If the bus terminal on Pasadena City College's campus is constructed as part of the Proposed Project, it is not anticipated that Project facilities would displace or relocate classroom facilities.~~ While the Project would not lead to increased demand for primary school facilities, the new transit service would improve access to Pasadena City College. The anticipated increase in demand for City College facilities is not anticipated to be substantial as the Proposed Project is unlikely to result in a substantial number of new students to the college, but rather an alternative transportation mode for commuting students. Therefore, no impact would occur related to operational activities.

CHAPTER 5.0 – CUMULATIVE IMPACTS

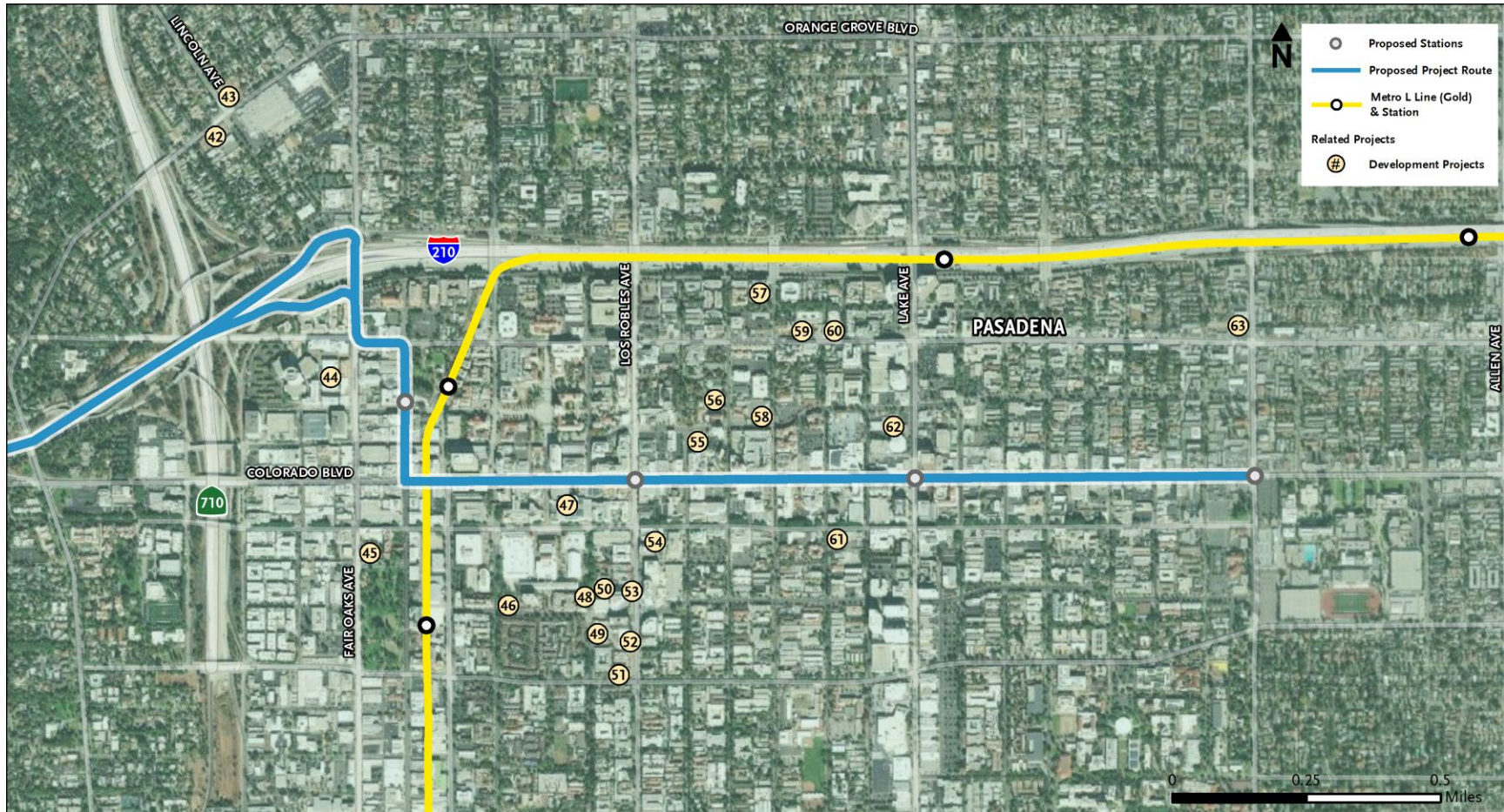
Page 5-4 – Revised Figure 5-1a – Related Projects as follows:



