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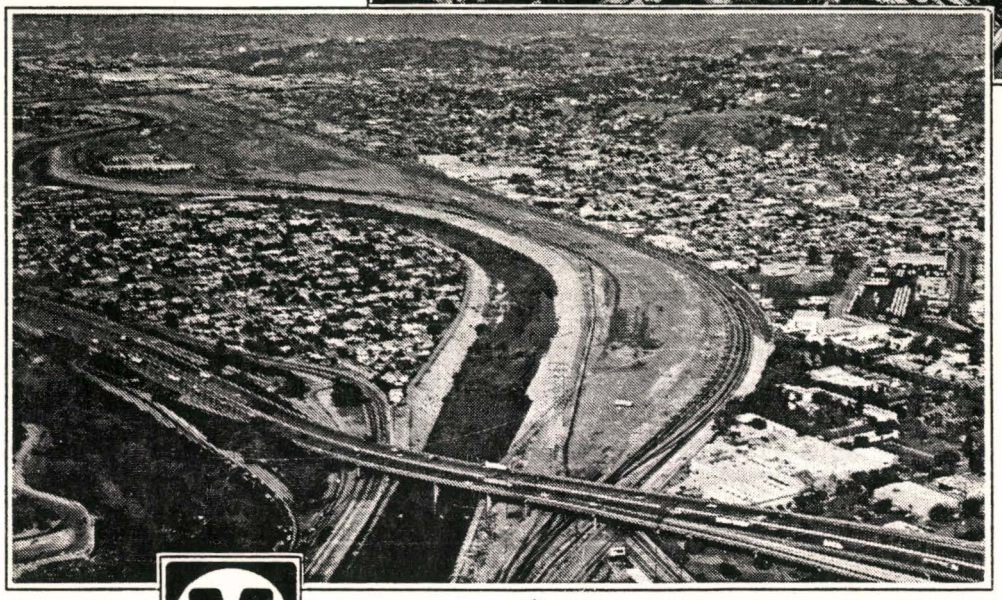
BURBANK•GLENDALE•LOS ANGELES RAIL TRANSIT PROJECT

Final Environmental Impact Report

SCH #91101017







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Burbank-Glendale-Los Angeles Rail Transit Project

* FINAL ~~Draft~~ Environmental Impact Report

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Prepared for the

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October 1992

ABOUT THE COVER:
from top to bottom
City of Burbank: Golden State Redevelopment Area
City of Glendale: Old Rail Depot and Municipal Transportation Center
City of Los Angeles: Taylor Yard and Northeast District

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UNDER SEPARATE COVER

Benito A. Sinclair & Associates, *Burbank-Glendale-Los Angeles Rail Transit Project: Engineering Plan & Profile Drawings*, 20 May 1992.

Anil Verma Associates, *Burbank-Glendale-Los Angeles Rail Transit Project: Preliminary Station Design Study*, 20 May 1992.

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CHAPTER 1.0
INTRODUCTION AND SUMMARY

CHAPTER 1.0
INTRODUCTION AND SUMMARY

1.1 PURPOSE AND SCOPE OF THE EIR

This Final Environmental Impact Report (FEIR) has been prepared to address the public's comments regarding the Burbank-Glendale-Los Angeles Rail Transit Project, received during the project's 45-day CEQA public review period. Following the close of the comment period, the Los Angeles County Transportation Commission (LACTC) interpreted, analyzed, and responded to comments which applied to the content of the Draft EIR. This FEIR consists of the contents of the Draft EIR, with revisions that respond to public comment, and the addition of the following three components:

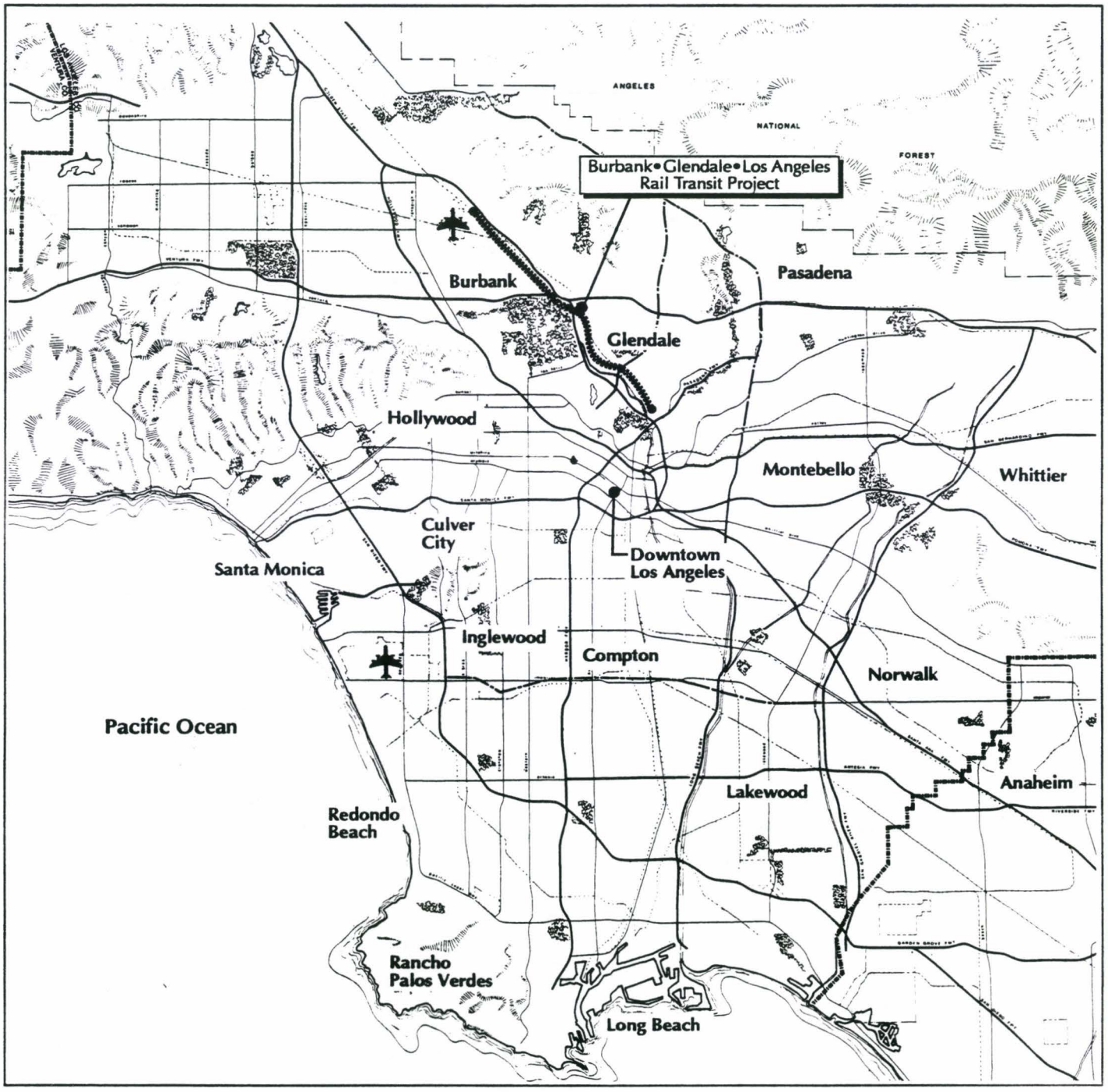
- Comments and recommendations received;
- Listing of public agencies, organizations, and private citizens commenting on the Draft EIR; and
- The lead agency's response to significant environmental points raised in the review and consultation process.

1.1.1 The Proposed Project

The FEIR provides a detailed description and analysis of the proposed rail transit project serving portions of the Cities of Burbank, Glendale, and Los Angeles (**Figure 1**). It identifies, describes, analyzes, and evaluates potentially significant environmental effects associated with the proposed project. In addition, the report provides specific measures to improve the project's environmental compatibility.

The proposed Burbank-Glendale-Los Angeles Rail Transit Project would be located along the Southern Pacific Transportation Corridor (SPTC) right-of-way from the Pasadena-Los Angeles Rail Line Junction to the vicinity of the Burbank-Glendale-Pasadena Airport at Hollywood Way. This proposed project forms a part of a larger regional transit system that would link activity centers within these cities with Metro Rail service in Downtown Los Angeles and beyond.

Because the Burbank-Glendale-Los Angeles Rail Transit Project may pose significant impacts to the environment, LACTC, as the lead agency for this project, directed that an Environmental Impact Report be prepared. In September 1991, LACTC performed an Initial Environmental Study which assisted in determining the environmental issues to be analyzed in this document. Following completion of the Initial Study, LACTC circulated a Notice of Preparation to all identified responsible agencies as well as distributing a project summary letter to the general public and those on the project mailing list. The Draft EIR was released for public review on June 24, 1992, with the official close of the 45-day public comment period on August 10, 1992.



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GRAPHICS BY GRUEN ASSOCIATES

BURBANK • GLENDALE • LOS ANGELES
RAIL TRANSIT PROJECT EIR

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 1
Regional Setting

1.1.2 Public Review of the Proposed Project

Public officials, affected agencies, and the general public had the opportunity for reviewing and commenting on the Draft EIR during the project's 45-day review period, established and administered by the State of California's Office of Planning and Research. During this review period, LACTC conducted individual public workshops and public hearings in the Cities of Burbank (July 23, 1992), Glendale (July 15, 1992), and Los Angeles (July 28, 1992). During the workshops, persons interested in understanding the specifics of the project met with staff to ask questions. The public hearing that followed the workshop provided a forum for taking public testimony concerning the proposed rail transit project and the EIR. The preparers of the Draft EIR are required to respond, in writing, to comments addressing the content on the Draft EIR received from both citizens and public agencies. The comments and the responses to comments are included in this Final EIR.

1.1.3 Permits and Approvals

In order to construct the proposed rail transit project, LACTC and other responsible agencies will be required to implement a number of discretionary actions. The following agencies may use this EIR as part of the process of issuing permits, approvals, or cooperative agreements required to construct the project:

- City of Burbank
- City of Glendale
- City of Los Angeles
- California Department of Transportation
- Public Utilities Commission
- Federal Railroads Administration
- South Coast Air Quality Management District
- Southern California Rapid Transit District
- California Regional Water Quality Control Board
- Los Angeles County Public Works Department
- Southern California Regional Rail Authority- Metrolink
- Amtrak

1.2 PROJECT ALTERNATIVES

As illustrated in **Table 1** on the following page, the preferred project alternative is an 11.9-mile light rail system that would provide transit service within the Southern Pacific Transportation Corridor (SPTC) from the vicinity of the Burbank-Glendale-Pasadena Airport to Pasadena-Los Angeles Rail Line Junction, with through service to Union Station in Downtown Los Angeles.

Table 1
Summary of Project Characteristics for the
Burbank-Glendale-Los Angeles Rail Transit Project

Characteristic	Description
ROUTE	
Length	11.9 miles from Burbank Airport to Pasadena Line Junction. 13.6 miles from Burbank Airport to Union Station.
Right-of-Way	Southern Pacific Transportation Corridor, utilizing LACTC's 40-foot transportation easement.
Environmental Documentation	Environmental review for the proposed rail transit project will cover issues related to the development of the alignment from the Pasadena-Los Angeles Rail Line Junction to the vicinity of the Burbank-Glendale-Pasadena Airport.
Description	The proposed project extends from the Burbank Airport to the Pasadena-Los Angeles rail line junction. Activity centers that could be served by the proposed rail alignment include the Burbank Airport, Burbank City Centre, Burbank Media District, Glendale Grand Central Industrial Business Park, Glendale Central Business District, Los Angeles Zoo, Gene Autry Western Heritage Museum, and the residential communities of Northwest Glendale, Atwater Village, Glassell Park, and Mount Washington.
STATIONS	
Total	10, all at-grade.
Park-&-Ride Facilities	7
Number of Parking Spaces	5,660
Joint Development Potential	5
OPERATIONS	
Average Weekday Trips (2010)	33,000 - 38,000
Train Type	Light Rail Technology: 19-vehicle fleet.
Maximum Train Speed	55 miles per hour, with an average train speed of 34 miles per hour from Burbank-Glendale-Pasadena Airport to Union Station.
Train Headways	Peak Hour: 6 to 10 minutes. Average: 10 to 15 minutes.
Travel Time: Burbank Airport to Glendale Transportation Center	Approximately 13 minutes.
Travel Time: Burbank Airport to Downtown Los Angeles	Approximately 23 minutes.

SOURCE: LACTC, Gruen Associates, Schimpeler-Corradino Associates, and Manuel Padron & Associates.

This alignment represents the end product of previously prepared rail planning studies that explored various alignment and transit mode alternatives.[1] For the purposes of studying project alternatives, Chapter 6.0 of this EIR explores the relative merits of four other potential project choices:

- No Project: No transit improvement to SPTC right-of-way.
- Alternative Alignments: Six alignments through the Glendale CBD.
- Alternative Modes: Commuter Rail, High Speed Rail, Magnetic Levitation (Maglev).
- Alternative Stations: Various station designs and locations throughout the route.

1.3 ENVIRONMENTAL IMPACT SUMMARY

Table 2 summarizes environmental impacts and mitigation measures for the proposed rail transit project. Impacts that would remain after mitigation are noted in the summary as "unavoidable adverse impact" if the project receives approval as proposed in this document.

1.4 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

Prior to the completion of the Draft EIR, environmental concerns were raised by both the community and affected agencies regarding the proposed project. The most frequently raised issues involve noise associated with the Blue Line air horn, safety and security, increased traffic volumes in nearby residential communities, and impacts on sensitive land uses in close proximity to the proposed rail alignment. These issues have been addressed in this EIR in the Noise, Public Services, Transportation and Circulation, and Land Use sections.

During the public comment period -- following closer scrutiny of the draft environmental document -- public agencies, organizations, and private citizens voiced their concerns regarding the project. The most prevalent concerns focused on the land acquisition and demolition of the Old Los Angeles City Jail Building; the proposed rail transit alignment's lack of direct service to Glendale's Central Business District; and the need for greater coordination with other plans and proposals for Taylor Yard. This Final EIR includes a chapter, Chapter 8.0: Public Review of the Draft Environmental Impact Report, that specifically addresses the comments, suggestions, and concerns brought forward during the public review process regarding these and other topics.

---

[1] City of Glendale and LACTC, *Glendale Corridor LRT Alignment Alternatives Study,* April 1990; LACTC, County of Los Angeles, City of Los Angeles, *Downtown Los Angeles to Sylmar/Santa Clarita Rail Transit Study* , November 1990.

Table 2
Summary of Environmental Impacts

Category	Environmental Impacts	Proposed Mitigation Measures
5.1 POPULATION AND HOUSING		
Residents and Housing Stock	• No direct impact since the proposed project does not displace existing population and housing stock. However, transit riders could experience safety concerns when coming in conflict with track or street crossings at station areas. • Residents could also experience impacts related to traffic, air quality, noise, and visual quality.	• Grade-separated accessways should be constructed at station areas when passengers come in conflict with unsafe track or street crossings. • Refer to Section 5.5 for noise-related mitigations.
5.2 LAND USE		
Compatibility with Local Plans and Existing Land Uses	• The alignment would be in close proximity to sensitive land uses. This could result in impacts related to pedestrian circulation, noise, air quality, and aesthetics. • Local planning documents governing the rail transit corridor generally identify the R.O.W. as quasi-public, light industry, or heavy industry. In the case of current plans and plans being prepared in the project study area, the proposed rail alignment would be compatible, and in many instances, support these planning efforts.	• In the environmental review process for the Multi-Modal Facilities planned in Burbank and Glendale, these jurisdictions should reference this EIR to be consistent with the proposed project and other local plans. • Coordinate project design through Taylor Yard with the outcome of other planning efforts, including the Taylor Yard Transit Development Study.
Land Acquisition	• **Unavoidable Adverse Impact.** Implementation of the proposed project would result in the taking of 22.4 acres on 12 parcels. 14 businesses and public uses totaling more than 91,000 square feet in building space would be taken. An estimated 143 employees would be displaced from their place of employment.	• Displaced businesses will receive fair relocation costs. • Joint development opportunities should be explored where businesses are displaced in order to provide opportunities for some businesses to remain in the existing area. • Because of special considerations, LACTC should work with the City and tenants of the City Jail Building to identify acceptable relocation alternatives within the area.
5.3 AIR QUALITY		
Local Area Impacts	• **Unavoidable Adverse Impact.** Of the six receptor locations studied, only one, at San Fernando Rd. near Sonora Ave., would not experience increased 1-hr. and 8-hr. carbon monoxide concentrations. Based on SCAQMD thresholds, the proposed project would have significant impact near the Pater Noster High School (now Ribet Academy) site.	• The proposed project shall comply with SCAQMD Rule 403. • In an effort to reduce air quality impacts related to increased concentrations of vehicles at rail transit stations areas and project-related construction impacts of dust and particulate matter, mitigation measures recommended by the SCAQMD should be implemented. These mitigations appear in greater detail in Section 5.3.
Regional Air Quality	• The project would have a beneficial effect on the region's air quality with a projected reduction in automobile-generated pollutants: Carbon monoxide: .24 tons/day Nitrogen oxide: .05 tons/day Organic gases: .02 tons/day Particulate matter: .01 tons/day	

Category	Environmental Impacts	Proposed Mitigation Measures
5.4 TRANSPORTATION AND CIRCULATION		
Region-wide Travel	• The project will have a beneficial impact on the region with a projected reduction in vehicle miles traveled (VMT) daily: VMT Reduction: 37,800 vehicle miles daily	
Intersections & Major Streets	• A significant impact assumes an increase in the intersection capacity utilization (ICU) of at least 0.020, with a final ICU of 0.900 or more. Implementation of the proposed project would impact these intersections: 1. Front Street and Burbank Blvd. (Burbank) 2. San Fernando Blvd. and Verdugo Ave. (Burbank) 3. San Fernando Road and Fairmont Ave. (Glendale) 4. San Fernando Road and Doran St. (Glendale) 5. San Fernando Road and Los Feliz Blvd. (Glendale) 6. Brand Blvd. and Los Feliz Blvd. (Glendale) 7. San Fernando Road and Brand Blvd. (Glendale) 8. San Fernando Road and Fletcher Dr. (LA) 9. San Fernando Road and northbound SR-2. (LA)	• Recommended mitigation measures for traffic impacts involve signal improvements, street widening, lane restriping, elimination of street parking, and in some instances, relocation of streetscape and public facilities. The mitigations for the impact intersections are discussed in greater detail in Section 5.4.
Delay and Queuing	• Delay and queuing at at-grade intersections could result in traffic impacts. However, the expected delay per vehicle (under 6.5 seconds) is not significant.	
5.5 NOISE		
Noise	• Noise produced by the existing Blue Line train air horn reaches noise levels of 105 dB. An electrical train horn is being proposed and would produce single event noise levels of 87 dB. • Implementation of the proposed project would result in increases in the noise environment ranging from 0.2 to 0.9 dB. The LRT CNEL near the residences adjacent to the rail line is 64.1 dB. According to the Draft FTA noise guidelines, this does not constitute a significant impact, since the ambient noise level is already 77 dB.	• Use lower sound level horns without compromising safety. The horn serves to warn pedestrians. Alternative warning devices for pedestrians should be explored. • Sensitive land uses adjacent or with no screening from the alignment should be buffered by means of berms, noise barriers, or other measures.
5.6 EARTH, WATER, AND RISK OF UPSET		
Geology	• The project is not expected to create geologic impacts in the East Valley and North Los Angeles region.	• None required.
Seismicity	• Although the project is located in an area with a number of active faults, the alignment is not exposed to greater seismic risk than other locations in Southern California.	• All structures should be constructed in anticipation of a major earthquake. • Soils testing should be conducted to determine potential risk of soil liquefaction or subsidence.

Category	Environmental Impacts	Proposed Mitigation Measures
5.6 EARTH, WATER, AND RISK OF UPSET (continued)		
Watercourses and Drainage	• The project would create temporary impacts related to the widening of the Arroyo Verdugo Wash bridge. Impacts could include disturbance in the wash bottom and minor increases in downstream sediment loads.	• None required.
Risk of Upset	• There may exist high traces of soil contamination, particularly at station locations with long histories of industrial use, and in and near Taylor Yard. The yard, however, is currently undergoing cleanup under the supervision of the California Environmental Protection Agency. All potentially contaminated sites within the construction zone should be addressed.	• Soils testing should be conducted to determine specific subsurface soil conditions. • Conduct detailed geotechnical studies of station areas to help determine potential for upset.
5.7 PUBLIC SERVICES		
Schools	• Fifteen schools are in close proximity to the rail line. Some of these campuses may experience impacts related to noise, traffic and pedestrian movement. • Safety problems could arise from persons walking to and from classes.	• LACTC safety criteria should be distributed to students and teachers. • Pedestrian areas should be clearly marked near the R.O.W. • Construction sequencing should be coordinated with local schools, buses, and carpools.
Police	• LACTC contracts with the L.A. County Sheriff's department to patrol trains, station platforms, and station areas. Existing Blue Line service experiences very little crime. Crimes committed typically include petty theft, fare evasion, and rule violations.	• Security measures should be incorporated into the physical design of rail-related facilities. • Transit District Police should consider the development of a centralized substation along the route to improve response times.
Fire	• Project development could create impacts related to fire flow, fire protection, emergency medical services, and increased false alarms. • Accessibility could also be impacted since the LRT operates on priority at at-grade intersections.	• Every effort will be made to mitigate impacts that affect a Fire Department's ability to provide emergency services with adequate response times.

Category	Environmental Impacts	Proposed Mitigation Measures
5.8 NATURAL AND RECREATIONAL RESOURCES		
Natural Resources	• Species of special interest that may be impacted by the project are the California Gnatcatcher and the Southwestern Pond Turtle. Both species have been sighted in the project study area and have suitable habitats in close proximity to the rail line. • Displaced plant life would include a variety of shrubs and trees. Most significantly impacted would be the Ornamental and Evergreen Pear trees located between Grandview Ave. and Colorado St. in Glendale which would be displaced by the project.	• During the construction phase, the lead agency will replace any natural habitat that it displaces. • When existing landscaping is removed, new landscaping shall be planted as established in a landscaping plan. The uprooted Pear trees should be boxed, maintained, and transplanted during the time of project construction.
Recreational Resources	• Impacts related to recreational facilities include noise and accessibility. Of the six parks identified within .25 miles of the alignment, only Pelanconi and Chevy Chase Parks may experience impacts related to noise.	• Refer to Section 5.5 for mitigations related to noise.
5.9 UTILITIES AND ENERGY		
Utilities	• Construction of the project would require the relocation of the following: SPTC Freight Rail alignment; Western Union Telegraph underground lines; MCI, US Sprint, AT&T fiber optic cables; and Southern California Edison electrical lines. • Within the City of Burbank, the LRT would pass over 17 City water mains and may created vertical loading impact. Corrosion caused by stray currents is also a concern.	• LACTC will work with Southern Pacific to relocate MCI, US Sprint, and AT&T fiber optic cables when these lines come in conflict with the LRT alignment. • Overhead electric line construction and underground electric systems shall meet the requirements of the PUC. • Utility pipes that may be endangered by project construction should be protected against vertical loading and impact.
Energy Consumption	• The project would consume: 14.4 million kWh/year at station areas. 15,000 kWh/day in rail usage.	• To further reduce energy demands, the proposed project should employ regenerative transit vehicle braking improvements, coordinate traffic and rail signalling, and implement Title 24 design features.
Energy Savings	• The project would have net beneficial effects on regional energy consumption through a reduction in vehicle miles traveled. This would save approximately 1,700 gallons of fuel per day.	
5.10 AESTHETICS		
Visual Quality	• Visual impacts would include: Removal of streetscape along SPTC R.O.W.; overhead catenary wires; and development of rail-related facilities (i.e., Burbank Airport Station pedestrian bridge).	• Replace streetscape along SPTC R.O.W. with new streetscape or other decorative feature. • Urban design standards shall be established in areas identified as having visually sensitive land uses. • Provide funding set-aside for public art in station areas.