Page 5-5 – Revised Figure 5-1b – Related Projects as follows:



Page 5-6 – Revised Figure 5-1c – Related Projects as follows:



Page 5-7 – Add the following projects to **Table 5-2**:

Map ID	Project Name	Location	Description	Status
BURBANK				
N/A	<u>Antelope Valley Line Capacity and Service Improvements Program</u>	<u>Los Angeles Union Station to Lancaster</u>	<u>The Antelope Valley Line Capacity and Service Improvements Program will construct three capital improvements to add rail capacity enabling 30-minute bi-directional service between Los Angeles Union Station and Santa Clarita and 60-minute bi-directional service between Santa Clarita and Lancaster.</u>	<u>Planning</u>
<u>66</u>	<u>The Warner Brothers Studio Master Plan</u>	<u>4000 Warner Boulevard</u>	<u>Update of the Warner Brothers Studio Master Plan: Main Campus, Ranch</u>	<u>Active Project Submission</u>
<u>67</u>	<u>Mixed-Use Development</u>	<u>3201 W Olive Ave</u>	<u>Bob Hope Center entitlement expansion</u>	<u>Active Project Submission</u>
<u>68</u>	<u>The Burbank Studios Master Plan</u>	<u>3000 W Alameda Ave</u>	<u>Update of the Burbank Studios Master Plan: Second Century Project, Main Studio Lot Remaining Entitlement</u>	<u>Active Building Permit; Active Project Submission</u>
<u>69</u>	<u>The Disney Studios Master Plan</u>	<u>500 S. Buena Vista St</u>	<u>Update of the Disney Studios Master Plan, Remaining Entitlement</u>	<u>Active Project Submission</u>
<u>70</u>	<u>Mixed-Use Development</u>	<u>160 W Olive Ave</u>	<u>327-unit mixed-use development with 9,485 sq ft office space, 22,478 sq ft. commercial.</u>	<u>Active Project Submission</u>
<u>71</u>	<u>Mixed-Use Development</u>	<u>777 N Front St</u>	<u>573-unit mixed-use development with 307-room hotel, 2,867 sq. ft. ground floor commercial.</u>	<u>Active Building Permit</u>
<u>72</u>	<u>Commercial Development</u>	<u>10 W Magnolia Blvd</u>	<u>99,000 sq ft. commercial.</u>	<u>Active Project Submission</u>
<u>73</u>	<u>Mixed-Use Development</u>	<u>315 N First Street</u>	<u>261-unit mixed-use building with 9,265 sq. ft. restaurant and 12,000 sq. ft. commercial.</u>	<u>Active Building Permit</u>
<u>74</u>	<u>Mixed-Use Development</u>	<u>600 N San Fernando Blvd.</u>	<u>1,165-unit mixed use development with a 200-room hotel, 120,000 sq ft. office space, 738,126 sq ft. commercial.</u>	<u>Planning</u>
<u>75</u>	<u>Commercial Development</u>	<u>550 N. Third St</u>	<u>196-room hotel.</u>	<u>Active Project Submission</u>
<u>76</u>	<u>California High Speed Rail</u>	<u>San Francisco to San Diego</u>	<u>The project's Phase 1 will connect San Francisco to the Los Angeles basin via the Central Valley. HSR service will connect Union Station to the Burbank Airport station and then to the Antelope Valley community of Palmdale.</u>	<u>Phase 1 planned completion 2033</u>

Page 5-13, second full paragraph – Revise as follows:

Historic Resources. There is an existing cumulative impact in the Project Area related to historic resources. The cumulative setting is the public right-of-way for the length of the entire alignment, except at possible station platform locations, where the survey area was increased to include properties abutting the right-of-way within approximately 100 feet of the proposed station platform footprint. There was a total of ~~12~~ ~~23~~ designated properties (listed in the National, California, and/or local register), including ~~six~~ ~~46~~ contributors to historic districts, and ~~15~~ ~~29~~ properties previously surveyed and evaluated as potentially eligible (for listing in the National, California, and/or local Register), including ~~six~~ ~~eight~~ that are contributors to a potential historic district. An additional ~~seven~~ ~~six~~ potentially significant properties were identified through site reconnaissance efforts conducted for the Proposed Project.

Page 5-16, third paragraph – Revise as follows:

Per guidance from the SCAQMD, construction amortized annually and operational emissions are considered together over a 30-year period. The Proposed Project would reduce VMT and associated transportation GHG emissions in the Project Area. CO_{2e} emissions would be reduced by approximately 54 million metric tons per year. Automobile trips would be replaced with zero-emissions, electric buses. The Proposed Project ~~and Route design options~~ would be consistent with the goals and policies of applicable GHG reduction plans in the Plan Area including SCAG's RTP/SCS, CARB's 2017 Scoping Plan, Metro Climate Action and Adaptation Plan 2019, Los Angeles Green New Deal, City of Burbank GGRP, Greener Glendale Plan, and the City of Pasadena CAP. Each of these plans is, in and of itself, a GHG reduction plan aimed to reduce cumulative GHG emissions at the local level and beyond. Therefore, the Proposed Project would not have a cumulatively considerable contribution to the existing cumulative impact.

Page 5-17, fourth paragraph – Revise as follows:

The Proposed Project would not physically divide an established community. In addition, the Proposed Project would be compatible with the land use plans, goals, and policies adopted by the regional and local jurisdictions within the Project Area. While it is anticipated that land uses in the Project Area will change over time to address growing population and regional demands for infrastructure and services, individual City jurisdictions and metropolitan planning organizations such as SCAG are responsible for planning such development. Metro has no authority to change zoning regulations as this power lies solely with the jurisdictions along the corridor or possibly the State legislature. Land uses surrounding the Proposed Project stations may intensify due to TOD pressures and zoning initiatives that have been planned and encouraged by the Project Area cities including the Cities of Los Angeles, Glendale, Burbank, and Pasadena. This growth pattern would be consistent with regional planning efforts to focus future growth in areas served by transit to address environmental concerns related to climate change

and availability of services and infrastructure to meet future demand. Importantly, the Southern California Association of Governments 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy already identifies the majority of the Project corridor as a High Quality Transit Area (HQTA), including the entirety of Colorado Boulevard in Eagle Rock. Senate Bill 375 provides CEQA streamlining benefits to transit priority projects. Transit priority projects meet the following four criteria:

- Consistency with land use designation, density, building intensity, and applicable policies specified in the Sustainable Communities Strategy;
- Contains at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75;
- Provides a minimum net density of at least 20 units per acre; and
- Located within an HQTA.

Accordingly, the Proposed Project would be consistent with regional and local plans aimed at improving regional mobility and focusing growth in areas well served by transit. Therefore, the Proposed Project would not have no potential to create or contribute to a cumulative impact related to land use and planning.

Page 5-18, fifth paragraph – Revise as follows:

There is an existing cumulative impact in the Project Area related to transportation. The cumulative setting is the regional and local roadway network in addition to the transit network. Future growth and development in the region would generate additional traffic on roadways along the primary alignment, which would adversely affect traffic flow and bus transit service operating in mixed-flow travel lanes. The additional traffic on roadways generated by cumulative projects would increase the temporary construction impacts on circulation. Other projects such as the North Hollywood Station Joint Development (Project I.D. No. 6) could be constructed concurrently with the Proposed Project and impact traffic flow and bus transit. Two projects in the City of Burbank, the Olive Ave./Sparks St./Verdugo Ave. Intersection Improvements (Project I.D. 64) and the Olive Avenue Overpass Rehabilitation (Project I.D. 65) propose roadway improvements along the BRT route on Olive Avenue. It is anticipated that the Proposed Project would be integrated with additional improvements being considered by the City of Burbank. Regarding the Olive Avenue Overpass Rehabilitation, ~~the Proposed Project would designate the outside lane in each direction for bus-only operation at this location and would add a stop with a signalized crosswalk providing access to the existing Burbank Metrolink station~~ no Project improvements to the Olive Avenue Overpass are proposed. ~~It is anticipated that the proposed bus lanes and station would be retained should the bridge be improved or replaced as part of the Olive Avenue Overpass Rehabilitation.~~ The Proposed Project combined with past, present, and reasonably probable future projects could contribute to the existing cumulative impact.