Category	Environmental Impacts	Proposed Mitigation Measures
5.10 AESTHETICS (continued)		
Light and Glare	• Impacts would include lighting at station platforms and park-and-ride facilities, lighting from headlights from LRT, and potential glare from new structures.	• Station lighting should be designed to reduce spillover light and glare on adjacent sensitive land uses.
5.11 CULTURAL AND HISTORICAL RESOURCES		
Archaeology	• No significant cultural resources were directly encountered during field investigations. However, because the proposed rail corridor traverses an area of known historical developments, it may be possible that the corridor is burying or obscuring significant sites.	• A qualified archeological monitor should be in attendance during the initial phases of any land clearing in the course of project construction.
Historic Resources	• Unavoidable Adverse Impact. Under one alternative for the Pasadena Line Junction, the old City Jail Building would be taken and demolished in order to facilitate the development of the proposed alignment. Because it is eligible for local landmark status in the City of Los Angeles, its demolition constitutes a significant adverse impact to local historical resources. Please refer to Chapter 8.0 for a detailed comparative analysis of alternative Pasadena Line Junction alignments.	• If this alternative is chosen, an Historic Structures Report shall be prepared. This report will document the significance of the building and its physical conditions, both historic and current, through measured drawings, photographs, written data, and text.
5.12 CONSTRUCTION IMPACTS		
Project Construction	Unavoidable Adverse Impacts: Short-term. • Utility Relocation. The project would relocate the SPTC freight rail alignment; Western Union Telegraph underground lines; MCI, US Sprint, and AT&T fiber optic cables; and Southern California Edison electrical lines (refer to Section 5.9). The relocation of the freight rail alignment also impacts Commuter Rail Metrolink and Amtrak service. • Traffic. Implementation would create temporary lane closures at at-grade intersections, closure or rerouting of traffic at construction sites for new railroad bridges, and increased truck traffic generation at major station areas. • Noise and Air. The building of the alignment's bridges would create localized noise and dust impacts resulting from expanded construction period and heavier construction equipment.	• Formulate traffic control plans with responsible jurisdictions and Caltrans prior to start of construction. • Employ public information campaign to provide affected property owners with specific dates and locations where construction will take place. • Noise specifications for inclusion in construction documents shall comply with local ordinances. • Construction of the Verdugo Wash bridge should be undertaken during the dry season to ensure that no water in the drainage channel is exposed to construction-related dust impacts. • Coordinate construction to minimize impacts on passenger trains. • Refer to Section 5.12 for more detailed construction-relation mitigation measures that focus on air quality impacts.

CHAPTER 2.0
PROJECT OVERVIEW

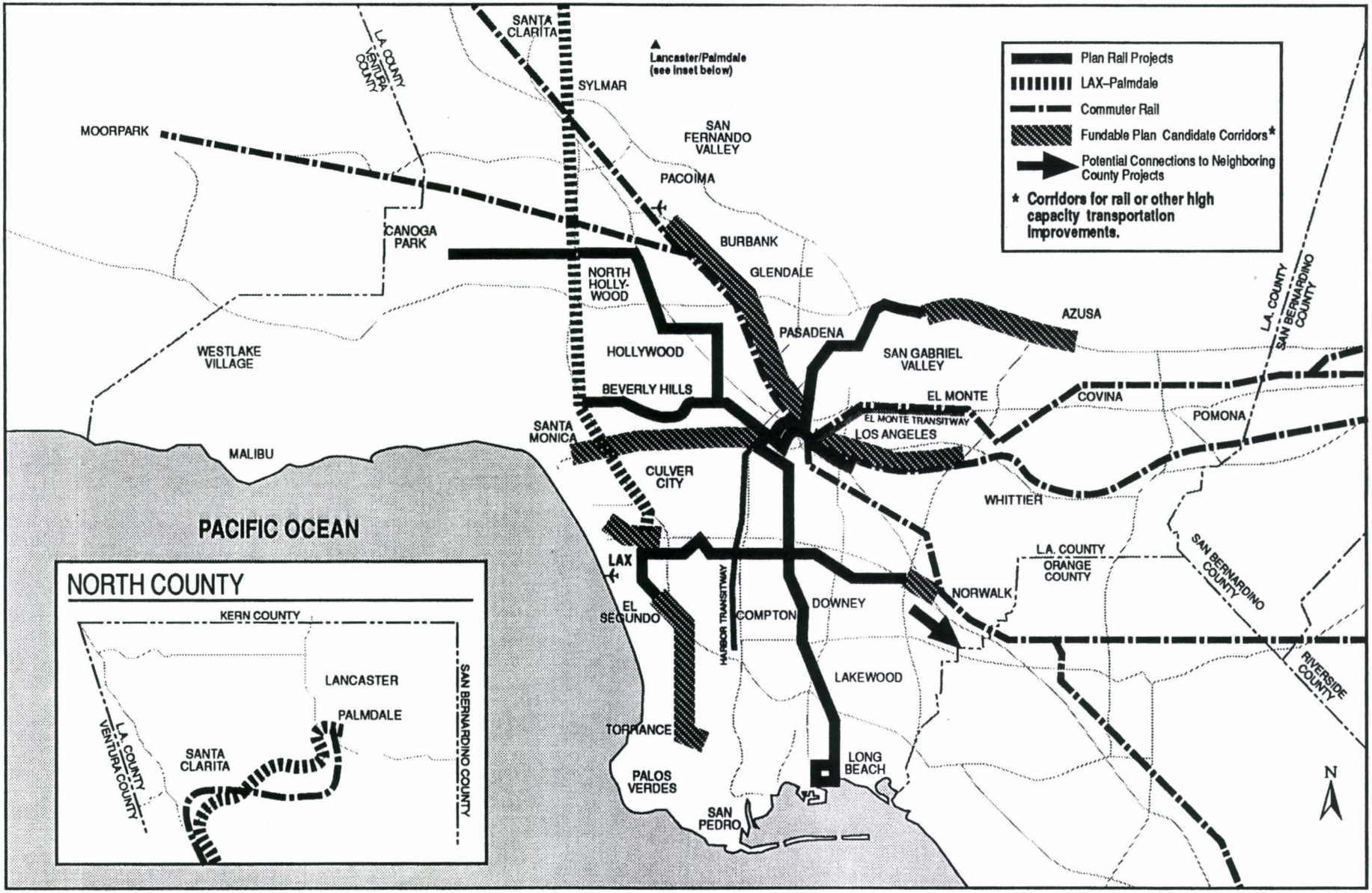
CHAPTER 2.0
PROJECT OVERVIEW

2.1 THE PROPOSED PROJECT

For the purposes of this environmental review, the proposed project refers to the Burbank-Glendale-Los Angeles rail line included as a candidate corridor in the Los Angeles County Transportation Commission's (LACTC) 30-year Integrated Transportation Plan. The project would comprise part of the County's 300-mile Metro Rail System (**Figure 2**), and would extend from the Pasadena-Los Angeles rail line junction in the City of Los Angeles to the vicinity of the Burbank-Glendale-Pasadena Airport in the City of Burbank. As illustrated in **Figure 3**, ten stations are currently planned along the 11.9-mile rail transit route.

The report is prepared by LACTC in conjunction with the Cities of Glendale, Burbank, and Los Angeles. The scope of work outlined for this rail alignment includes not only its environmental documentation, but also route refinement, engineering feasibility, and station site design analysis; this information appears under separate cover from this EIR. In addition to these documents, assessment of previously completed planning studies has assisted in guiding the planning and environmental review of the proposed project. These planning studies have been utilized to develop planning consistency between the Burbank-Glendale-Los Angeles Rail Transit Project and local transit-oriented planning efforts. Planning reports that have been evaluated are listed below:

- LACTC, County of Los Angeles, City of Los Angeles. *Downtown Los Angeles to Sylmar/Santa Clarita Rail Transit Study*. November 1990.
- Los Angeles County Public Works Department, LACTC. *Preliminary Feasibility Study for the San Joaquin Valley Line: Commuter Rail Service*. May 1988.
- City of Glendale, LACTC. *Glendale Corridor LRT Route Refinement Feasibility Study*. April 1990.
- City of Glendale. *Glendale Transportation Center Feasibility Study, Needs Assessment, and Master Plan*. December 1991.
- City of Burbank, County of Los Angeles. *Burbank Metrolink Monorail Feasibility Study*. September 1990.
- City of Burbank. *Burbank City Center Multi-Modal Transportation Facility Feasibility Study*. March 1991.

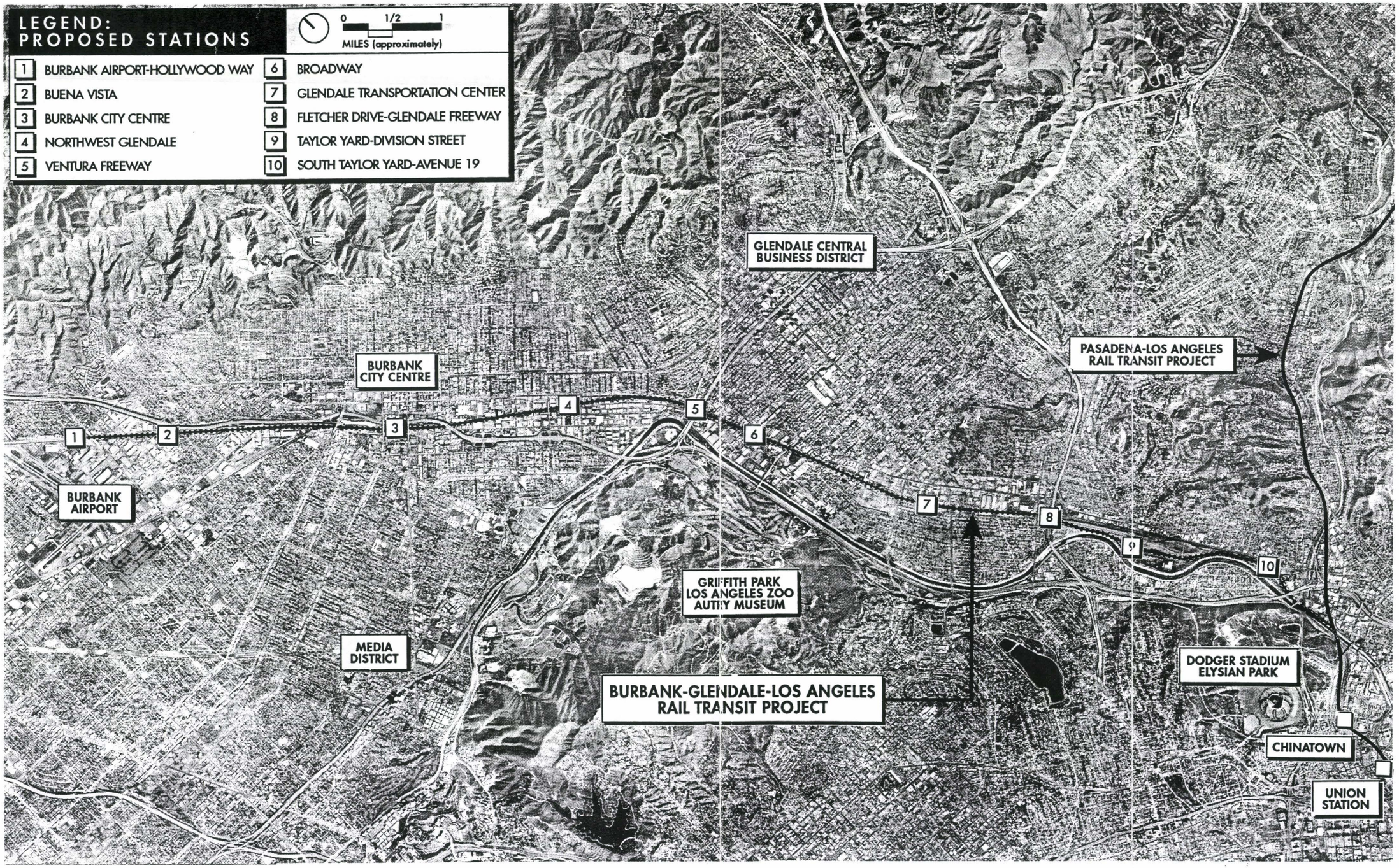


SOURCE: LACTC PROPOSED 30-YEAR INTEGRATED TRANSPORTATION PLAN, MARCH 1992.

GRAPHIC BY LACTC

BURBANK • GLENDALE • LOS ANGELES
RAIL TRANSIT PROJECT EIR
LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 2
Los Angeles Metro Rail
System 30-Year Plan



GRAPHICS BY GRUEN ASSOCIATES

FIGURE 3
Planning Context Map

2.2 PLANNING HISTORY

In November 1980, voters of the County of Los Angeles approved Proposition A. This initiative authorized LACTC to assess a County-wide half-cent sales tax to improve and expand the existing County public transit system, and to construct and operate a rail rapid transit network. As illustrated in **Figure 4**, a segment of the initial rail transit plan called for an extension of the system into Glendale and the East San Fernando Valley.

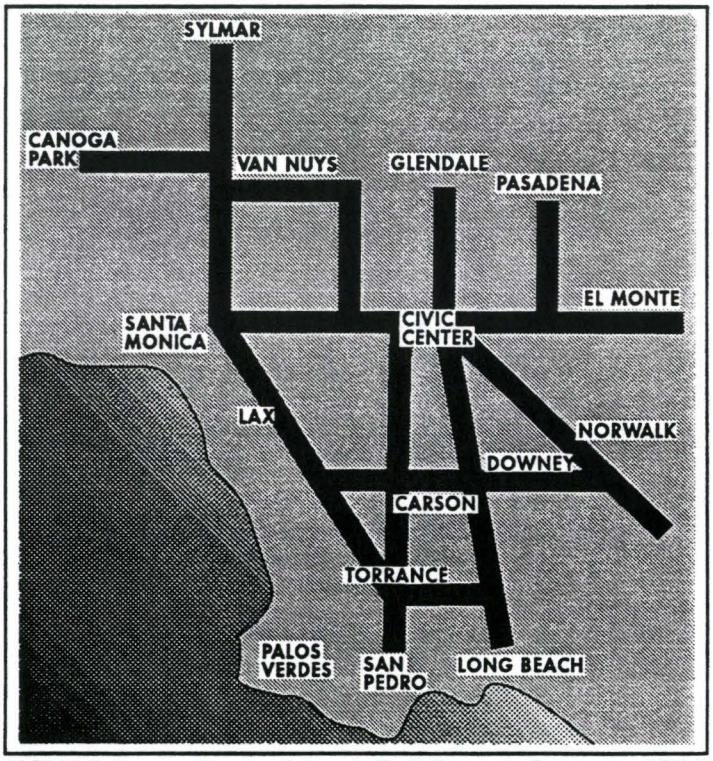


FIGURE 4 **Proposition A Rail Transit System- 1980**
SOURCE: "Prop A" Ballot Measure, Nov. 1980

In November 1990, County voters approved Proposition C, an additional half-cent sales tax, to further expand on the original Proposition A system and allow for the expedited construction of County-wide rail transit projects, as well as other transit improvements included in the Metro Transportation System. LACTC's 30-Year Rail System Plan was adopted in April 1992, and is illustrated in **Figure 2**.

With respect to the historic planning context of the project, the majority of the planning efforts that preceded the proposed route alignment have served as the basis for implementing the Burbank-Glendale-Los Angeles Rail Transit Project. The following discussion highlights the specific planning programs and alignment alternatives that have been studied along the SP corridor:

In 1988, the Glendale City Council requested that a feasibility study be conducted of the Los Angeles-Glendale Proposition A rail transit corridor. With 50 percent of the study funded by the City of Glendale, LACTC agreed to examine the potential for rail service to Glendale. In April 1990, the City, in conjunction with LACTC, completed the *Glendale Corridor LRT Route Refinement Feasibility Study*. The study assessed the feasibility of extending the regional rail transit system into Glendale and connecting the City to Downtown Los Angeles and other transportation modes along the corridor. The project examined a variety of alternative technologies and seven alignment alternatives that primarily utilized three north-south routes: 1) the Southern Pacific R.O.W., 2) Brand Boulevard, and 3) Central Avenue-Orange Street. The route descriptions and relative merits of each of these alternatives are summarized in **Table 3**.

Table 3
Comparative Summary of Los Angeles-Glendale Line Alignment Alternatives

ALTERNATIVE	ROUTE DESCRIPTION	ADVANTAGES	DISADVANTAGES
SOUTHERN PACIFIC RIGHT-OF-WAY	Travels along the SP R.O.W, paralleling San Fernando to the City limits in Northwest Glendale.	• Minimal Construction Impacts • Minimal Traffic Impacts • Minimal Aesthetic Impacts • Park and Ride Potential	• No direct access to CBD.
CENTRAL	Travels along the SP R.O.W to the GTC. From GTC, follows Cerritos and San Fernando, then north to Central. Terminates at Glenoaks.	• Direct access to CBD	• Significant Traffic Impacts • Loss of Traffic/Parking Lanes • Loss of Streetscape
BRAND-GLENOAKS	Travels along the SP R.O.W to the GTC. From GTC, follows Cerritos to Brand. Proceeds north on Brand to Glenoaks. West on Glenoaks, and south on Grandview. Terminates at San Fernando.	• Direct access to CBD	• Significant Traffic Impacts • Significant Streetscape Impacts • Significant Construction Impacts • Loss of Traffic Lanes and Visual Quality
BRAND-BROADWAY-SP	Travels along the SP R.O.W to the GTC. From GTC, follows Cerritos to Brand, then west on Broadway to San Fernando Road. Proceeds north on SP R.O.W. to Milford.	• Direct access to CBD • Park and Ride Potential	• Significant Traffic Impacts • Significant Streetscape Impacts • Significant Construction Impacts • Loss of Traffic & Parking Lanes
COLORADO-BROADWAY	Travels along the SP R.O.W to the GTC. From GTC, follows Cerritos to Brand, then east on Colorado, north on Eagledale, west on Broadway, and south on Brand. Loop system.	• Direct access to CBD • Direct access to City Hall	• Significant Traffic Impacts • Significant Streetscape Impacts • Significant Construction Impacts • Loss of Traffic & Parking Lanes
CENTRAL-ORANGE	Travels along the SP R.O.W to the GTC. From GTC, follows Cerritos Avenue and San Fernando Road to Central Avenue, then east on Harvard, north on Orange, west on Doran, north on Central. Proceeds west on south side of Ventura Freeway to San Fernando.	• Direct access to CBD	• Significant Traffic Impacts • Loss of Traffic/Parking Lanes • Loss of Streetscape
BRAND-ORANGE	Same as Brand-Glenoaks Option. Travels north on Orange from Harvard to Doran.	• Direct access to CBD	• Significant Traffic Impacts • Significant Streetscape Impacts • Significant Construction Impacts • Loss of Traffic & Parking Lanes

*** NOTE: GTC = Glendale Transportation Center
CBD = Glendale Central Business and Financial District

SOURCE: City of Glendale, LACTC. *Glendale Corridor LRT Route Refinement Feasibility Study*, April 1990.

Serving as the definitive study for refining the project's route alignment through the City of Glendale, the Feasibility Study concluded that there would be major impacts related to each alignment alternative. If the LRT was to be connected to the Central Business District via an at-grade configuration, the project would create major traffic and circulation impacts. If the alignment were aerial or subway, it would result in significant aesthetic and cost impacts. In an effort to minimize the project's effects on the environment, the study recommended that the Southern Pacific right-of-way should be selected as the preferred route for the following reasons: 1) it would utilize an existing transportation corridor, 2) it could be connected to the CBD with a local circulator system, and 3) it would minimize impacts related to traffic, circulation, construction, and visual quality.

While the City of Glendale and LACTC conducted this analysis to determine a LRT route through Glendale, other planning studies were also being prepared. In the Summer and Fall of 1990, LACTC -- in conjunction with the City and County of Los Angeles -- prepared the *Downtown Los Angeles to Sylmar/Santa Clarita Rail Transit Study* (**Figure 5**). Like the Glendale LRT route study, this project examined the potential of using the Southern Pacific right-of-way as a rail transit corridor. The study assessed the engineering and planning feasibility of LRT and high-speed passenger rail service from the Los Angeles Union Passenger Terminal (LAUPT) in Downtown Los Angeles to Sylmar, with commuter rail service extending into Santa Clarita. Alternative transit modes evaluated included LRT, Commuter Rail, High-Speed Rail, and Magnetic Levitation Systems (Maglev).

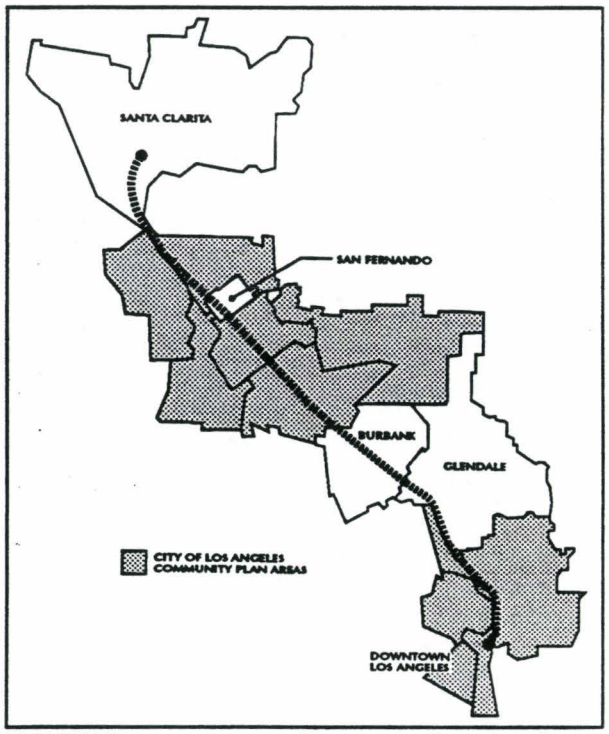


FIGURE 5 **Downtown Los Angeles to Sylmar/Santa Clarita Rail Transit Study Corridor**
SOURCE: LACTC, November 1990

Encompassing 22 miles from the LAUPT to the City of Santa Clarita, the project analyzed 17 Light Rail stations, 5 Commuter Rail stations, and 3 High-Speed Rail/Maglev stations. With respect to the 11.9-mile Burbank-Glendale-Los Angeles Rail Transit Project, the analysis and findings from this Downtown Los Angeles to Sylmar/Santa Clarita study served as the basis for defining the Burbank Extension alignment to Hollywood Way. In addition, it identified eight of the ten station locations: City of Burbank- 1) Hollywood Way-Burbank Airport, 2) Buena Vista, 3) Burbank City Centre; City of Glendale- 4) Northwest Glendale, 5) Ventura Freeway, 6) Colorado-Broadway, 7) Glendale Transportation Center; and City of Los Angeles- 8) Glendale Freeway-Fletcher Drive. Only station platforms planned for Taylor Yard Station and Lawry's California Center south of Avenue 26 were not included in this preliminary rail transit study.