CHAPTER 6.0 – ALTERNATIVES

Page 6-2, last paragraph – Revise as follows:

Regarding bicycle facilities, the Proposed Project would generally enhance bicycle facilities while also incorporating BRT facilities in the street ROW. ~~However, the potential exists for conflicts between bicycles and automobiles. At certain locations existing bicycle lanes would be removed (i.e., Broadway in Glendale), rerouted behind BRT station areas to avoid conflicts (i.e., Colorado Boulevard in Eagle Rock), or converted into shared bus/bicycle lanes (i.e., Colorado Boulevard in Eagle Rock). Generally, bicycles would be allowed to utilize dedicated bus lanes resulting in overall safety improvements for bicyclists travelling as there are lower volumes of buses in dedicated bus lanes as there are vehicles in general purpose lanes thus reducing potential bicycle/vehicle conflicts. However, the conversion of the existing Class II bicycle lanes on Colorado Boulevard in Eagle Rock would degrade the travel experience and may not be consistent with the City of Los Angeles Mobility Plan 2035.~~ Mitigation Measure **TRA-5** would ensure that the Proposed Project is designed in a manner that is consistent with Mobility Plan 2035 avoiding potential conflicts between the Proposed Project operations and bicycles. Examples of specific design provisions include: (1) maintaining minimum standard sizing of traffic handling features, (2) configuring transition zones to provide adequate length for maneuvering and maintaining adequate sight distance at conflict points, (3) routing of bicycles behind sidewalk station loading zones where applicable, (4) use of colored pavement markings to minimize intrusion into the bus and bicycle lanes where applicable, and (5) provision of appropriate warning and regulatory signage.

Page 6-3, first and second paragraphs – Revise as follows:

Operations. The Proposed Project would result in permanent alterations to the street where bus lanes are proposed and along sidewalks and medians where station platforms are proposed. Landscaped medians along Vineland Avenue, Glenoaks Boulevard in Glendale and Colorado Boulevard in Eagle Rock would undergo modifications as a result of the Proposed Project. Portions of the median along Glenoaks Boulevard would be removed to allow for station platforms and transition lanes for BRT station approaches as well as left-turn pockets. Some trees within the landscaped median as well as existing landscaping would be removed as a result; however, the majority of the median and associated landscaping would remain unaffected by the Project. In addition, the Proposed Project would install additional landscaping and median extension/jersey barriers at left-turn approaches to ensure safety but also to compensate for the loss of portions of the median. Mitigation Measures VIS-1 and VIS-2 would reduce potential visual impacts by requiring landscaping and streetscape beautification. Mitigation Measure **CUL-1** would reduce potential visual impacts related to the removal or relocation of the potentially historic Central Avenue and Broadway streetlights by ensuring that the Proposed Project design would be consistent with Rehabilitation Standards for historic resources damaged or relocated within the Project Area.

~~The Colorado Boulevard Hybrid Side and Center Running Configuration Option in the Eagle Rock community would replace the existing median with the proposed center-running bus lanes and associated station platforms at Caspar Avenue and Townsend Avenue. While the existing median and associated landscaping would be removed as a result of the Configuration Option, new median and center lane landscaping amenities would be installed for safety purposes but would also offset some of the loss in visual resources. Given the Eagle Rock community's expressed sensitivity to the loss of the median and associated visual resources and the substantial degree to which visual resources in would be affected, without mitigation, the Proposed Project with the Colorado Boulevard Hybrid Side and Center Running Configuration Option (Route Option F1) would result in a significant impact related to operational activities. Mitigation Measures **VIS-1** and **VIS-2** would reduce potential visual impacts by requiring landscaping and streetscape beautification.~~

Page 6-5, first paragraph – Revise the paragraphs as follows:

Operations. The Proposed Project is located in a geologically active region prone to earthquakes, liquefaction, seismically-induced slope failure, and landslides. Liquefaction is unlikely to happen in the Project Area due to the deep groundwater (50 feet bgs and deeper) and may only occur at isolated areas (i.e., within the Eagle Rock Valley, along the Project Route and route options). However, seismically-induced settlements (dry settlements) are a potential hazard due to mostly granular soil deposits, deep groundwater, and expected high peak ground acceleration in the Project Area. The Proposed Project with route options crosses earthquake-induced landslide hazard areas in Eagle Rock and western Pasadena. Slope failure could affect surface streets associated with the Proposed Project. Therefore, without mitigation, the Proposed Project would result in a significant impact related to operational activities. Mitigation Measure **GEO-1** would ensure that the Proposed Project is designed to limit potential impacts related to ground shaking, liquefaction, lateral spreading, and seismically-induced slope failure.

Page 6-7, second full paragraph – Delete as follows:

~~The Proposed Project includes options for the BRT route. This was necessary due to public feedback during the completion of the Alternatives Analysis and EIR scoping feedback. It was not possible to reach a consensus on one route preferred by Metro, the cities, stakeholders, and general public. Metro determined that stakeholders and decision-makers would best be informed about the Proposed Project by equally evaluating the potential environmental impacts of multiple routes. Therefore, what would traditionally be assessed as new routes in this Alternatives chapter are included as part of the analysis of the Proposed Project. For a comparison of the Proposed Project and the route options, please refer to Executive Summary, Section ES.14, and Executive Summary, Table ES-5. The following analysis includes two alternatives, neither of which involves alternative routes. The two alternatives are a No Project and an Improved Bus Service Alternative.~~

Page 6-9, second paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect aesthetics and views. This alternative would not result in permanent alterations to the street where bus lanes are proposed and along sidewalks and medians where station platforms are proposed. The No Project Alternative would not affect potential historic streetlights on Central Avenue and Broadway. In addition, this alternative would not introduce features that would obstruct or damage scenic resources such as trees, rock outcroppings, and historic buildings within a state scenic highway. The No Project Alternative would not include development that would impact scenic vistas and would not include a significant new source of substantial light or glare which would adversely affect daytime or nighttime views. The No Project Alternative would not result in a significant impact related to aesthetics. Impacts would be less than those of the Proposed Project, which were determined to be less-than-significant with mitigation measures.

Page 6-10, second full paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect biological resources. This alternative would not result in the removal of trees from sidewalks or medians along the Proposed Project route ~~or route options~~. The No Project Alternative would not impact terrestrial habitat, riparian habitat, or wetlands. This alternative would not impact candidate, sensitive, or special status species or impede the movement of wildlife. There would be no potential to conflict with policies or ordinances protecting biological resources or conflict with conservation plans. The No Project Alternative would not result in a significant impact related to biological resources. Impacts would be less than or equal to those of the Proposed Project, which were determined to be less than significant with mitigation for construction activities and no impact for operational activities.

Page 6-10, third full paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect cultural resources. This alternative would not result in ground disturbance, acquisition, and/or modification of cultural resources along the Proposed Project route ~~and route options~~. There would be no potential for construction or operational activities to disturb historic or archaeological resources. The No Project Alternative would not result in a significant impact related to cultural resources. This impact would be less than what was identified for the Proposed Project, which was determined to be less-than-significant with mitigation.

Page 6-11, first full paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect geology and soils. This alternative would not result in ground disturbance, acquisition, and/or modification of geology and soils from construction or operations of the Proposed Project. There would be no potential for

construction or operational activities to result in impacts from seismic events, landslides, erosion, lateral spreading, subsidence, liquefaction, collapse, alternative wastewater systems, or paleontological resources. The No Project Alternative would not result in a significant impact related to geology and soils. This impact would be less than what was identified for the Proposed Project, which was determined to be less-than-significant for construction activities and less-than-significant with mitigation for operational activities.

Page 6-11, last paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect hazards and hazardous materials. This alternative would not result in impacts to hazardous materials, airports, emergency response plans, or wildland fires. The No Project Alternative would not result in a significant impact related to hazards and hazardous materials. This impact would be less than what was identified for the Proposed Project, which was determined to be less-than-significant with implementation of mitigation measures. This impact would be less than what was identified for the Proposed Project, which was determined to be less than significant.