In addition to these two route alignment feasibility studies, the Cities of Burbank and Glendale have also prepared site plans for multi-modal transportation facilities which would utilize the sites of their existing old rail depots. These plans propose transportation hubs within each city that would connect local circulator systems to the regional transportation network.

In September 1990, the City of Burbank completed its *Burbank Metrolink Monorail Feasibility Study*. Because the City has three commercially- and geographically-distinct areas, this study examined the potential of linking the City's three redevelopment areas via an intracity monorail system (**Figure 6**). At full buildout, the 13.5-mile loop system would link the City's Media District, City Centre, and Airport area. The monorail loop could also potentially connect to regional transportation systems via rider interception at multi-modal stations and parking reservoirs. The key station being planned by the City is the Burbank Multi-Modal Transportation Facility, a transfer station and parking reservoir that would interface with the Burbank-Glendale-Los Angeles Rail Transit Project and Commuter Rail Metrolink at the old rail depot site.

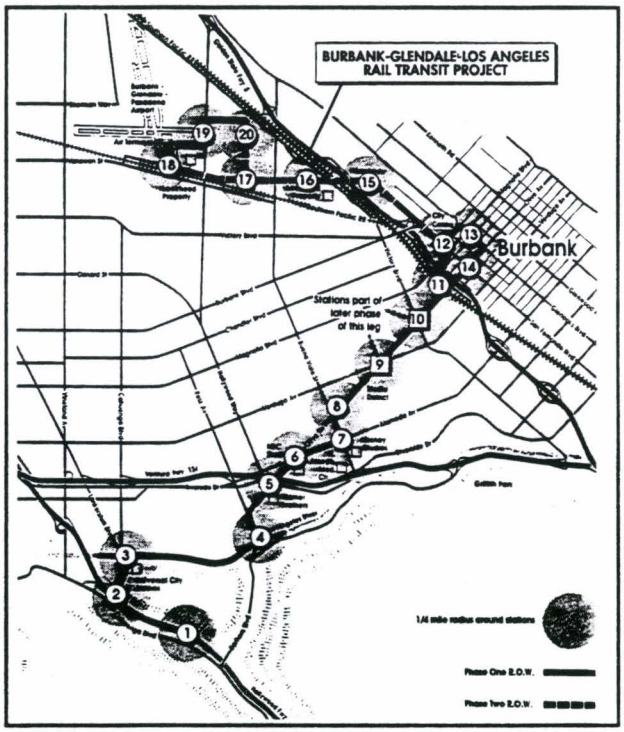


FIGURE 6 **Proposed Burbank Monorail System**
SOURCE: City of Burbank, September 1990.

In March 1991, Burbank completed its Multi-Modal Feasibility Study for the Burbank City Center Transportation Facility. The study developed and evaluated three alternative site concepts. The final recommendation promoted a scheme which consisted of a rail station and parking facilities at the old rail depot site; an off-street bus transfer facility across I-5 in the block bounded by First Street, Orange Grove Avenue, Palm Avenue, and the Freeway; and a pedestrian bridge crossing over the Golden State Freeway (I-5) linking the rail and bus facilities. Although the recommended design concept does not reflect the integration of a monorail, revisions to the site design could be made at a later date to accommodate such a system.

In the Summer and Fall of 1991, the City of Glendale conducted a needs assessment and feasibility study that examined the potential for transforming the City's existing Amtrak Station site into a Transportation Center. Similar to the multi-modal facility planned by the City of Burbank, the GRA's Transportation Center Master Plan proposes to create a transit hub that brings together the City's existing and planned transit modes. The project's conceptual site plan consists of renovation of the Old Rail Depot; development of a pedestrian promenade; construction of a new parking structure; and provision of bus and shuttle bay terminals. The transit modes that the City of Glendale plans on integrating at the Transportation Center include

the Burbank-Glendale-Los Angeles LRT, Commuter Rail Metrolink, Amtrak Train Service, Glendale Bee Line, Southern California RTD Bus Service, and Greyhound Bus Service.

2.3 PROJECT PURPOSE

Based on these previous studies, LACTC and the Cities of Glendale and Burbank agreed to further evaluate the merits of the proposed Burbank-Glendale-Los Angeles Rail Transit Project in order to bring the project closer to implementation. In an effort to pool the rail transit planning efforts of these various jurisdictions, LACTC (serving as the lead agency) and the Cities of Glendale and Burbank commissioned the preparation of this Environmental Impact Report in July 1991 to study a light rail alignment that would operate as a branch of the Pasadena to Los Angeles Rail Transit Project. For the purposes of the CEQA process, the study corridor will begin at the junction of the Pasadena-Los Angeles rail line and continue to Hollywood Way at the Burbank Airport. Although the overriding goal of this project is to evaluate and refine a rail transit route that ensures the improvement of overall public transit and minimizes the impacts on the environment, the proposed project also aims to achieve the following purposes:

- **To carry out the public mandate for the construction of a County-wide rail transit system expressed by the voters in 1980 (Proposition A) and 1990 (Proposition C).** Planning policies were reinforced when Los Angeles County voters passed Proposition A in November 1980 and Proposition C in 1990. Each of these propositions added a half cent to the County sales tax to provide, in part, local funding for a County-wide rail rapid transit network. An extension of a rail transit line into Glendale and the East Valley represents one of the many integral components of this system. Implementation of the proposed project can be considered a direct response to the voter mandate for such a system.

- **To provide an alternative mode of transportation, and help control the growth of traffic congestion in the East Valley region.** The Southern California Rapid Transit District (SCRTD) operates one of the largest bus fleets in the nation carrying over 1.5 million passengers daily. Nonetheless, more than 95% of the region's residents continue to rely almost exclusively on the automobile for transportation. The introduction of a regional rail transit system integrated with other public transit facilities is intended to provide an efficient, cost effective and reliable alternative form of transportation, thus decreasing the heavy reliance on the automobile for movement and better serving the needs of transit dependent residents.

  Transportation modeling forecasts performed for the region indicate that problems associated with vehicular movement can be expected to increase substantially by the year 2010. SCAG estimates that average rush hour travel speeds will drop from the current 37 miles per hour to 17 miles per hour by the year 2000. Regional rail transit, in conjunction with other measures, can aid in reducing these levels of congestion.

- **To connect the East Valley's major activity centers to other parts of the Southern California region.** Based on projections by the Southern California Association of Governments (SCAG), the East Valley is expected to experience significant increases in its population and employment base in the next 20 years. As such, its major economic activity centers such as the Glendale Central Business District, Glendale Civic Center, Burbank-Glendale-Pasadena Airport, Burbank Media District, and Burbank City Center may become more prominent destination points for Southern California residents. Implementation of the proposed light rail alignment, in coordination with planned and existing local circulator systems, would facilitate access to these major centers. In addition, the proposed project also has the opportunity of providing weekend service to some of the area's entertainment centers like the Burbank movie and television studios, Los Angeles Zoo, Gene Autry Western Heritage Museum, Griffith Park, and Dodger Stadium.

CHAPTER 3.0
PROJECT DESCRIPTION

CHAPTER 3.0
PROJECT DESCRIPTION

The 11.9-mile Burbank-Glendale-Los Angeles Light Rail Route Corridor study area extends from the Pasadena-Los Angeles rail line junction to Hollywood Way near the Burbank-Glendale-Pasadena Airport (Burbank Airport), via the Southern Pacific Transportation Corridor (SPTC) right-of-way. Rail service along this alignment would serve the Cities of Glendale and Burbank, as well as the Sun Valley and Northeast communities of the City of Los Angeles. Presently, Southern Pacific utilizes the railroad for freight transportation to Saugus and Northern California; and Amtrak uses the corridor for passenger service from the Los Angeles Union Passenger Terminal (LAUPT) through Glendale, Burbank, and Van Nuys to Santa Barbara and Northern California. In October 1992, Metrolink commuter rail trains will commence service in this corridor, with trains from Moorpark and Santa Clarita to the LAUPT.

3.1 RAIL TECHNOLOGY

The rail technology to be utilized for the proposed alignment would be similar to the vehicles currently being operated on the Long Beach to Los Angeles light rail transit line. The individual rail cars are made of welded steel, span 90 feet in length, stand 11 feet 6 inches in height, and stretch nearly 9 feet in width. Power for the vehicles would be provided by two 195 horsepower DC electric motors. A photo of a typical Blue Line Light Rail train vehicle in operation is illustrated in **Figure 7**.



FIGURE 7 **Blue Line Train Vehicle**

The 2-car train vehicles are articulated with an accordion connection. Four double-ended doors on each side provide access to and from high level platforms into the cars to avoid steps between platform and vehicle. Each car provides 76 seats, with two seats located at each end of the car

that can be folded up to provide space for one wheelchair passenger. The maximum capacity is 237 passengers (76 seated, 161 standing). At full capacity, the vehicle weighs 131,000 pounds; when empty, it weighs 94,000 pounds. With an acceleration rate of 3 mph per second, the Blue Line trains can achieve a maximum speed of 55 miles per hour (mph).

The proposed project would function as a branch of the adopted Pasadena-Los Angeles project, which will also utilize equipment similar to that of the Blue Line. Thus, trains on the Burbank-Glendale-Los Angeles rail line will continue south on the Pasadena-Los Angeles line, providing direct service to Chinatown and Union Station. Rail cars used on the proposed alignment also will be stored and maintained at the maintenance facility for the Pasadena-Los Angeles line.

3.2 RAIL TRANSIT STATIONS

Conceptual station site plans have been developed for the Burbank-Glendale-Los Angeles Rail Transit Project in an effort to facilitate pedestrian entrance to station locations, and to provide direct access from major arterials to the SPTC right-of-way. Station site planning has focused on emphasizing existing centers such as the Burbank Central Business District and Atwater Village, as well as reinforcing planned activity centers like the Golden State Redevelopment Area, Glendale Transportation Center and Taylor Yard. The selection of station sites has also been influenced by the need to minimize property takings, to utilize available properties such as existing rail depot sites and obtainable publicly-owned land, and to select sites with possible joint development potential.

Key land use factors used in evaluating potential station parking sites included:

- Compatibility of potential station locations with adjacent and prevailing land uses.
- Types and intensity of residential, commercial, and industrial activity.
- Availability of underdeveloped land adjacent to the proposed route alignment.
- Identification of properties exhibiting the potential for future joint development.
- Potential right-of-way and site acquisition needs.
- Existing improvements which could affect site development: i.e., drainage channels, informal use of vacant land, and planned traffic and transportation improvements.

With respect to parking and circulation considerations, the following factors were considered in the evaluation of potential parking sites:

Vehicle Orientation

- Safety of entry and exit locations.
- Visibility of the site from adjacent streets.
- Traffic control through traffic signals or stop signs.
- Turning movements, including left-turn pockets and turns in the vicinity of other adjacent intersections and driveways.
- Existing observed levels of traffic congestion.

- Provisions for multiple access points to the site.
- Number of potential parking spaces.
- Potential for future site expansion/availability of alternate site locations.

Pedestrian Orientation

- Levels of existing pedestrian activity.
- Ease and safety of pedestrian access.
- Concerns related to pedestrian track crossings.
- Passenger interchange at multi-modal facilities.

The Burbank-Glendale-Los Angeles light rail alignment would share the 100-foot SPTC right-of-way with Commuter Rail Metrolink trains, Amtrak, and Southern Pacific freight cars. Two sets of tracks, one for the LRT and one for heavy rail trains, would be located within the right-of-way from Hollywood Way at the Burbank Airport through Taylor Yard. Although each of the ten at-grade station platforms would incorporate a center-loading design, the desire to utilize the best available site for park-and-ride facilities, the placement of these facilities on both the east and west side of the alignment, and the need to accommodate pedestrian access has resulted in the conception of site plans that address the particular needs and concerns at each station location.

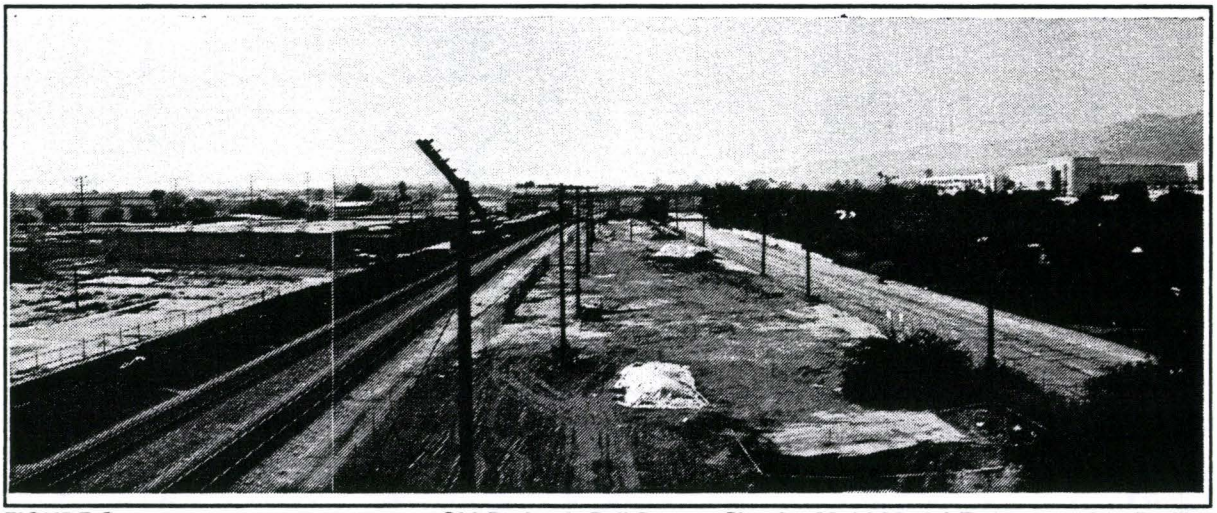


FIGURE 8 **Old Burbank Rail Depot: Site for Multi-Modal Transportation Facility**

The issue of access to station platforms is an important consideration at modal transfer stations where transit riders would change from automobiles, buses, or shuttles to rail transit vehicles. At stations with park-and-ride and kiss-and-ride facilities, structure and surface parking has been located as close as possible to the platforms. Pedestrian access from the parking areas to the platform was planned to be as direct as possible. However, because some station areas such as the Burbank City Centre (**Figure 8**) require the crossing of rail tracks, pedestrian bridges,

underpasses, or elongated ramps would be required to access LRT station platforms. In the case of the Burbank City Centre and Glendale Transportation Center stations, these improvements would be required to facilitate access to center-loading Commuter Rail and Amtrak platforms.

As shown in **Table 4 and Figures 9-18**, the Burbank-Glendale-Los Angeles Rail Transit Project would have 10 at-grade transit stations. At full buildout, the proposed project would provide nearly 5,700 parking spaces at seven park-and-ride facilities. Because of the size and scope of the multi-modal transportation facilities planned for the Glendale Transportation Center and Burbank City Centre stations, individual site-specific project EIRs will be prepared for these facilities by their respective jurisdictions. As such, the Burbank-Glendale-Los Angeles Rail Transit Project EIR will only be responsible for environmentally clearing station platforms, track alignment, and light rail parking for the station areas depicted in **Table 4.** In addition to this description, specific comments and responses to the Draft EIR have been included in the narrative summary for each station site.

Table 4
Station Parking

STATION AREA	STATION/PARKING LOCATION	INITIAL PHASE PARKING	TOTAL PARKING
BURBANK AIRPORT-HOLLYWOOD WAY	Platform: North of Hollywood Way Parking: Northwest corner of San Fernando Boulevard and Hollywood Way	530	1,500
BUENA VISTA	Platform: North of Buena Vista Street Parking: Caltrans property located below Interstate 5	60	60
BURBANK CITY CENTRE	Platform: Centered between Magnolia and Olive Parking: Front Street Depot site.	300*	1,300
NORTHWEST GLENDALE	Platform: Between Grandview and Sonora Parking: None	0	0
VENTURA FREEWAY	Platform: South of Doran Street Parking: Southeast corner of Doran and San Fernando	250	500
BROADWAY	Platform: South of Broadway Parking: None	0	0
GLENDALE TRANSPORTATION CENTER	Platform: South of Old Rail Depot Parking: North of Old Rail Depot	900*	1,500
GLENDALE FREEWAY-FLETCHER DRIVE	Platform: Above Fletcher Drive underpass or south of SR-2 Parking: West of Van de Kamp's building or Hughes Market	500	500
TAYLOR YARD: DIVISION STREET	Platform: North of planned access road or LACTC property Parking: East of station platform or LACTC property	300	300
SOUTH TAYLOR YARD: AVENUE 19	Platform: Adjacent to San Fernando Road, south of Avenue 26 and Lawry's California Center Parking: None	0	0
TOTALS		**2,840**	**5,660**

* Separate site-specific project EIRs will be completed independently for these station sites by the governing jurisdiction.

DESCRIPTION OF

PROPOSED STATION AREAS
AND
STATION SITE PLANS

Burbank Airport • Hollywood Way

Buena Vista

Burbank City Centre

Northwest Glendale

Ventura Freeway

Broadway

Glendale Transportation Center

Glendale Freeway • Fletcher Drive

Taylor Yard

Avenue 19

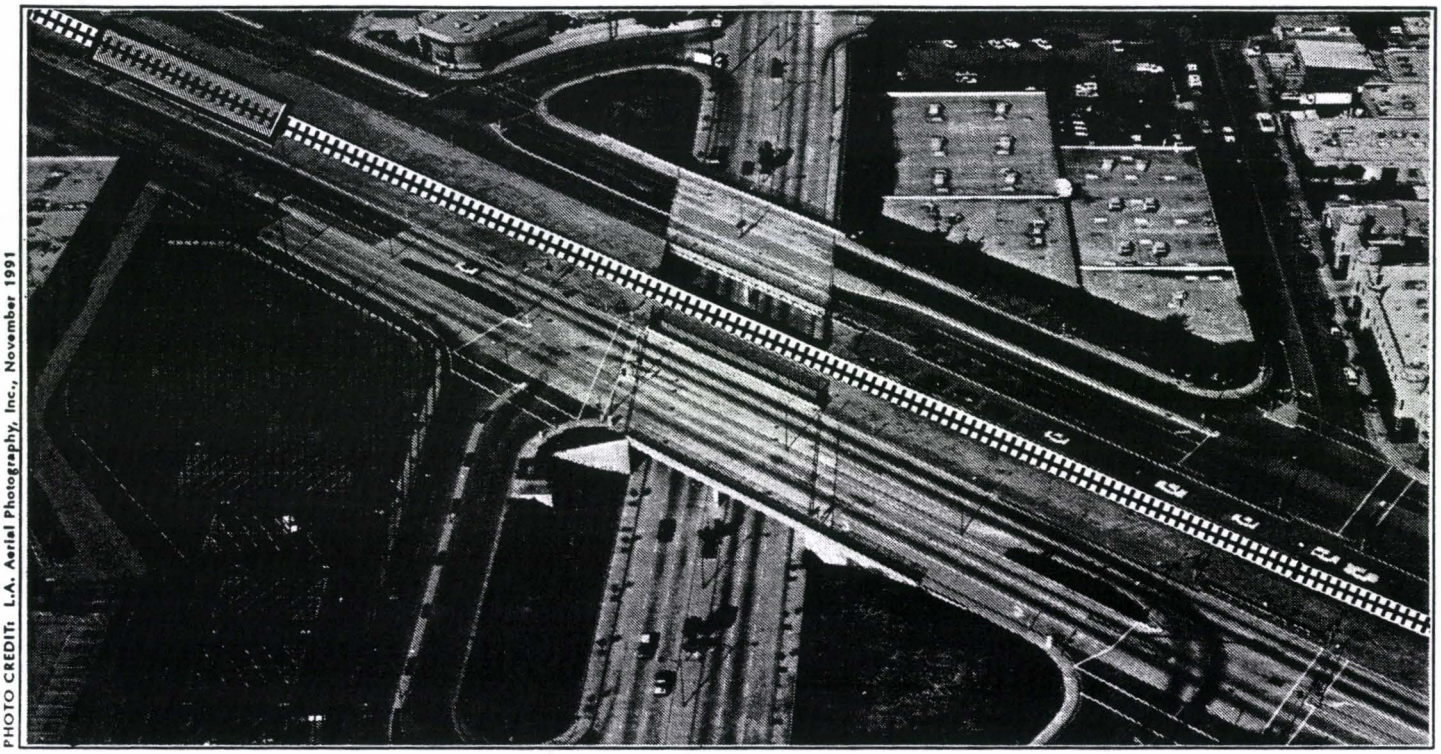
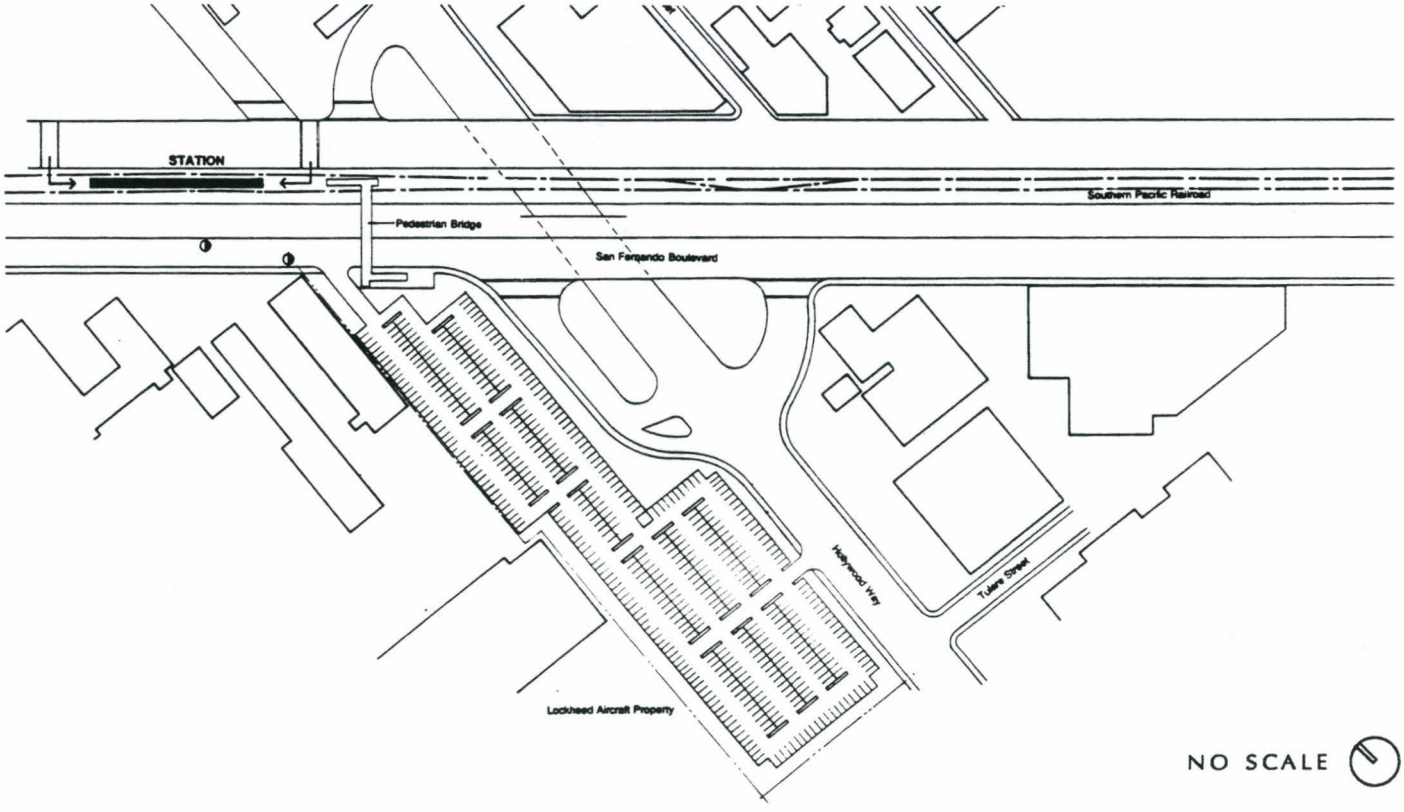


PHOTO CREDIT: L.A. Aerial Photography, Inc., November 1991

View looking northeast toward the intersection of Hollywood Way and San Fernando Boulevard. Because the grade-separated intersection represents the primary capture point for commuters arriving from points farther north, a total of 1,500 parking spaces are planned at this location.



GRAPHICS BY GRUEN ASSOCIATES

FIGURE 9
Burbank Airport - Hollywood Way
Station Area

BURBANK AIRPORT-HOLLYWOOD WAY STATION

Location: Hollywood Way at San Fernando Boulevard, adjacent to Burbank Airport.

Parking: 530 planned during initial phase, with 1,500 spaces at total buildout.

Potential Service: While the proposed station can be expected to serve airport patrons with origins or destinations in Downtown Los Angeles and other points reachable via the emerging regional rail system, the station site is envisioned as serving regional and local commuters. As evidenced by the size of the facility, the station location has been selected and designed to primarily serve as the principal park-and-ride facility for commuters travelling from points further north in the San Fernando Valley and Santa Clarita area, while also serving the adjacent residential neighborhoods in the Cities of Burbank and Los Angeles.

• • •

Draft EIR Comments: During the public review of the Draft EIR, various respondents raised questions regarding the relationship between the proposed rail transit project and the Burbank-Glendale-Pasadena Airport Authority's proposed Land Acquisition and Replacement Terminal Project (June 1992). The primary points of concern focused on the potential of the rail line to increase use of the airport, thus increasing environmental impact, such as noise, to the surrounding communities.

Response: The station was located to serve both the Burbank-Glendale-Pasadena Airport and points farther north in the East Valley area. If the new terminal is constructed, the proposed rail line would provide additional ground transport capacity to the airport. This benefit to ground access would occur regardless of whether the Airport Authority's proposed Land Acquisition and Replacement Terminal Project is implemented.

Section 7.1 discusses in more detail the potential for growth-inducing effects on the Burbank-Glendale-Pasadena Airport.

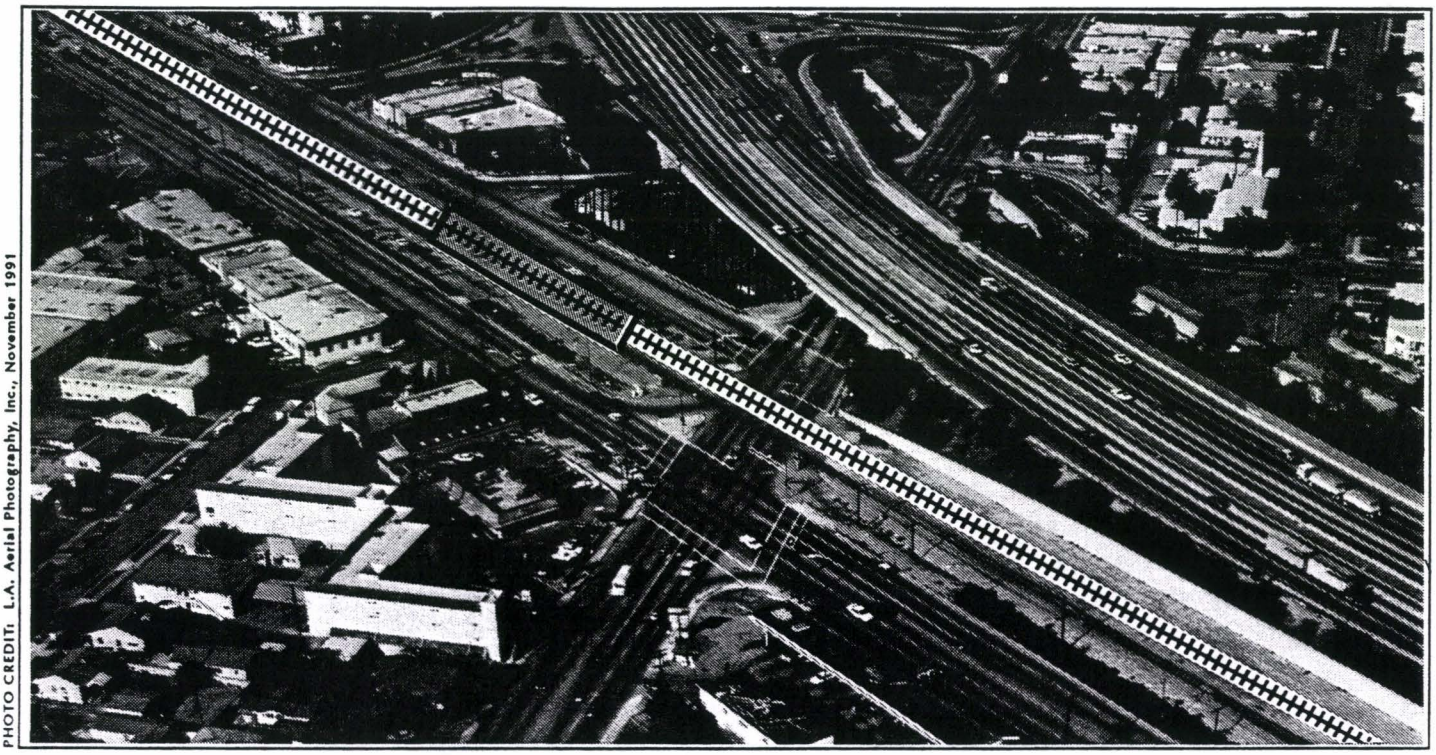
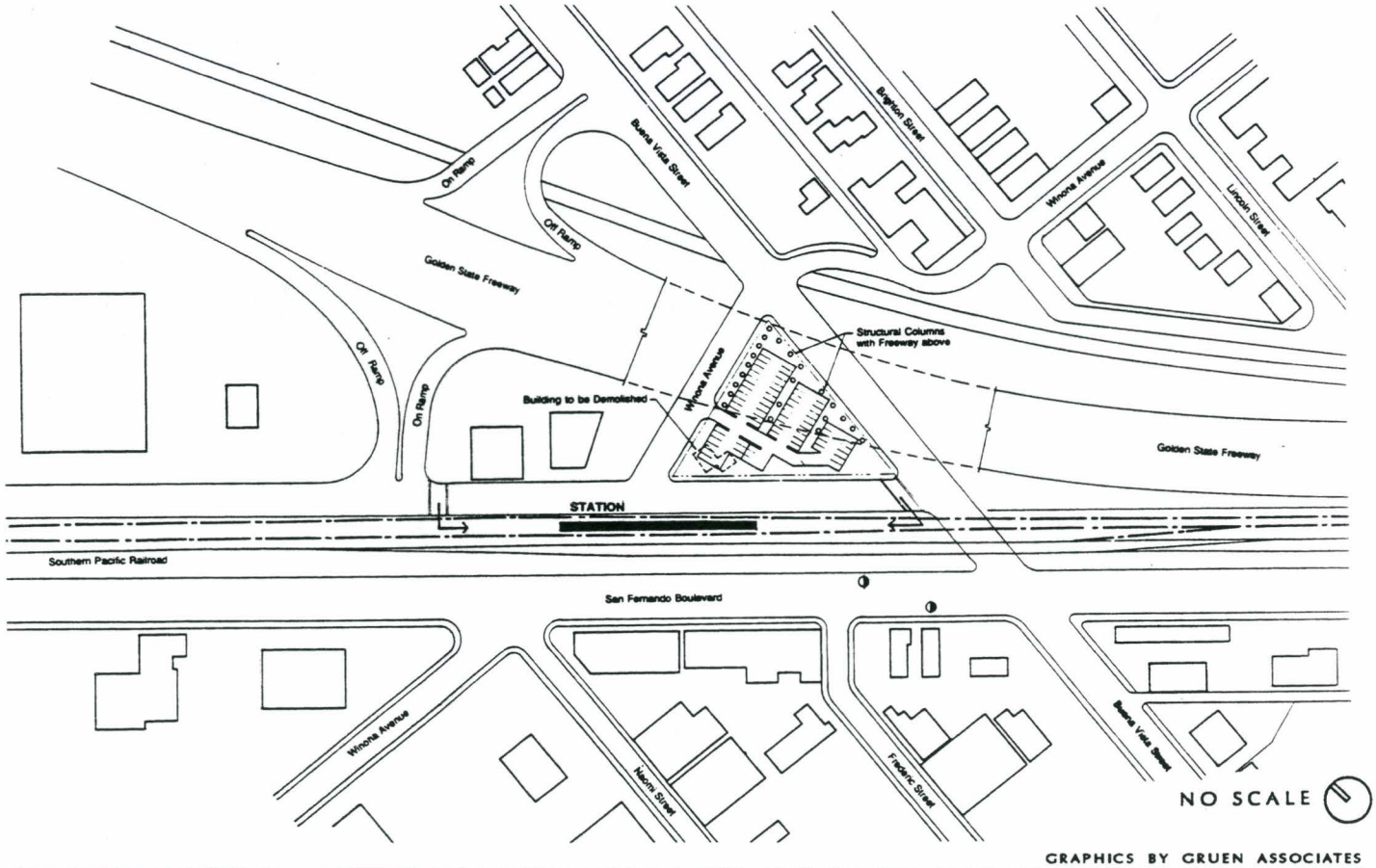


PHOTO CREDIT: L.A. Aerial Photography, Inc., November 1991

View looking northeast at the intersection of Buena Vista Street and San Fernando Boulevard. The land uses surrounding this area are comprised of a mix of single-family, multi-family, and commercial uses. Station parking would be provided on the site currently utilized by Caltrans as a maintenance yard.



GRAPHICS BY GRUEN ASSOCIATES

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RAIL TRANSIT PROJECT EIR

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 10
Buena Vista
Station Area

BUENA VISTA STATION

Location: Buena Vista Street and San Fernando Boulevard, Caltrans Maintenance Yard.

Parking: 60 parking spaces.

Potential Service: The Buena Vista station would primarily serve the residential communities located on both the east and west sides of the Golden State Freeway (I-5). In addition to potential pedestrian and kiss-and-ride passengers, a small park-and-ride facility is planned on the site of the Caltrans Maintenance Yard located below the freeway. This facility would serve residents too far to walk to the station, and commuters who may bypass the Burbank Airport-Hollywood Way station facility.

• • •

Draft EIR Comments: A number of respondents questioned the need for a station at Buena Vista Street. Caltrans indicated that the proposed utilization of their maintenance facility below the Golden State Freeway would be unacceptable. In their response to the Draft EIR, Caltrans stated that it does not plan to lease any of the property to LACTC for use as a surface park-and-ride lot.

Response: The area surrounding the proposed station site is largely built out, consisting predominately of vehicle-oriented commercial and heavy manufacturing uses. In order to develop an effective park-and-ride facility, various sites were evaluated based upon their pedestrian and vehicular access, safety considerations, and site planning feasibility. Based on this criteria, the Caltrans maintenance yard represents the most viable site for a park-and-ride facility. If an agreement cannot be reached between Caltrans and LACTC, the Buena Vista station will not include a surface park-and-ride lot and will principally serve as a local station serving nearby residential communities.

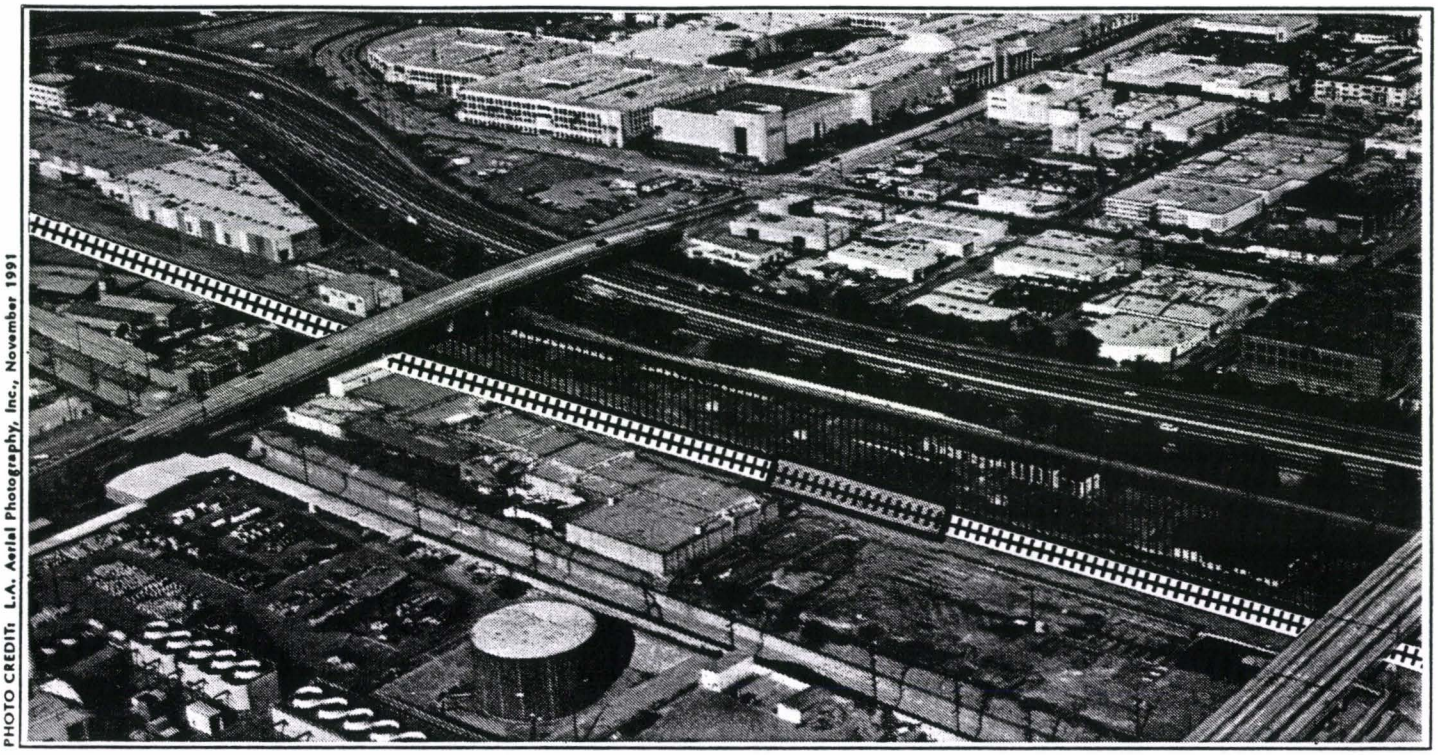
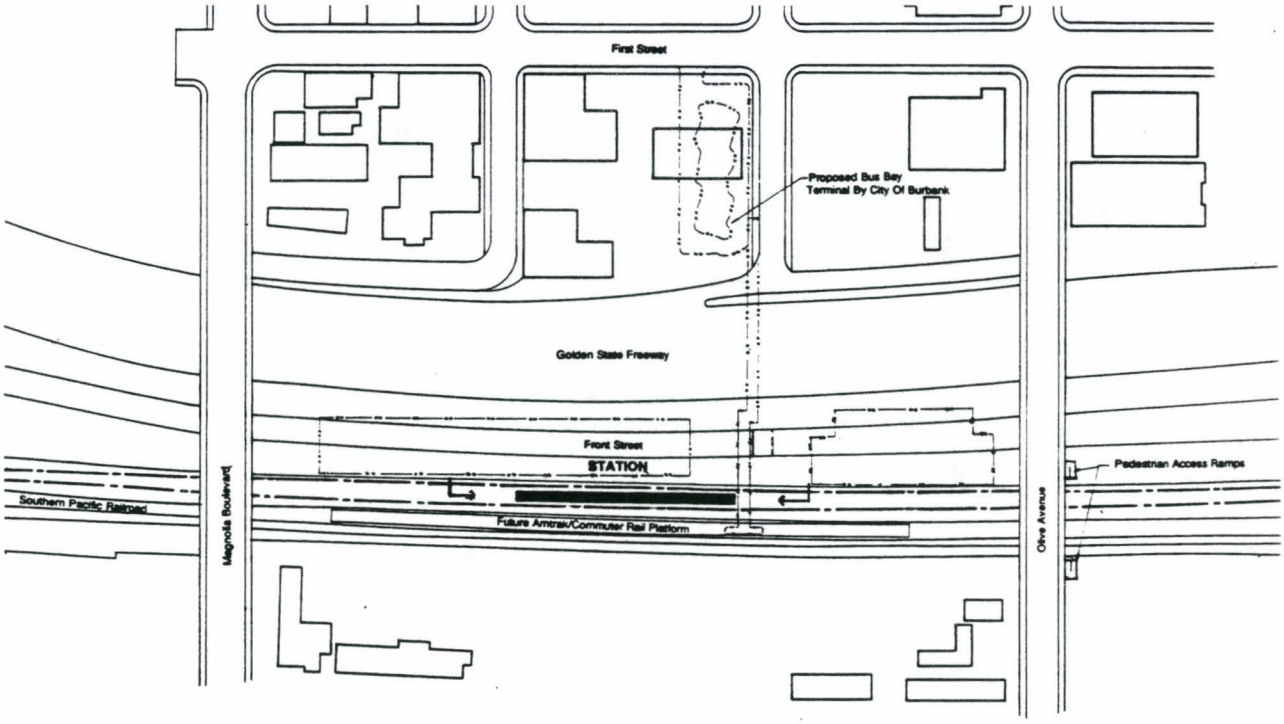


PHOTO CREDIT: L.A. Aerial Photography, Inc., November 1991

View looking north at the Old Rail Depot site, with the Burbank City Centre Redevelopment Area and Media City Shopping Center in the background. The proposed station site would serve as a Multi-Modal Transportation Facility. Current pedestrian access to the City Centre is by means of a ramp to Olive Avenue; improved access from the station could be provided via a shuttle service along Front Street or pedestrian bridge over Interstate 5.



OUTLINE OF PROPOSED PHASE II STATION CONCEPT BY CITY OF BURBANK. REFER FEASIBILITY STUDY: BURBANK CITY CENTER MULTI-MODAL TRANSPORTATION FACILITY (CONCEPT PLAN C: MARCH 1991)

NO SCALE

GRAPHICS BY GRUEN ASSOCIATES

FIGURE 11
Burbank City Centre
Station Area

BURBANK CITY CENTRE STATION

Location: Front Street between Magnolia and Olive Avenues, site of old Burbank Rail Depot.

Parking: 300 planned during the initial phase, with a total of 1,300 at full buildout.

Potential Service: The Burbank City Centre Station, site of the City of Burbank's proposed Multi-Modal Transportation Facility, serves as both a major destination hub and commuter departure point. The station would serve the vast majority of Burbank's residential neighborhoods located in the surrounding City Centre area. The station also provides the rail alignment with a major commercial destination center, the Media City Shopping Center and Burbank Civic Center area. In the future, the multi-modal Burbank City Centre Station could become the site of direct connections to other major centers in the City: Media District and Burbank-Glendale-Pasadena Airport.

• • •

Draft EIR Comments: A number of public agencies, organizations, and private citizens raised concerns related to the issue of pedestrian safety. Because of the multi-modal nature of this station, there will be a number of rail tracks and station platforms serving this site. How can the Metrolink and Amtrak platform be accessed without crossing the LRT tracks?

Response: As part of the development of this station site, a grade-separated pedestrian pathway will be constructed to provide safe access to the Metrolink and Amtrak platform.