Page 6-12, first full paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect land use and planning. There would be no potential for construction activities to physically divide an established community or conflict with land use plans, policies, or regulations. Regarding long-term planning and land use, the No Build Alternative would not physically divide an established community. This alternative would not interfere with regional and local plans (e.g., SCAG 2020-2045 RTP/SCS), policies, or regulations of encouraging land use and growth patterns that facilitate transit and non-motorized transportation and focusing growth along major transportation corridors in the region, but as a consequence, would also do nothing to further those goals. This impact would be less than what was identified for the Proposed Project, which was determined to be less than significant.

Page 6-12, second full paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect noise and vibration. There would be no construction activities and no new noise or vibration exposure associated with heavy-duty equipment or construction trucks. There would be no potential to increase ambient noise levels, generate excessive vibration, or expose people to excessive aircraft noise. Impacts would be less than those of the Proposed Project, which were determined to be less than significant with mitigation.

Page 6-12, fourth full paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect the transportation system. There would be no construction activities and associated lane closures and/or traffic hazards. There would be no potential to conflict with programs, plans, ordinance, or policies addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. There would also be no potential for increased hazards due to design features or incompatible land uses or inadequate emergency access. The No Project Alternative would not result in a significant impact related to construction activities. Construction impacts would be less than those of the Proposed Project, which were determined to be less than significant with mitigation.

Page 6-13, first full paragraph – Revise as follows:

The No Project Alternative would not include physical changes to the existing Proposed Project route ~~and route options~~ that could affect tribal cultural resources. There would be no potential for construction or operational activities to disturb tribal cultural resources. The No Project Alternative would not result in a significant impact related to tribal cultural resources. Impacts would be less than or equal to those of the Proposed Project, which were determined to be less than significant with mitigation for construction activities and no impact for operational activities.

Page 6-17, second full paragraph – Revise as follows:

CEQA Guidelines Section 15126.6 requires that an “environmentally superior” alternative be selected among the alternatives that are evaluated in the Draft EIR. The environmentally superior alternative is the alternative that would be expected to generate the fewest adverse impacts. A summary of the impacts of the No Project Alternative (Alternative 1) and Alternative 2 relative to the Proposed Project ~~and route options~~ is shown Table 6-1.

Page 6-17, last paragraph – Revise as follows:

If the No Project Alternative is identified as the environmentally superior, CEQA requires selection of the environmentally superior alternative other than the No Project Alternative from among the Proposed Project and the other alternatives evaluated in the Draft EIR. Alternative 2 is the environmentally superior alternative because, as compared to the Proposed Project ~~and route options~~, it avoids or reduces all construction impacts related to transportation, biological resources, cultural resources, noise, and tribal cultural resources. It also avoids or reduces operational impacts related to transportation, aesthetics, cultural resources, and geology and soils.

Page 6-18– Revise **Table 6-1** as follows:

Proposed Project/Alternative		Environmental Resource									
District	Segment Options	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
Eagle Rock	F4 (One Travel Lane)	LTSM VIS-1 VIS-2	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-5 TRA-6	LTSM CUL-2
	F (Two Travel Lanes)	LTSM VIS-1 VIS-2	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-5 TRA-6	LTSM CUL-2
	F2 (Proposed Project)	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-4 TRA-6	LTSM CUL-2
	F3	LTS	LTS	NI	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTS	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
Pasadena	G4 (Proposed Project)	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
	G2	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2

Proposed Project/Alternative		Environmental Resource									
District	Segment Options	Aesthetics	Air Quality	Biological Resources	Cultural Resources	Energy Resources	Geology and Soils	GHG	Noise	Transportation	Tribal
Pasadena	H4 (Proposed Project)	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
	H2	LTS	LTS	LTSM BIO-1	LTSM CUL-2	LTS	LTSM GEO-1	NI	LTSM NOI-1 NOI-2	LTSM TRA-1 TRA-2 TRA-3 TRA-6	LTSM CUL-2
No Project Alternative		NI	NI	NI	NI	NI	NI	NI	NI	NI	NI
Alternative 2		NI	LTS	LTS	LTS	LTS	NI	NI	LTS	LTS	NI

Note: NI= No Impact, LTS = Less Than Significant, LTSM = Less Than Significant with Mitigation

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