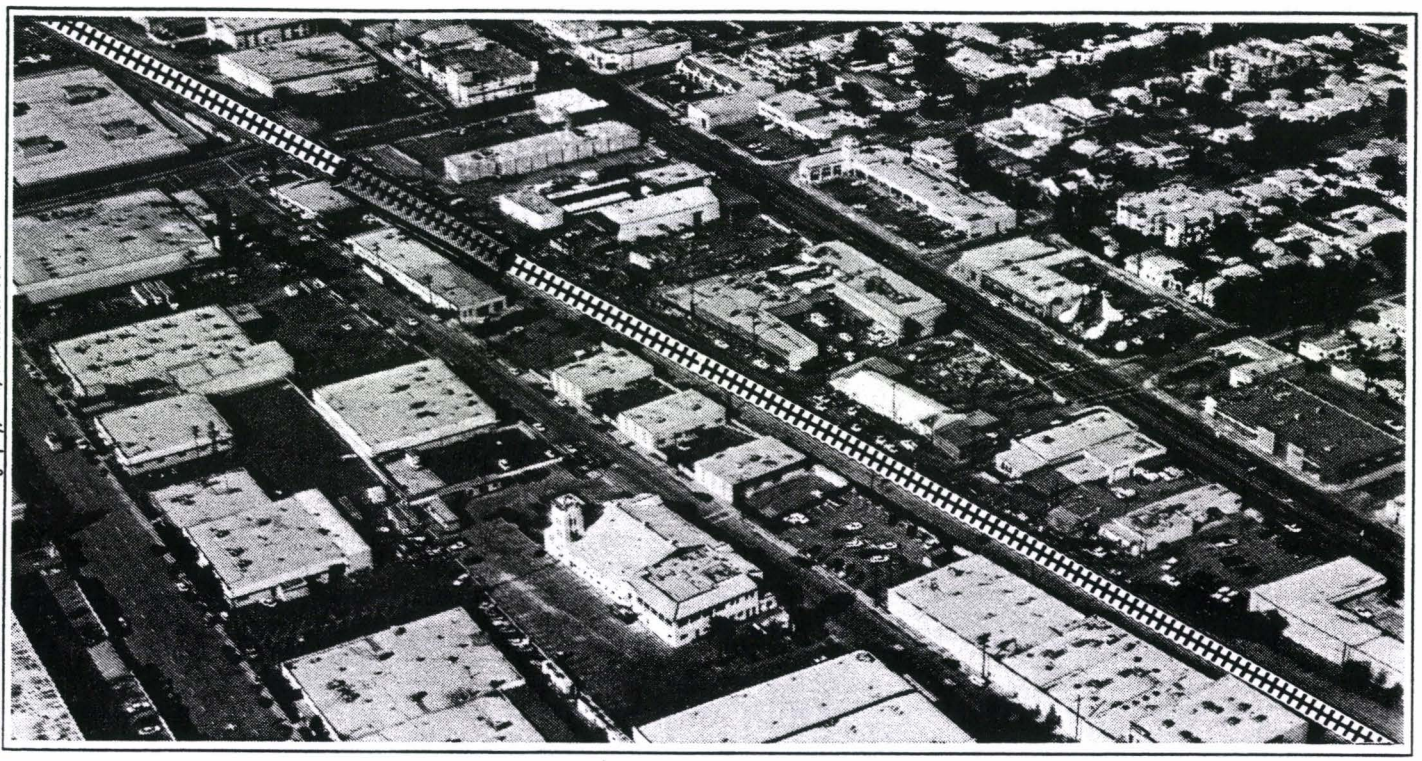
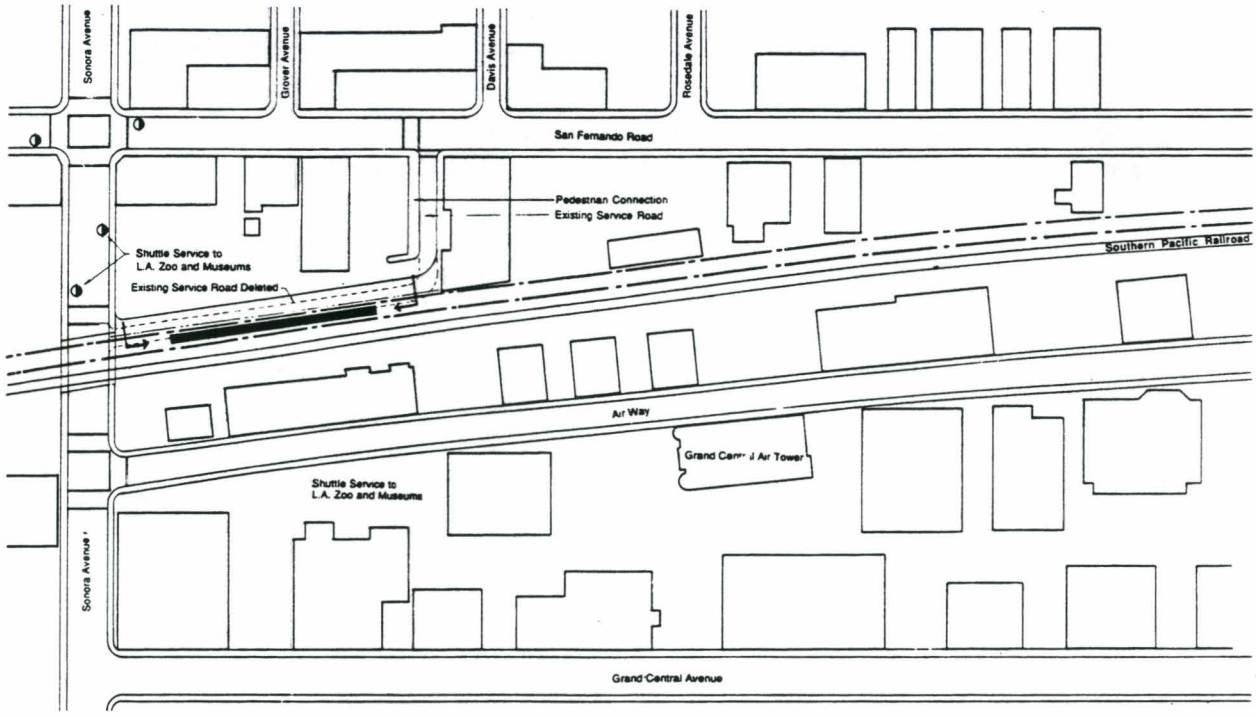


PHOTO CREDIT: L.A. Aerial Photography, Inc., November 1991

View looking northeast at the proposed Northwest Glendale Station. The Grand Central Air Tower appears in the lower center foreground of the photo. This station would primarily serve as a destination center for employees working in the Grand Central Industrial Business Park. A kiss-and-ride facility and an elongated pedestrian ramp would be located near the station platform.



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RAIL TRANSIT PROJECT EIR

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 12
Northwest Glendale
Station Area

NORTHWEST GLENDALE STATION

Location: South of Sonora Avenue, near the Grand Central Air Tower.

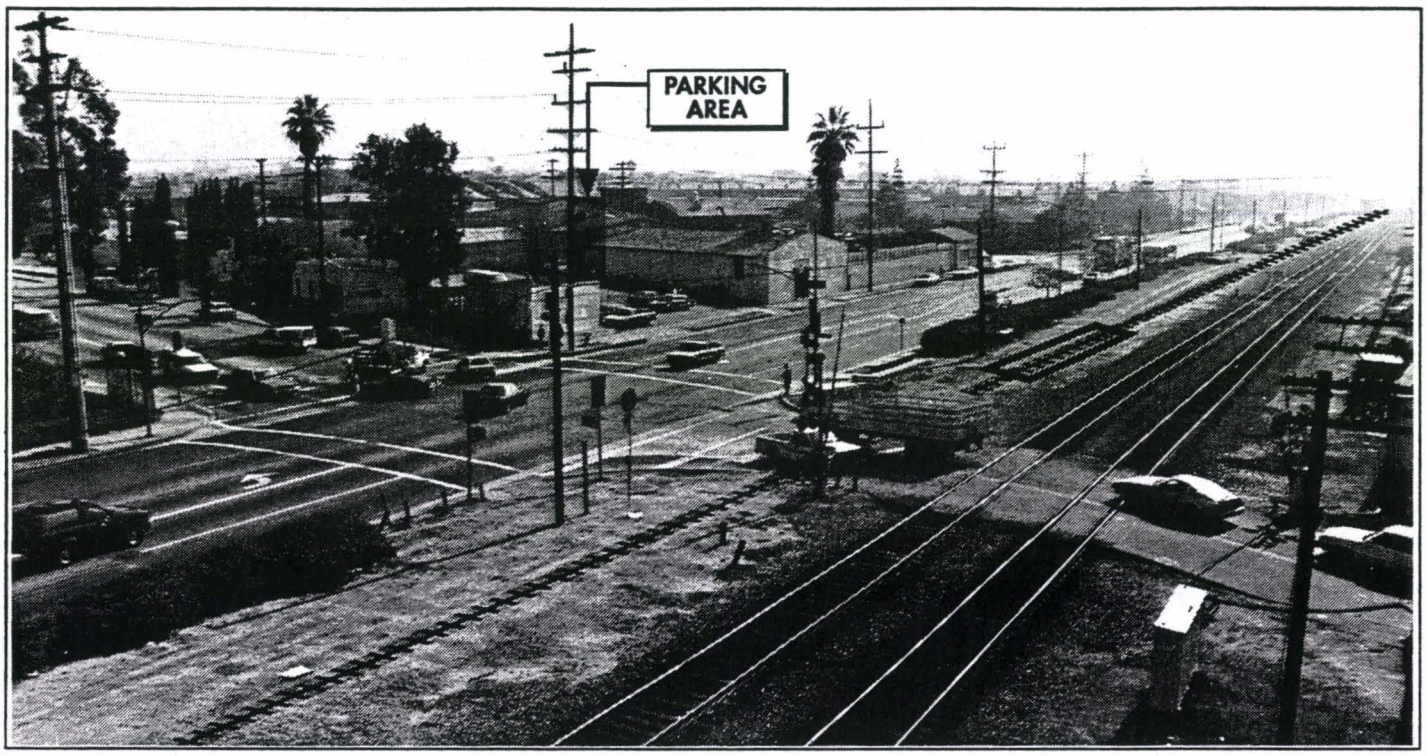
Parking: None.

Potential Service: The Northwest Glendale Station is primarily envisioned as a destination station. The principal patrons of this station would be employees disembarking to work in the Grand Central Industrial Business Park and weekend and tourist passengers transferring onto a shuttle bus system serving the Griffith Park and Los Angeles Zoo area. In addition to these transit riders, it is expected that the station would provide convenient access to the regional rail system for residents of Northwest Glendale.

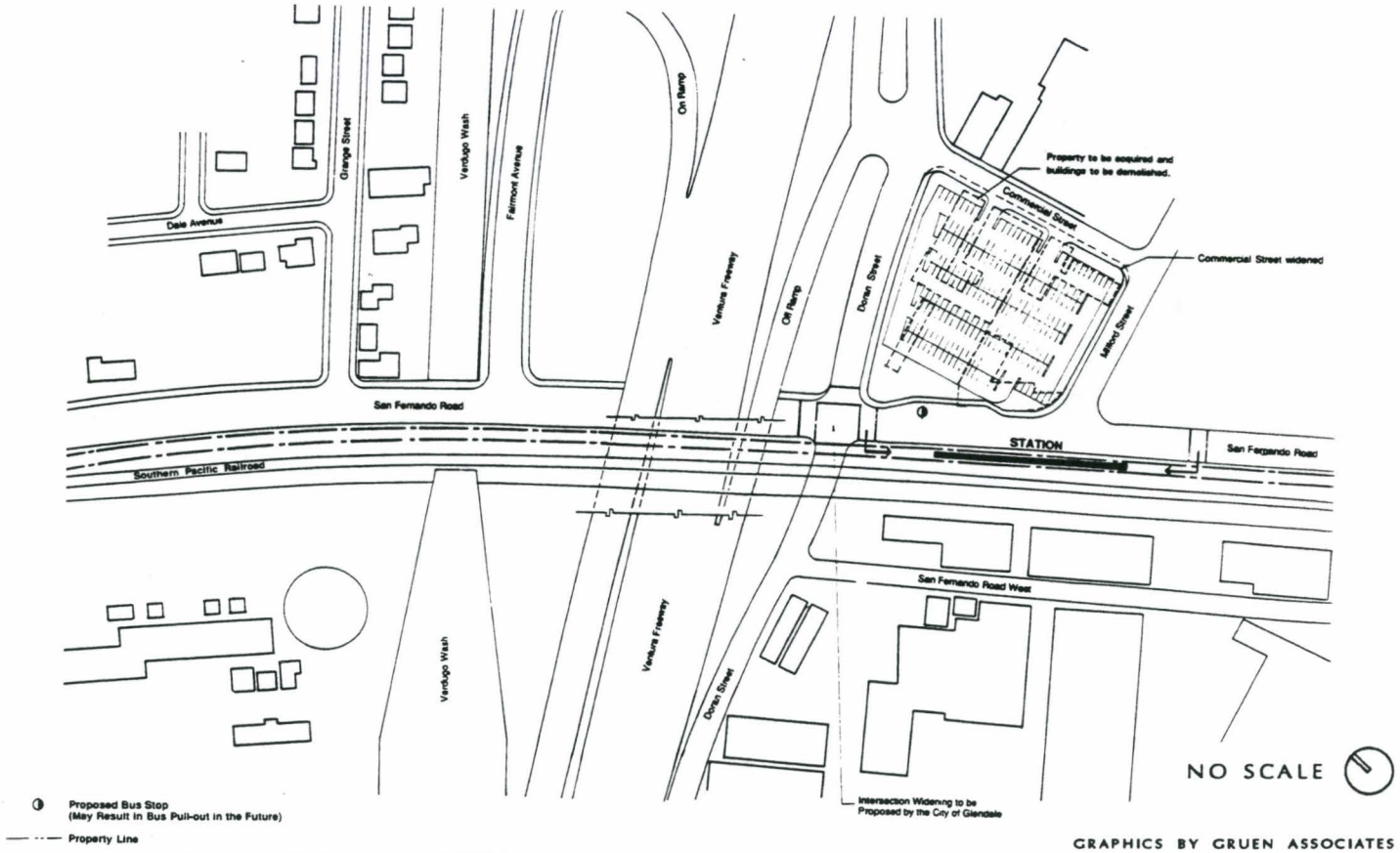
• • •

Draft EIR Comments: No comments.

Response: None.



View looking southeast from the Ventura Freeway. The intersection of Doran Street and San Fernando Road appears in the center of the photo. The station's planned park-and-ride facility would be constructed on the site indicated by the arrow. The station platform would be accessed via a pedestrian ramp at the intersection of the SPTC right-of way and Doran Street.



GRAPHICS BY GRUEN ASSOCIATES

FIGURE 13
Ventura Freeway
Station Area

VENTURA FREEWAY STATION

Location: Southeast corner of Doran Street and San Fernando Road, just south of the Ventura Freeway (SR-134).

Parking: 250 planned during initial phase, with a total of 500 at full buildout.

Potential Service: Located near the junction of the Ventura (SR-134) and Golden State (I-5) Freeways, the proposed station is expected to serve as a primary "catch" point for commuters travelling from Eagle Rock, North Glendale, Pasadena, and points farther east. The station site, located in the proposed San Fernando Road Corridor Redevelopment Project Area, could also serve as a potential joint development site. In addition, the station is located in close proximity to moderate and high density multi-family neighborhoods.

• • •

Draft EIR Comments: No comments.

Response: None.

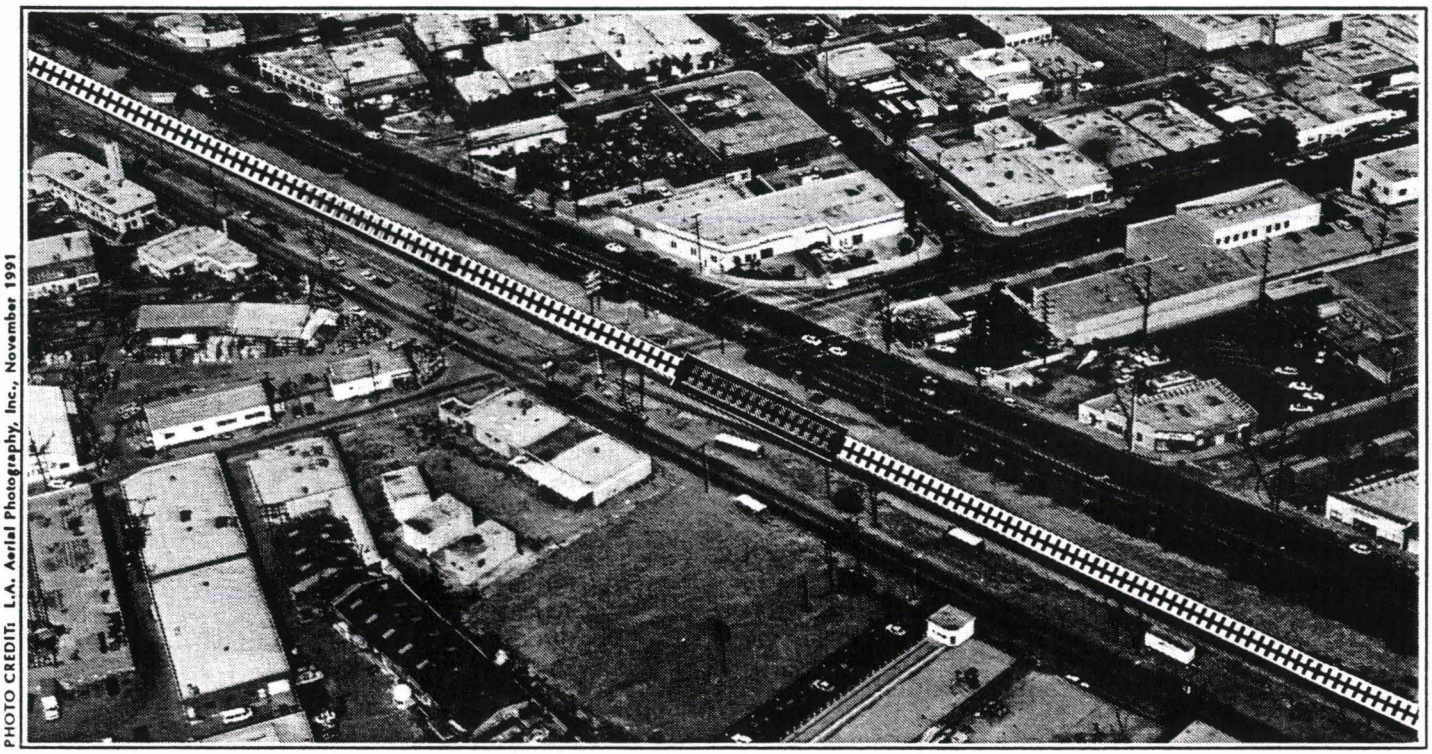
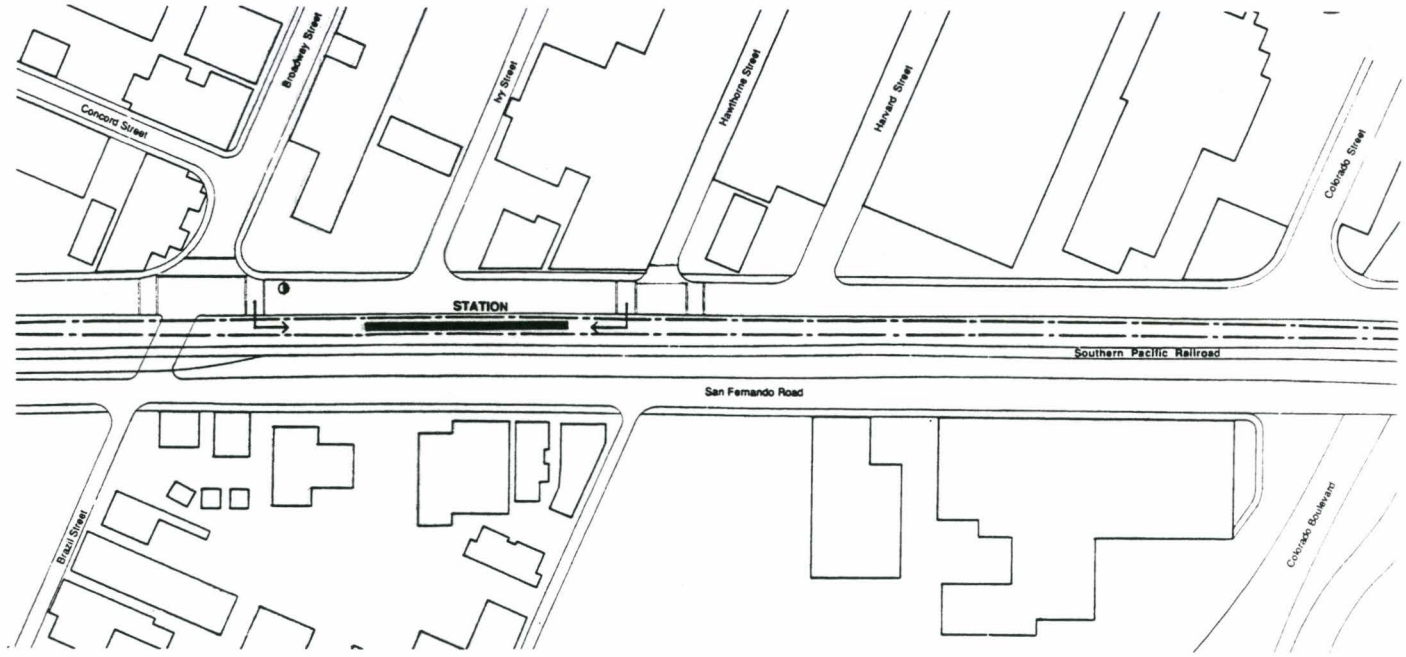


PHOTO CREDIT: L.A. Aerial Photography, Inc., November 1991

View looking north at the intersection of Broadway and San Fernando Road. Land uses surrounding the Broadway Station consist primarily of warehousing and manufacturing businesses. Because of the location's proximity and favorable access to the Glendale Central Business District, this station is envisioned as a destination point linking rail transit riders to the City's major economic activity center.



NO SCALE

GRAPHICS BY GRUEN ASSOCIATES

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RAIL TRANSIT PROJECT EIR

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 14
Broadway
Station Area

BROADWAY STATION

Location: Parallel to San Fernando Road, just south of Broadway.

Parking: None.

Purpose: Located less than one mile west from the Glendale Galleria and the City's Central Business District, the Broadway station intends to serve as a transfer station. The site has been designed to accommodate a shuttle bus station that would transport LRT passengers to Downtown Glendale (**Figure 14**). In addition, the proposed station can be expected to provide service to nearby residential neighborhoods located both north and south of Broadway.

• • •

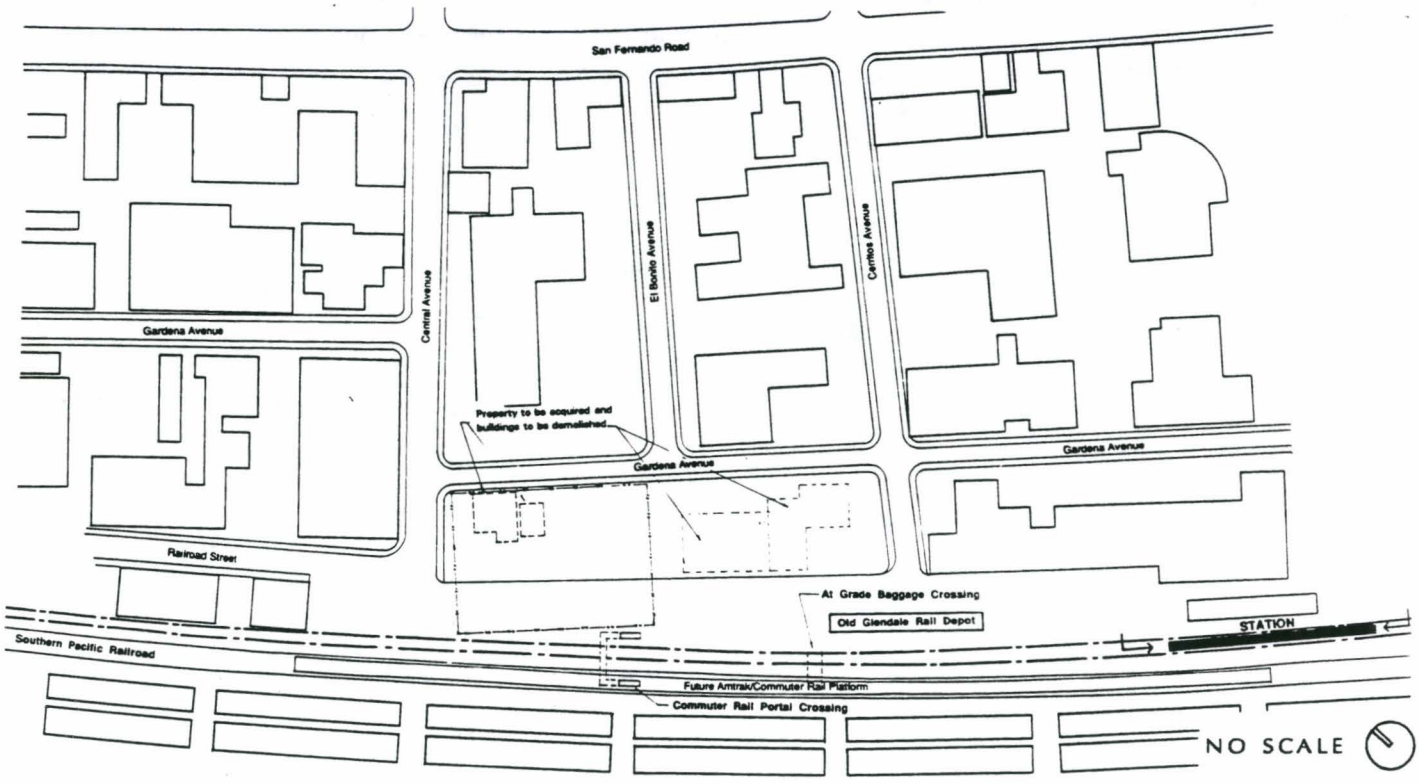
Draft EIR Comments: One individual questioned why the proposed station was located at Broadway rather than Colorado Street.

Response: As depicted in Chapter 6.0, Alternatives to the Project, the initial site plan for this station area located the station platform at Colorado Street. However, this alternative was removed from consideration not for its own potential impacts but rather because of the benefits associated with a platform closer to Broadway: more pedestrian-oriented, more convenient shuttle access to the Central Business District, and easier vehicular access.



PHOTO CREDIT: L.A. Aerial Photography, Inc., November 1991

This view looks northwest at the site of the proposed Glendale Transportation Center. The City of Glendale plans to construct a multi-modal facility that would bring together regional, local, and intra-city transit service at one location. Because this is expected to be a prominent station along the proposed rail alignment, a total 1,500 parking spaces are planned north of the Old Rail Depot. The site photo above depicts the area for the first phase of development.



GRAPHICS BY GRUEN ASSOCIATES

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 15
Glendale Transportation Center
Station Area

GLENDALE TRANSPORTATION CENTER

Location: Terminus of Cerritos Avenue between Los Feliz Road and Brand Boulevard; site of Old Glendale Rail Depot Grounds

Parking: 900 planned for initial phase, with a total of 1,500 at full buildout.

Potential Service: Like the Burbank City Centre Station, the Glendale Transportation Center will operate as a major multi-modal transportation hub, providing rail, bus, and shuttle service at the site of the old Glendale Rail Depot. The station is expected to serve as both a destination center and point of departure. Although the City of Glendale plans for other connection points to the local circulator system, the primary transfer station to Downtown Glendale would take place at the transportation center. In addition, the City of Glendale is currently preparing a Specific Plan for the area surrounding the old Rail Depot. The primary goal of this study is to create a transit-oriented area that provides a mix of commercial, residential, and community-serving uses.

• • •

Draft EIR Comments: Comments received regarding the Glendale Transportation Center focused on two subjects: 1) pedestrian safety, and 2) disclosure of potential land displacements.

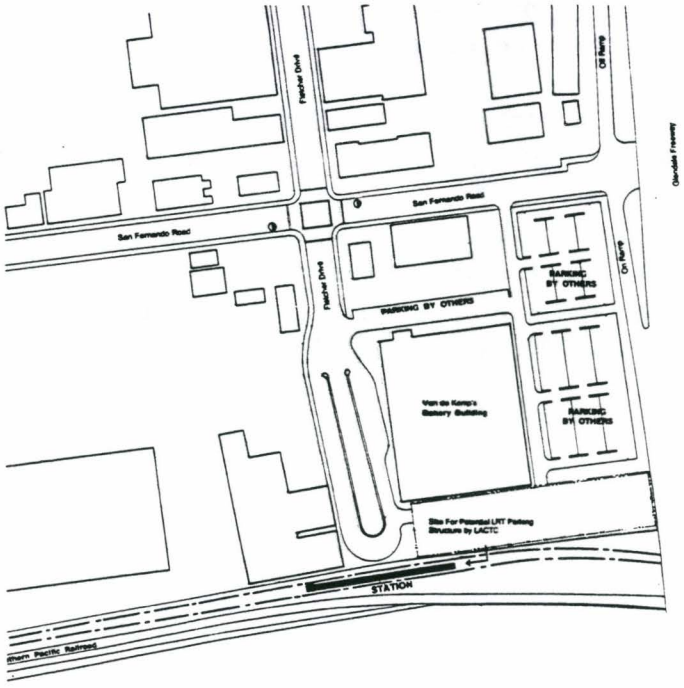
Response: In order to ensure pedestrian safety at this station site, a grade-separated pedestrian pathway will be constructed to provide safe access to the Metrolink and Amtrak platform.

With respect to potential land displacements, it is correct that the right-of-way along this section of the route spans only 75 feet in width. However, as illustrated in the project's Engineering Plan and Profile Drawings (under separate cover), Drawing No. BG-23, a sliver piece of property within the right-of-way would need to be acquired from Southern Pacific. No additional land displacements or acquisitions would be required.

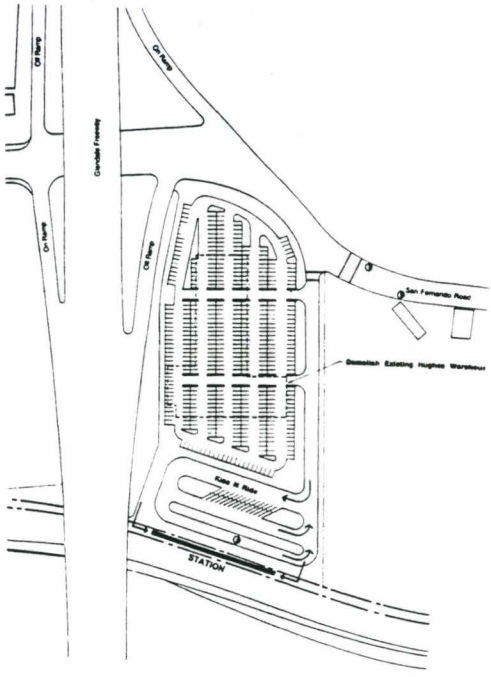


PHOTO CREDIT: L.A. Aerial Photography, Inc., November 1991

View looking west at the alternative sites for the Glendale Freeway - Fletcher Drive Station. The two potential station sites are the Van de Kamps Bakery (center of photo) and Building #1 of the Hughes Market Warehouse (lower left). Both sites could be the focus of a potential joint development project that would combine commercial uses with a LRT-dedicated parking structure accomodating 500 vehicles.



VAN DE KAMP'S BAKERY
SITE ALTERNATIVE



HUGHES MARKET
SITE ALTERNATIVE

NO SCALE

GRAPHICS BY GRUEN ASSOCIATES

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 16
Glendale Freeway - Fletcher Drive
Station Area

GLENDALE FREEWAY-FLETCHER DRIVE STATION

Location: Two alternative station sites: 1) Van de Kamp's Building north of the Glendale Freeway at Fletcher Drive and San Fernando Road, and 2) Hughes Market Warehousing Facility Building #1, south of the Glendale Freeway on San Fernando Road.

Parking: 500 total spaces at full build out (single construction phase).

Potential Service: In an effort to relieve congestion along the Glendale Freeway-Echo Park corridor during morning commutes, the proposed Glendale Freeway-Fletcher Drive station has been planned as a potential "catch point" for commuters travelling from North Glendale, La Cañada-Flintridge, Montrose, and other points farther north. In addition, both alternative station sites have the possibility of becoming the focus for a joint development project that would combine commercial uses with parking for the rail transit route.

• • •

Draft EIR Comments: During the public review of the Draft EIR, concerns were raised regarding the need for and environmental impact of a 500-car park-and-ride facility at the proposed alternative station sites. Respondents implied that because of the nearby residential communities, the size of the proposed parking facility would not be in the character of the existing neighborhood.

Response: While it is true that the neighborhood surrounding the Glendale Freeway-Fletcher Drive station consists of predominately residential communities, it should be noted that no residences are directly adjacent to the proposed alternative station sites and that the adjacent land uses are comprised of compatible commercial and industrial businesses. The station has been located at this location and planned as a major commuting station in an effort to improve regional mobility and relieve traffic congestion in the Northeast Los Angeles area. The station would provide improved transit opportunities for the highly transit-dependent communities of Glassell Park, Mount Washington, and Atwater Village, as well as serve as a primary catch point for commuters travelling to Downtown Los Angeles via the Glendale Freeway-Echo Park corridor.

- Please also refer to comments and responses to Taylor Yard Station.

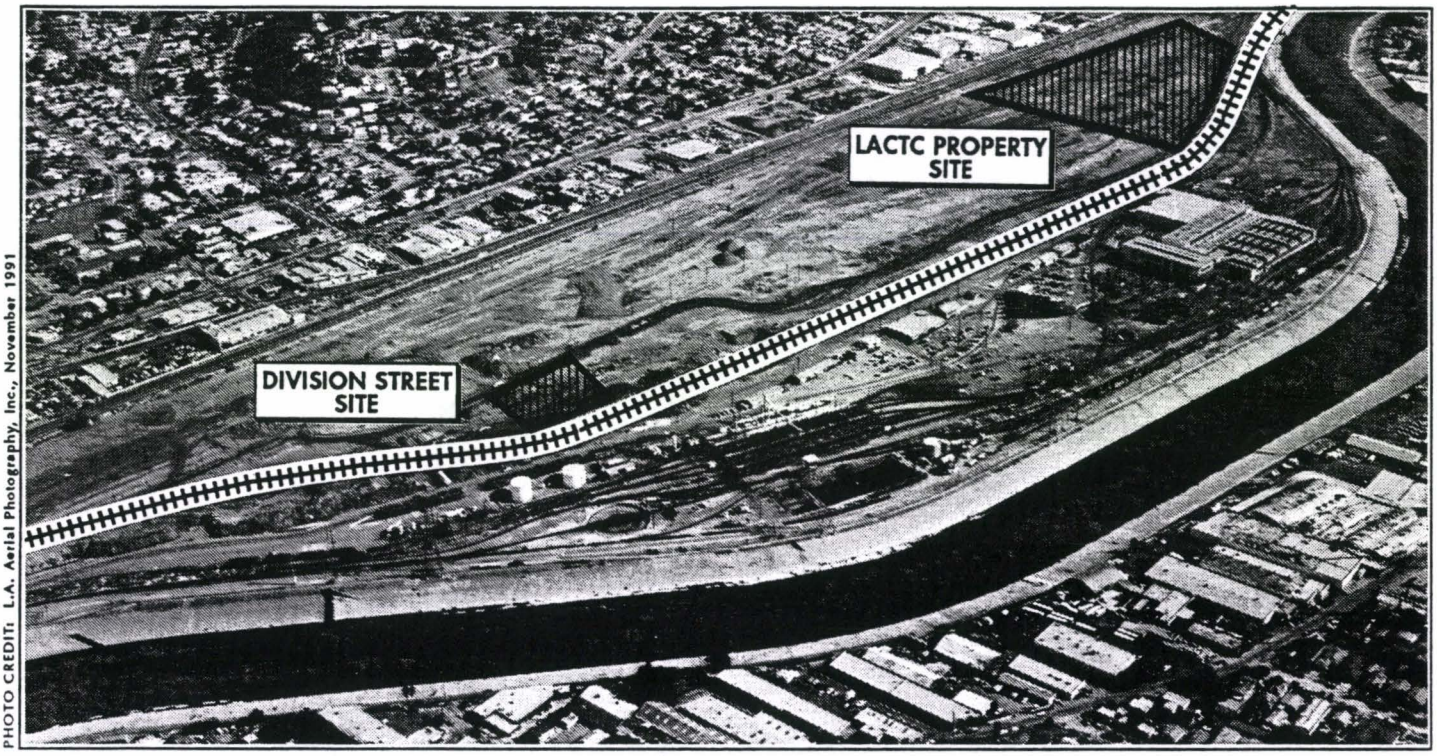
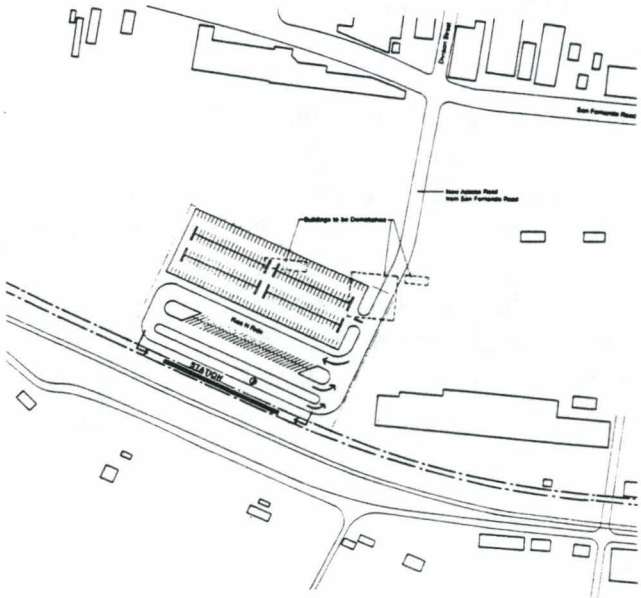
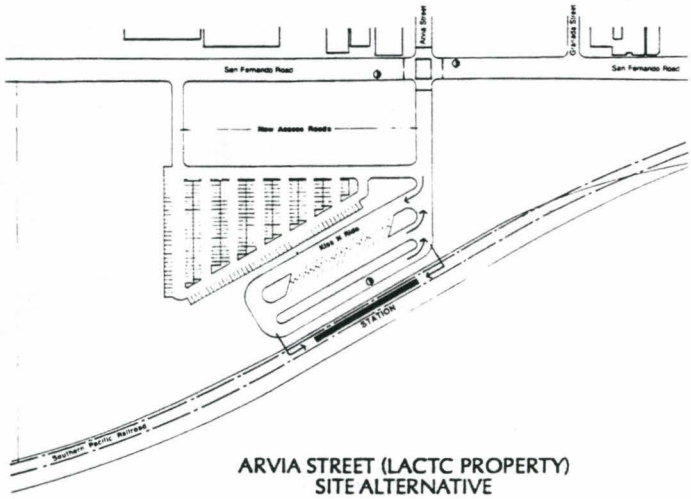


PHOTO CREDIT: L.A. Aerial Photography, Inc., November 1991

View looking southeast at Taylor Yard and Glassell Park - Mount Washington residential neighborhoods. The Taylor Yard station has two alternative sites: 1) at Division Street, or 2) on the LACTC - owned property near Arvia Street. A parking facility accomodating 300 automobiles would be provided adjacent to the rail alignment for either site alternative.



DIVISION STREET
SITE ALTERNATIVE



ARVIA STREET (LACTC PROPERTY)
SITE ALTERNATIVE

NO SCALE

GRAPHICS BY GRUEN ASSOCIATES

FIGURE 17

Taylor Yard
Station Area

TAYLOR YARD STATION

Location: Two alternative station sites: 1) at Division Street along LACTC's transportation easement through Taylor Yard and 2) at Arvia Street within parcel owned by LACTC.

Parking: 300 total spaces at full build out (single construction phase).

Potential Service: The Taylor Yard station is intended to serve the highly transit-dependent residential communities in the Northeast Los Angeles district. In addition, the proposed alternative station sites could also act as a potential incentive for a joint development project that could bring economic growth to the area.

• • •

Draft EIR Comments: Many public agencies, organizations, and private citizens took the opportunity of the public review process to comment on the proposed alignment and station locations planned for Taylor Yard. The primary point of concern focused on the need to coordinate the proposed rail transit project with other proposals planned for Taylor Yard.

Response: All comments regarding Taylor Yard have been noted and taken into consideration. In an effort to ensure that the proposed rail transit project's development enhances rather intrudes into the Northeast Los Angeles community, the proposed Taylor Yard, Glendale Freeway-Fletcher Drive, and Avenue 19 stations will be coordinated with LACTC's Taylor Yard Transit Development Study, which is expected to be completed at the end of February 1993. A complete discussion of the proposed project's coordination efforts within Taylor Yard appears in Section 8.4.3 of this document.

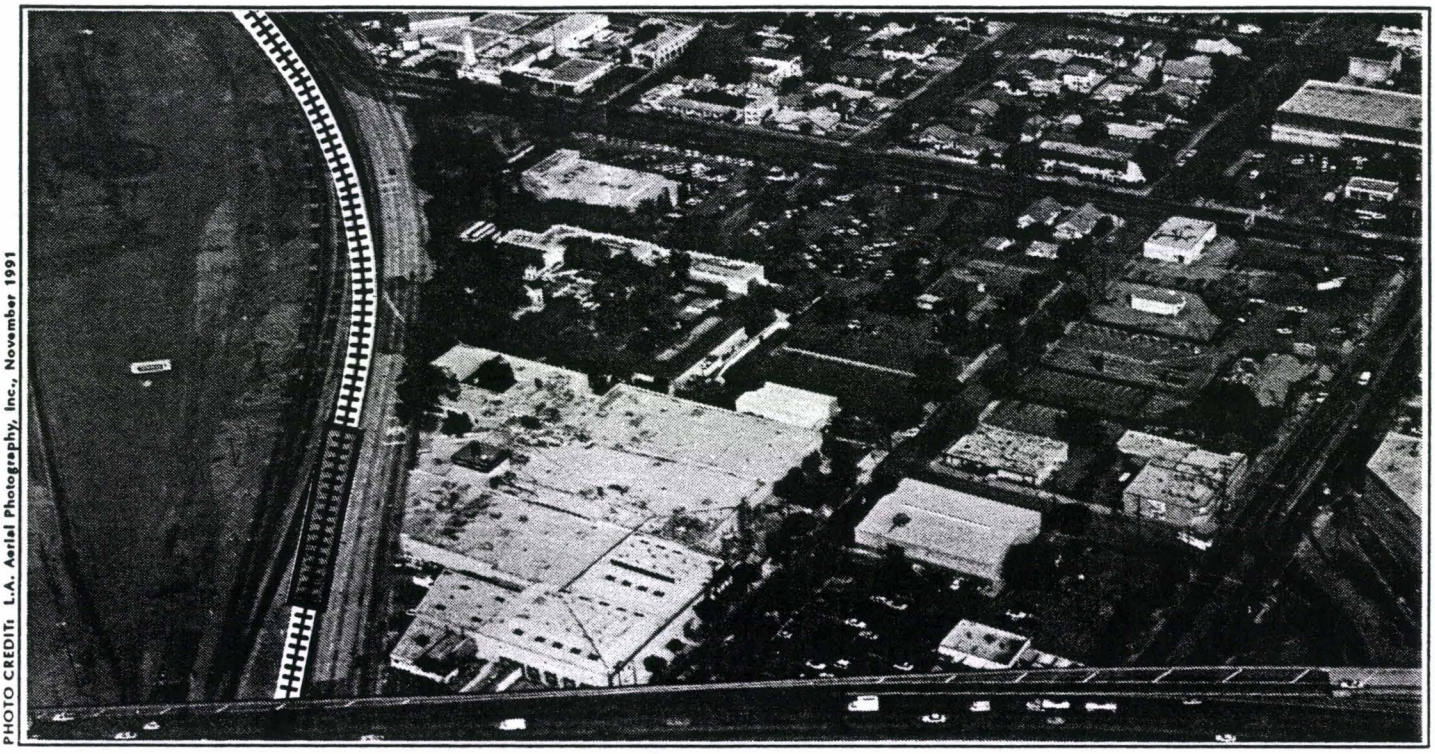
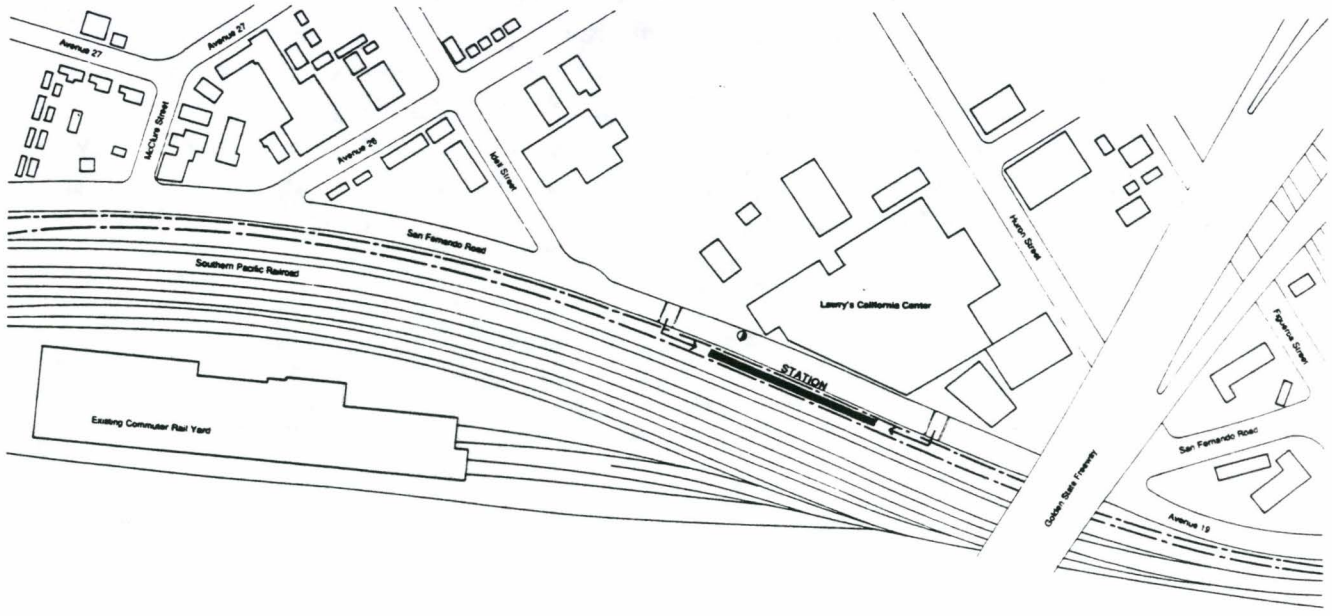


PHOTO CREDIT: L.A. Aerial Photography, Inc., November 1991

This view looks north along San Fernando Road at the Lawry's California Center Site. In order to reduce the engineering constraints associated with the curvature of San Fernando Road, the station platform would be located along the road's straight tangent approximately 700 feet south of Avenue 26.



NOTE:
Parking on East side of San Fernando Road To Be Removed

NO SCALE

GRAPHICS BY GRUEN ASSOCIATES

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RAIL TRANSIT PROJECT EIR

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 18
Avenue 19
Station Area

AVENUE 19 STATION

Location: Parallel to San Fernando Road, adjacent to Lawry's California Center.

Parking: None.

Potential Service: The Avenue 19 station is envisioned as a potential destination center. In the future, it may serve as the facilitating factor for a private development or joint development project at the site of the Lawry's California Center, in which an LRT-dedicated parking facility could be constructed.

• • •

Draft EIR Comments: Four primary concerns were brought to attention regarding the Avenue 19 Station: 1) Why has no parking been planned? 2) Why is the station not located closer to Avenue 26? 3) How will LRT passengers access the station platform or the Lawry's California Center site? and 4) It is undesirable to reduce the street width of San Fernando Road at this point.

Response: The following responses address each of these concerns:

1) Parking has not been provided at this station site because the facility appears to be more of a destination center. The proposed project also does not wish to preclude any potential private or joint development opportunities which could provide a more coordinated and sensitively developed rail transit parking facility.

2) The radius of the curved right-of-way at Avenue 26 is approximately 2,900 feet. The minimum track radius required to implement an LRT station platform is approximately 6,000 feet. Such a station could be placed at Avenue 26, but it would require 20 to 25 feet of additional right-of-way on the east side of San Fernando Road to accommodate the track geometry and city street widening requirements. In addition, 5 feet of right-of-way would also be required from Southern Pacific.

3) The lead agency considers the safety of passengers, motorists, and pedestrians of paramount importance. In order to ensure adequate safety at this station site, a grade-separated pedestrian accessway will be constructed between the station platform and the Lawry's California Center site to provide safe access across San Fernando Road.

4) The conceptual station design has been modified so that the additional three feet of right-of-way will be taken from the Southern Pacific right-of-way rather than San Fernando Road.

- Please also refer to comments and responses to Taylor Yard Station.

3.3 RIDERSHIP AND OPERATIONS

This section describes the ridership forecasts and operational characteristics of the proposed Burbank-Glendale-Los Angeles Rail Transit Project. The ridership forecast information is derived from the *LAX to Palmdale Ridership Estimates Summary Report* prepared by Schimpeler-Corradino Associates and the operational components have been prepared by Manuel Padron & Associates.

3.3.1 Ridership Projections

Patronage Forecasts. Ridership forecasts for the Burbank-Glendale-Los Angeles Rail Transit Project have been produced in prior model runs as a result of this rail alignment's inclusion in the background network for other rail project forecasts. The Los Angeles County Transportation Commission's *30-Year Integrated Transportation Plan* includes a forecast for this rail line based on a composite of these prior studies. According to the Plan, the proposed rail alignment can expect to receive a total daily ridership of approximately 33,000 passengers by 2010. The *LAX to Palmdale Ridership Estimates Summary Report*, however, indicates this figure to be higher. The model runs performed by Schimpeler-Corradino Associates for LACTC's Private Sector Initiative reveal that ridership for the proposed rail transit route range up to 38,000 riders per day. Accordingly, station access volumes from this high-end forecast will be utilized to determine potential traffic and air quality impacts at station locations.

Methodology. The ridership projections performed by Schimpeler-Corradino Associates utilized SCAG modeling and software procedures. The SCAG modeling software consists of UTPS transit demand forecast models and other various SCAG in-house programs. SCAG provided all the required models and data (base network, person trip tables, highway skim data, etc.) for this project.

The alternative transit networks are prepared in a manner pursuant to ongoing SCAG and overall regional forecasting network development and simulation practices. The base transit network contains various future rail alternatives and a background bus system that represents transit development for the year 2010. The purpose of building alternative transit networks is to provide alternative systems for several different rail alignments proposed for the year 2010. This transit network intends to accurately represent the future year scenarios and bus system for the alternative rail networks. To be suitable for the ridership estimates required by the lead agency, several modifications were made to reflect current LACTC plans and operating scenarios. These included the following:

- Green line extension to Norwalk.
- Green line operating characteristics.
- LAX to Palmdale alignment configuration and operating characteristics.
- Blue Line LRT additions.
- Commuter Rail Metrolink inclusion.
- Feeder bus system connections to rail lines.
- Additions/modifications of appropriate auto and walk links.

Description of the Network. The starting point for all the rail networks is the existing SCAG transit network. In an effort to best reflect LACTC current plans, the rail transit network includes various rail line additions, bus system connections to these rail lines, and walk and automobile links. Parking lot locations, capacities, and other information used in the coding of auto links have been established by LACTC.

Relationship to Other Candidate Corridors. The Burbank-Glendale-Los Angeles Rail Transit Project is currently one of eight candidate corridors included in LACTC *30-Year Integrated Transportation Plan*; each of these transit corridors hold status as fundable projects of the plan, but have no date set for implementation. In early 1993, the Los Angeles County Metropolitan Transportation Authority, successor to LACTC, will establish a set of criteria to determine which of these candidate corridors will receive first priority for implementation. Prior to the selection of the first candidate corridor, patronage forecasts will be updated for each of the proposed transit project. As such, the patronage figures (33,000-38,000 riders per day) included in this document will not be used in the candidate corridor selection process. These numbers do, however, play an integral role in determining potential environmental impacts related to traffic and air quality.

3.3.2 Operations Plan

Operating plans for the Burbank-Glendale-Los Angeles Rail Transit Project were prepared in November 1991. As illustrated in **Table 5**, Blue Line trains could transport riders the 13.6-mile distance from the Burbank Airport to the Los Angeles Union Passenger Terminal in less than 25 minutes. This assumes that the trains would dwell at stations for 20 seconds and travel at an average speed of 33.9 miles per hour. According to Manuel Padron & Associates, the proposed rail alignment would require a fleet of 19 vehicles to accommodate the project's forecasted ridership. The vehicles for the Burbank-Glendale-Los Angeles rail alignment would utilize the maintenance and storage facilities to be developed as part of the Pasadena-Los Angeles Rail Transit Project.

Following the construction of the proposed project, existing bus lines may be deleted to avoid duplicative routes. Bus routes may also be changed or added to promote commuting trips that combine bus and rail transit. In an effort to improve commuter trips, feeder lines could be developed to connect riders between stations and major destination points. In addition, existing bus routes may be modified to include regular scheduled stops at station locations, particularly at multi-modal transportation facilities planned in Burbank and Glendale.

Table 5
Estimated Running Time

Station/Line Section	Max. Speed	Dist. (mi.)	Cumulative Distance (mi.)	Running Time (min.)	Station-Station Time, including Dwelling	Elapsed Run Time (min.)
Burbank Airport-Hollywood Way		0.00	0.0	0.00	0.00	0.0
Buena Vista	55	0.81	0.8	1.21	1.54	1.5
Burbank City Centre	55	1.86	2.7	2.35	2.68	4.2
Northwest Glendale	55	1.88	4.6	2.37	2.71	6.9
Ventura Freeway	55	0.97	5.5	1.38	1.71	8.6
Broadway	45	0.59	6.1	1.03	1.36	10.0
Glendale Transportation Center	55	1.84	8.0	2.33	2.66	12.7
Glendale Freeway-Fletcher Drive	55	0.93	8.9	1.34	1.67	14.3
Taylor Yard	55	1.00	9.9	1.41	1.75	16.1
South Taylor Yard	45	1.00	10.9	1.57	1.91	18.0
Blue Line Junction	45	1.00	11.9	1.47	1.80	19.8
TOTAL FROM BURBANK AIRPORT TO BLUE LINE JUNCTION		11.88	11.9	16.46	19.79	19.8
To Chinatown Station	45	1.02	12.9	1.50	1.50	21.3
Downtown LAUPT	35	0.72	13.6	1.42	1.75	23.0
TOTAL FROM BURBANK AIRPORT TO DOWNTOWN LAUPT		13.62	13.6	19.71	23.04	23.0
					Average Speed =	33.9 mph

SOURCE: Manuel Padron and Associates (MPA), November 1991.

NOTES: Data includes:

- Station dwell time = .33 minutes (20 seconds).
- Maximum operating speed = 55 mph.
- Acceleration and deceleration rates based on vehicle specifications for Long Beach to Los Angeles LRT vehicles.
- Distance from Burbank Airport to Taylor yard derived from LACTC, 29 Oct 1991.
  Distance from Taylor Yard to Blue Line Junction assumes junction northeast of Los Angeles River (MPA).
  Distance from Chinatown to Union Station taken from Alternative #4 of Pasadena-Los Angeles Rail Transit Project (3 May 1990).

3.4 ROUTE ALIGNMENT

Extending from the Pasadena-Los Angeles rail line junction to the Burbank-Glendale-Pasadena Airport, the proposed rail transit alignment traverses three cities, four major economic activity centers, and a variety of cultural and entertainment nodes. The entire route, with possible variations in Taylor Yard, follows the existing Southern Pacific Transportation Corridor Right-of-Way that generally parallels San Fernando Road. The proposed rail alignment would be at-grade throughout, except at bridge crossings where the transit route spans various underpasses and the Arroyo Verdugo Wash. Ten at-grade stations are planned for the proposed project. Seven of the ten stations will provide park-and-ride facilities, accommodating a total buildout of 5,660 parking spaces adjacent to the rail transit stations.

The following sections describe and illustrate the characteristics of the Burbank-Glendale-Los Angeles light rail route alignment. In an attempt to provide a contextual setting for the alignment, visual and narrative descriptions have been provided to depict key features of the light rail transit corridor. For the purposes of analysis, the route alignment has been divided into six study areas:

- Burbank Golden State Redevelopment Area
- Burbank City Centre Redevelopment Area
- Northwest Glendale
- South Glendale-Atwater Village
- Glassell Park-Taylor Yard
- South Taylor Yard-Elysian Park

3.4.1 Burbank Golden State Redevelopment Area

This portion of the route extends from the alignment's tail tracks north of Hollywood Way to the Lockheed Aircraft properties south of Empire Avenue. Although residential neighborhoods such as the "Enclave" in the City of Burbank are located within 500 feet of the right-of-way, industrial and commercial office buildings predominately comprise the land uses adjacent to this portion of the route. The most prominent of these land uses is the Burbank-Glendale-Pasadena Airport, a major facility and primary destination point in the Golden State Redevelopment Area. In an effort to comply with Federal Aviation Administration (FAA) safety regulations, the Airport Authority is currently planning for future terminal relocation.

With respect to the route alignment, the light rail transit route would be located on the east side of the 100-foot SPTC right-of-way. Although major arterials such as Hollywood Way and San Fernando Boulevard have been grade-separated, the alignment would cross Buena Vista Street at-grade. It should be noted, however, that the City of Burbank is exploring the potential for grade-separating Buena Vista Street in the future. As the alignment proceeds south across the San Fernando Boulevard underpass, the route would require the relocation of the Commuter Rail Metrolink main lines and the construction of a new bridge that would facilitate both the light rail and commuter and freight rail tracks.

Stations in this segment have been planned at Hollywood Way and Buena Vista Street. The Burbank Airport-Hollywood Way Station would be located north of the Hollywood Way underpass. Because this station would be the terminus of the rail transit route, parking for up to 1,500 vehicles would be provided in an effort to serve as the principal park-and-ride facility for commuters travelling from points farther north in the San Fernando Valley and Santa Clarita. This parking reservoir would be constructed in multiple phases on a parcel currently utilized for parking on the northwest corner of Hollywood Way and San Fernando Road. The initial phase would accommodate approximately 500 vehicles, with pedestrian access to the station platform provided via a pedestrian bridge spanning San Fernando Boulevard. Parking at this station location could be provided in conjunction with a potential joint development project.

In contrast, the Buena Vista Station is intended to serve nearby multi- and single-family residential communities located east and west of Buena Vista Street. This station would still provide up to 60 parking spaces on a parcel located below Interstate 5. Currently used by Caltrans as a maintenance station, the parking facility would be connected to the station platform with an at-grade pedestrian crossing at Buena Vista Street.

The principal feature and primary point of destination along this segment of the route is the Burbank-Glendale-Pasadena Airport. Airport representatives estimate that 65 percent of its patrons are day-trip passengers conducting business in the East Valley region and Downtown Los Angeles. As such, the proposed project could potentially ease access to major economic activity centers such as the Burbank Media District, the Glendale Central Business District, and Downtown Los Angeles.



FIGURE 19 Burbank Airport

This view looking south along the SPTC right-of-way depicts the planned location of the Buena Vista station platform. Passengers would access the platform via a center-loading pedestrian ramp at the intersection of Buena Vista and the SPTC right-of-way. Although the proposed project traverses eight other at-grade street crossings, Buena Vista Street may be the most affected by the proposed light rail alignment due to its existing traffic volumes.

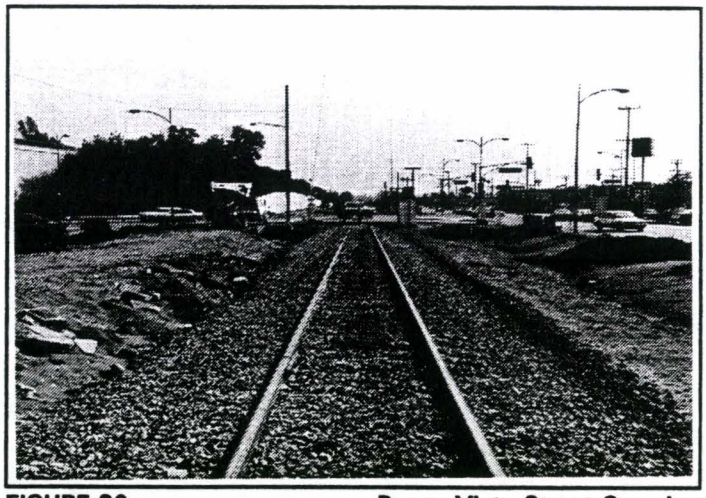


FIGURE 20 Buena Vista Street Crossing

The existing underpass shown in this photo would need to be rebuilt in order to accommodate the proposed project, as well as Commuter Rail Metrolink, Amtrak, and Southern Pacific freight rail service. The light rail alignment would continue to travel on the east side of the SPTC right-of-way.

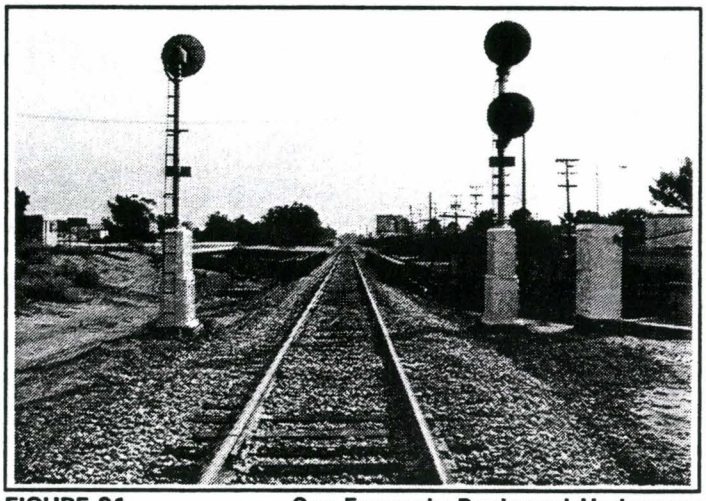
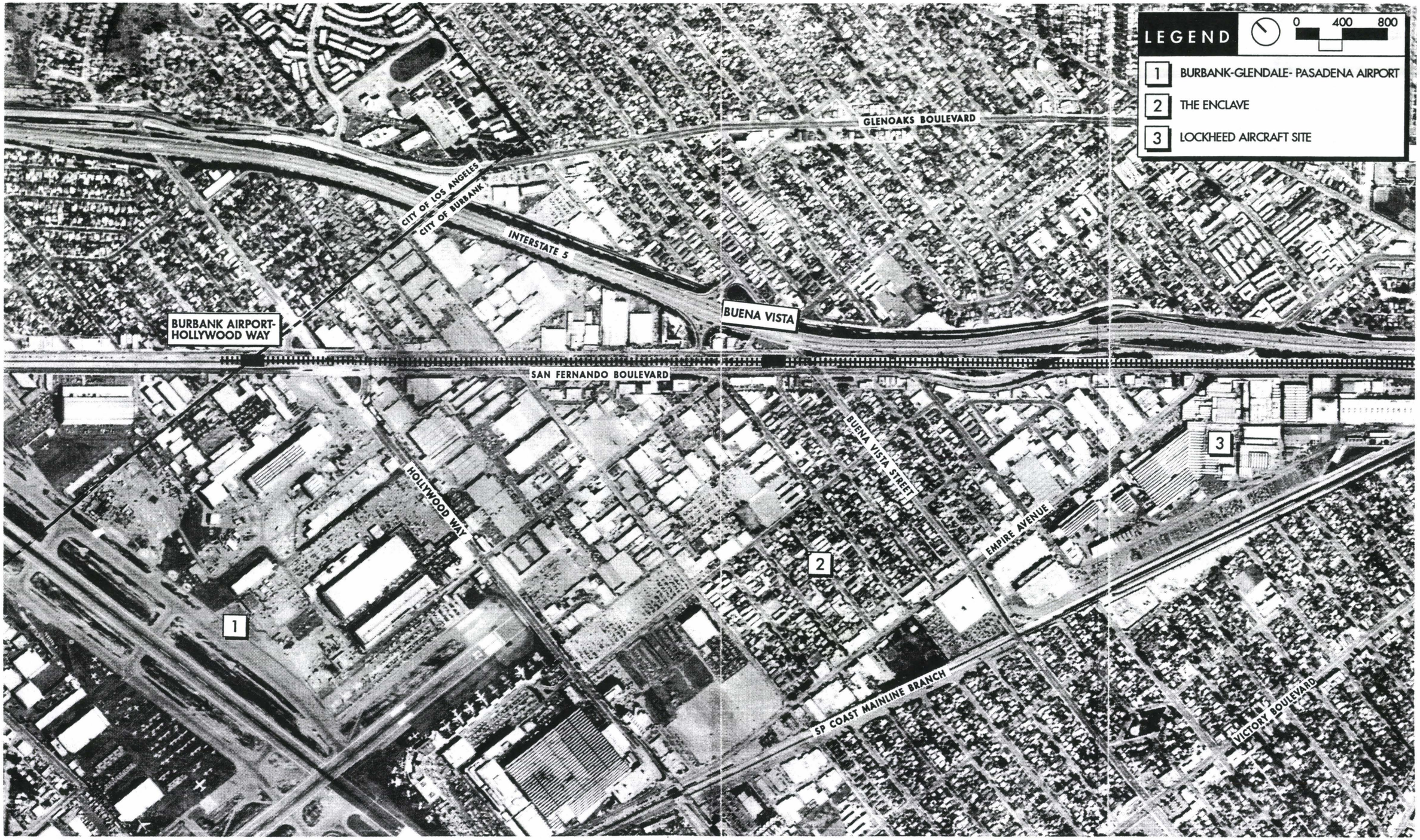


FIGURE 21 San Fernando Boulevard Underpass



SOURCE: PACIFIC AEROGRAPHICS, FEBRUARY 1990

GRAPHICS BY GRUEN ASSOCIATES

FIGURE 22
Burbank Golden State
Redevelopment Area

3.4.2 Burbank City Centre Redevelopment Area

This portion of the alignment travels along the western side of the Golden State Freeway until it veers southeasterly past Verdugo Avenue. Extending from the SP Coast Mainline Junction to the Western Avenue Bridge overcrossing, this segment is characterized by heavy industrial uses located directly adjacent to the light rail corridor. Among the businesses include the Andrew Jergens Company, Terry Lumber, and the City of Burbank Electrical Power Plant. However, away from the SPTC right-of-way, the land uses in the Burbank City Centre Redevelopment Area focus more on commercial- and civic-oriented activities. The major nodes of activity in this area include the Burbank Civic Center on Olive Avenue; the Golden Mall on San Fernando Boulevard; and the Media City Shopping Center north of Magnolia Boulevard.

With regard to the route alignment, the light rail corridor continues on the east side of the SPTC right-of-way, sharing the 100-foot transportation easement with a set of commuter and freight rail tracks, and an 8,000-foot siding that stretches from the San Fernando Boulevard underpass to the SP Coast Mainline Junction (**Figure 23**). The light rail alignment is at-grade throughout and grade-separated from every major arterial in this segment except Allen Avenue, which is located on the border of the Cities of Burbank and Glendale.

One station has been planned in this section of the route alignment. The City of Burbank has developed plans to create a multi-modal transportation facility that utilizes the site of the old Burbank Rail Depot. Located between the Magnolia Boulevard and Olive Avenue overpasses, the multi-modal center would at full buildout potentially include the following transportation facilities: LRT, Commuter Rail Metrolink, Amtrak service, bus bay transfer terminals, and an intracity monorail loop system station. For the purposes of ensuring the safety of rail transit passengers, a grade-separated accessway will be constructed to provide safe passage to the Metrolink and Amtrak station platform. Connection to the Burbank City Centre Redevelopment Area could be achieved via a shuttle bus system on Front Street or pedestrian bridge spanning the Golden State Freeway. Because this represents a major connection point along this corridor, a total of 1,300 parking spaces would be constructed for the combined use of LRT, Commuter Rail, and Amtrak passengers. The effects related to the development of the Burbank City Centre Multi-Modal Transportation Facility will be addressed in a separate site-specific project EIR that will be prepared by the City of Burbank.

This view of the SP Coast Mainline Junction depicts the location of the 8,000-foot siding that will be constructed as part of the Commuter Rail Metrolink project. This junction also represents the intersection of commuter rail lines arriving from Ventura County and Santa Clarita.

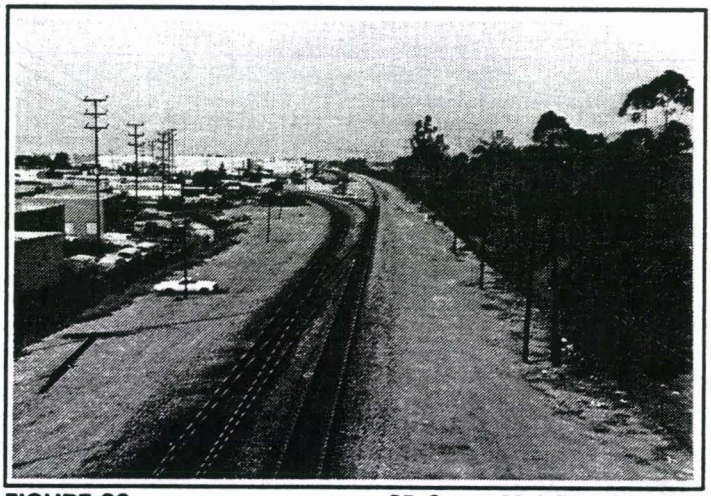


FIGURE 23 SP Coast Mainline Junction

The Burbank City Centre Redevelopment Area is currently a major destination point in the East Valley. Its primary draw is the Media City Shopping Center, anchored by a variety of major retail stores. Access to services in this area could be enhanced by establishing a pedestrian connection over the Golden State Freeway or routing a shuttle loop system along Front Street with stops at the Media City Shopping Center and Burbank Civic Center.



FIGURE 24 Media City Shopping Center

Although not directly served by the proposed project, the Burbank Media District, comprised of commercial office buildings and motion picture studios such as Warner Brothers, represents one of the study area's most significant commercial centers. Located 2.5 miles south of the Burbank City Centre Station, the Media District could be accessed by means of a shuttle bus service similar to the system currently in operation in the District.



FIGURE 25 Burbank Media District



SOURCE: PACIFIC AEROGRAPHICS, FEBRUARY 1990

GRAPHICS BY GRUEN ASSOCIATES

FIGURE 26
Burbank City Centre
Redevelopment Area

3.4.3 Northwest Glendale

This portion of the alignment travels parallel to San Fernando Road from Sonora Avenue to Colorado Street. Northwest Glendale is characterized primarily by low density industrial uses and small storefront commercial businesses. However, in addition to the neighborhood commercial stores, business park offices, and furniture warehousing outlets, this segment of the rail transit route also contains a number of sensitive land uses. These include Pelanconi Park, located approximately 300 feet from the rail alignment; the Arroyo Verdugo Wash, which is significantly vegetated below the railroad bridge spanning it; and nearby residential areas such as the Pelanconi single-family neighborhood located east of the alignment, and the Neighbors West residential cluster located west of the route south of Sonora Avenue.

With respect to the rail transit route, the light rail corridor continues on the east side of the SPTC right-of-way. The light rail alignment is at-grade throughout, but grade-separated only at Western Avenue. At-grade intersections are located at Sonora Avenue, Grandview Avenue, Bekins Way, Doran Street, and Broadway. The Arroyo Verdugo Wash Bridge (**Figure 29**), located north of Fairmount Avenue, would need to be expanded in order to accommodate two sets of tracks -- one for light rail, and another set for commuter and freight rail service.

Three stations have been planned in this section of the route alignment. The Northwest Glendale Station would be located approximately 50 feet south of Sonora Avenue. Because this station is envisioned as both a destination center for employees working in the Grand Central Industrial Business Park area, and as a convenient service for nearby multi- and single-family residential neighborhoods, only kiss-and-ride facilities are planned for this site. In addition, the Northwest Glendale Station could provide convenient service to activity centers such as Griffith Park, the Los Angeles Zoo (**Figure 28**), and Gene Autry Western Heritage Museum via a shuttle bus service along Sonora Avenue and Riverside Drive. Pedestrian access to the station would be provided by a center-loading pedestrian ramp located at the intersection of the SPTC right-of-way and Sonora Avenue. In contrast to the destination-oriented Northwest Glendale Station, the Ventura Freeway Station would be geared toward serving commuters travelling from points farther east. In an effort to serve commuter needs, a total of 500 parking spaces have been planned for this station site. These spaces would be constructed in multiple phases on a parcel located on the southeast corner of Doran Street and San Fernando Road. The initial phase calls for the development of 250 surface parking spaces. The facility's future expansion could be pursued through a joint development venture. Bus bay and passenger dropoff areas may also be incorporated at this station location. The station platform would be situated directly south of Doran Street. The third station site in this segment of the alignment is planned south of Broadway. Located approximately a half mile south of the Ventura Freeway Station, the Broadway station platform would serve as a potential Central Business District connector point. The station could be accessed via a Glendale Beeline shuttle route that would travel north on San Fernando Road then east on Broadway. A bus turnout would be provided on the east side of San Fernando Road, with pedestrian access to the station platform provided by a ramp located at the intersection of the SPTC right-of-way and Broadway.

Constructed in 1928, the Grand Central Air Tower stands as the only physical remainder of the former Glendale Grand Central Airport and Cal-Aero Technical Institute. The site, located on Air Way between Grandview and Sonora Avenues, could potentially serve as a dropoff area and shuttle service stop.

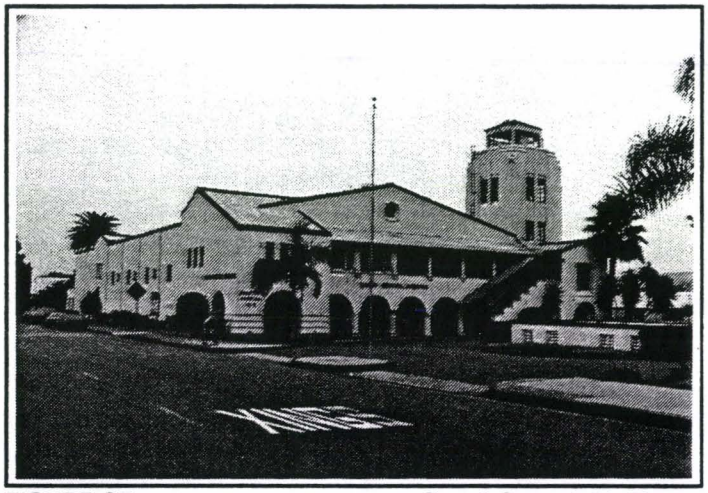


FIGURE 27 **Grand Central Air Tower**

Beginning operation in 1966, the Los Angeles Zoo remains one of the region's leading entertainment centers. Located in Griffith Park opposite the Gene Autry Western Heritage Museum, the Zoo attracts approximately 1.8 million visitors annually. These facilities could be served by a shuttle service from the Northwest Glendale Station that would operate along Sonora Avenue-Riverside Drive to Zoo Drive.



FIGURE 28 **Los Angeles Zoo**

This photo illustrates the Arroyo Verdugo Wash Bridge, with the Ventura Freeway in the background. The Bridge would require expansion in order to facilitate both LRT use, and Commuter and Freight service. The station platform for the Ventura Freeway Station would be located on the opposite side of the freeway in an effort to avoid engineering constraints, and improve safety and security at this station location.

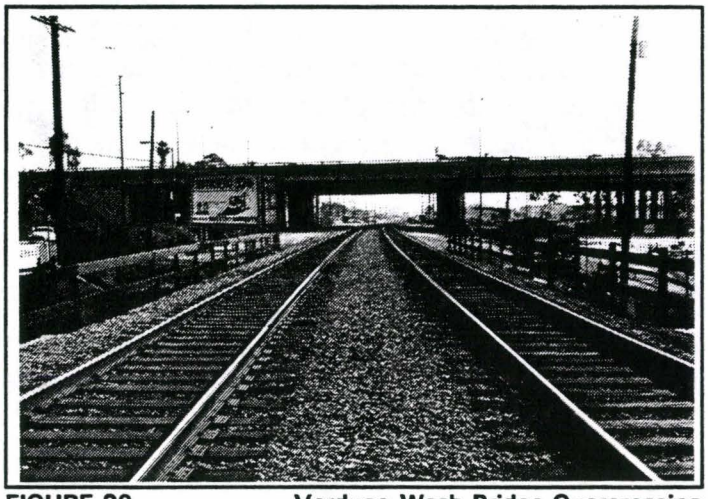
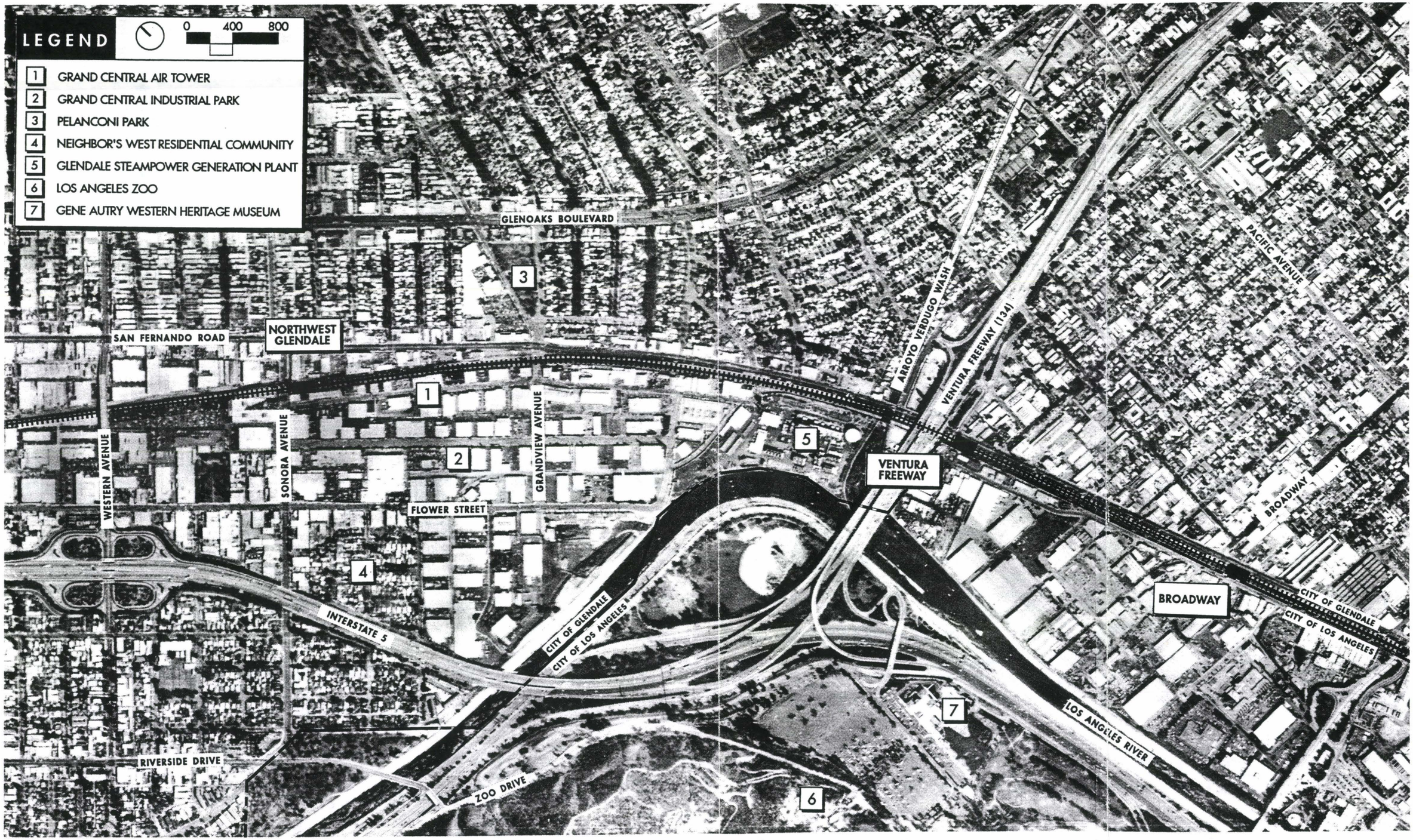


FIGURE 29 **Verdugo Wash Bridge Overcrossing**



SOURCE: PACIFIC AEROGRAPHICS, FEBRUARY 1990

GRAPHICS BY GRUEN ASSOCIATES

FIGURE 30
Northwest Glendale

3.4.4 South Glendale-Atwater Village

This segment of the alignment travels parallel to San Fernando Road, approximately 800 to 1,000 feet west of the arterial. The South Glendale-Atwater Village area is predominately comprised of heavy manufacturing and warehousing uses such as the Ralph's Warehousing Facility **(Figure 31)**, the Hughes Market Distribution and Warehousing Center, and the Stor-N-Lok Storage Facility. Other major land uses in the study area include the Glendale Transit Center Specific Plan area, the Glendale Galleria, and Forest Lawn Memorial Park. The South Glendale-Atwater Village area also contains a large residential population living in close proximity to the proposed rail alignment. However, only one residential cluster, located along Gardena Avenue in South Glendale **(Figure 33)**, is directly adjacent to the light rail corridor.

With respect to the route alignment, the rail transit route continues on the east side of the SPTC right-of-way. The light rail alignment is at-grade throughout and grade-separated at major arterials such as Colorado Street, Los Feliz Road, and Brand Boulevard. Two at-grade crossings take place at the smaller collector streets of Goodwin Avenue and Chevy Chase Drive. As the alignment passes through the Glendale Transportation Center, the SPTC right-of-way diminishes from 100 to 75 feet. Thus, it will be necessary to relocate the existing tracks used by Southern Pacific and Amtrak in order to provide room for the LRT tracks. This can be accomplished within the 75-foot right-of-way by acquiring a narrow strip of land within the right-of-way currently owned by Southern Pacific. No land displacements would take place on either the Glendale or Los Angeles side of the alignment.

One station has been planned in this section of the route alignment. The City of Glendale has developed plans to establish a centralized, municipal transportation facility that, at full buildout, would support the following modes of transportation: LRT, Commuter Rail Metrolink, Amtrak service, SCRTD and Greyhound bus bay transfer terminals, and the Glendale Beeline Shuttle. Located at the western terminus of Cerritos Avenue, plans for the Glendale Transportation Center include rehabilitation of the Old Rail Depot; construction of a parking structure along Gardena Avenue; construction of a single, center-loading platform that will serve both Commuter Rail and Amtrak passengers; construction of a pedestrian underpass to provide safer access to the Metrolink and Amtrak platform; and placement of the LRT station platform 300 to 400 feet south of the existing rail depot. Because this station is envisioned as a primary connection point between some of the study area's major centers, a total of 1,500 parking spaces, 900 in its initial phase, would be constructed for the combined use of LRT, Commuter Rail, and Amtrak passengers. The effects related to the development of the Glendale Transportation Center will be addressed in a separate site-specific project EIR that will be prepared by the City of Glendale.

This aerial view depicts the skyline of Glendale's Central Business District. The growth of Downtown Glendale began in the early 1970s with the establishment of the Glendale Redevelopment Project. Today, this approximately 270-acre area is one of the State of California's largest financial centers. The proposed rail transit alignment could serve the Central Business District via a shuttle system that could transport rail passengers from stations at Broadway and the Glendale Transportation Center to Downtown Glendale.

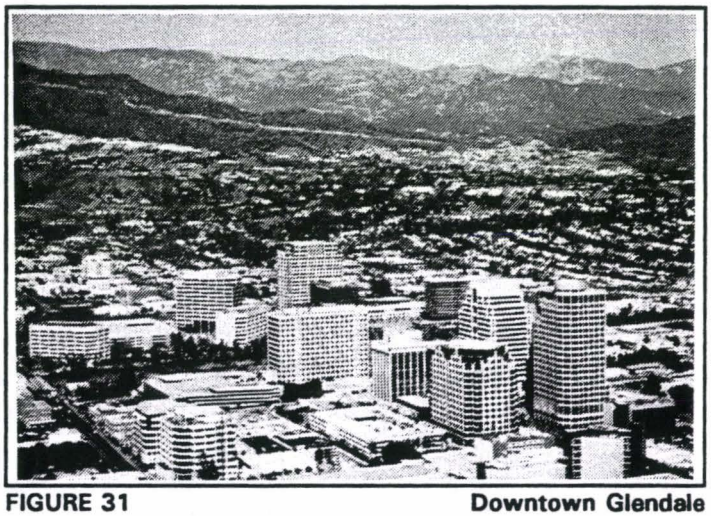


FIGURE 31 **Downtown Glendale**

The Glendale Rail Depot, constructed in 1923, would be the focal point of the Master Plan developed for the area surrounding the structure. Built to replace the City's original 1883 depot, the existing structure has been designed in the Spanish-Colonial Revival style. The Rail Depot will continue to function as an Amtrak station; however, the LRT station platform will be located 300-400 feet to the south, and the proposed parking structure 500 feet to the north.



FIGURE 32 **Glendale Rail Depot**

This view illustrates the proximity of the SPTC right-of-way to the only residential structures directly adjacent to the proposed rail alignment. This mix of multi- and single-family housing units are located in South Glendale along Gardena Avenue between Topock and Tyburn Streets.

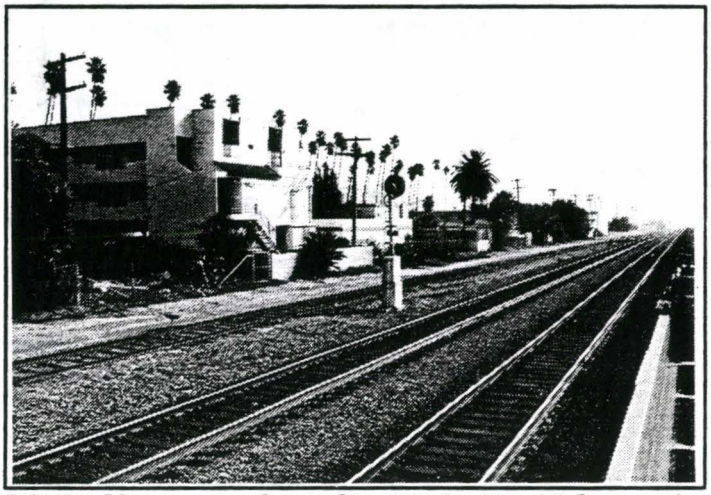


FIGURE 33 **South Glendale Residential Community**



SOURCE: PACIFIC AEROGRAPHICS, FEBRUARY 1990

GRAPHICS BY GRUEN ASSOCIATES

FIGURE 34
South Glendale - Atwater Village

3.4.5 Glassell Park-Taylor Yard

This section of the alignment travels through Taylor Yard utilizing the Southern Pacific Transportation Corridor. Extending from Fletcher Drive to the north to Avenue 26 to the south, the Glassell Park-Taylor Yard study area is largely distinguished by the vast open space of Taylor Yard, the presence of the Los Angeles River, and the older industrial land uses located along San Fernando Road. In addition, this area is also strongly defined by its older, single-family neighborhoods like Glassell Park, Cypress Park, and Mount Washington to the east of the rail alignment, and Elysian Village located to the west across the Los Angeles River.

The light rail transit corridor proceeds past Fletcher Drive on the east side of the SPTC right-of-way through this section of the alignment. Once past the Glendale Freeway overpass, the proposed alignment begins to veer westerly in order to follow the existing LACTC-owned right-of-way within Taylor Yard. The alignment is at-grade throughout, and grade-separated at Fletcher Drive.

Stations have been planned at the Glendale Freeway-Fletcher Drive area (Glendale Freeway) and Taylor Yard. Due to the development potential in this area, the rail transit alignment and proposed station platform sites may be modified to support joint development projects. As such, alternative alignments and station site plans have been developed for the Glendale Freeway and Taylor Yard stations.

Glendale Freeway Station

The Glendale Freeway Station would be geared toward serving commuters traveling toward Downtown Los Angeles on the Glendale Freeway. To accommodate these commuters, a total of 500 parking spaces have been planned for this station. Two sites have been identified as having potential for joint development: 1) the Van de Kamp's Bakery property located on the southwest corner of Fletcher Drive and San Fernando Road, and 2) the Hughes Market site located south of the Glendale Freeway on San Fernando Road.

The Van de Kamp's alternative would be served by a station platform located directly over the Fletcher Drive overpass, with the station's park-and-ride structure located approximately 100 to 200 feet south, adjacent to the Van de Kamp's Building. Access to this site would be provided by the Fletcher Drive "horseshoe" located above the overpass, and from an access driveway on San Fernando Road through the Van de Kamp's property to the parking facility.

The Hughes Market site alternative would be accessed via San Fernando Road. The station platform for this alternative would be located south of the freeway and within the existing LACTC-owned right-of-way, approximately 150-200 feet west of the site. This would require the purchase of additional land currently owned by Southern Pacific.

Taylor Yard Station

Although it can be expected that the Taylor Yard Station would primarily serve many of the residents in the nearby residential communities, 300 parking spaces are also planned for this site to accommodate commuters in the Northeast Los Angeles area. Like the Glendale Freeway Station, two alternative sites are being analyzed: 1) at Division Street, and 2) within the LACTC-owned Parcel C property near Arvia Street.

The Division Street alternative would be located within Taylor Yard near the existing Southern Pacific maintenance yard. It would require the purchase of approximately 10 acres to accommodate 300 surface parking spaces and a kiss-and-ride facility. Access to the site would be provided via an extension of Division Street from San Fernando Road.

The Arvia Street alternative would utilize property owned by LACTC in Taylor Yard. A similar site design used at Division Street would be employed at this site, with the station platform located within the Southern Pacific Transportation Corridor just south of the SP Maintenance Yard.

The selection of the Taylor Yard station site is related to the outcome of other on-going studies affecting Taylor Yard, including the Transit Development Study being conducted by LACTC in conjunction with the City of Los Angeles; the Los Angeles Community Redevelopment Agency's (CRA) Redevelopment Prefeasibility Study; the Pasadena-Los Angeles Light Rail Supplemental EIR which is evaluating alternative yard locations for that project; and planning efforts being conducted by the Los Angeles City Planning Department and CRA, Los Angeles Police Department, Los Angeles County Public Works Department, United States Army Corps of Engineers, and American Institute of Architects.

This view from the Fletcher Drive overpass depicts the proximity between the SPTC right-of-way and the Van de Kamp's Building. The station platform for this alternative would be constructed in the foreground, while the park-and-ride parking structure would be built in the space between the right-of-way and the building.

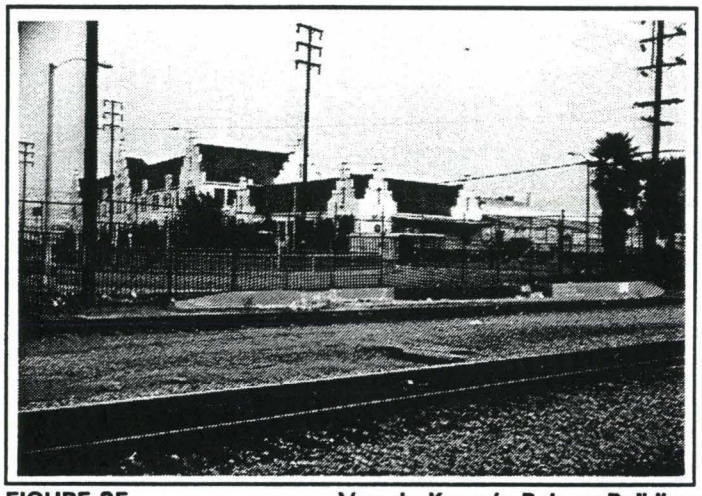


FIGURE 35 **Van de Kamp's Bakery Building**

Looking south toward the Glendale Freeway and Taylor Yard, this photo depicts the location of the light rail corridor as it veers westerly toward the Los Angeles River. The alignment begins to gently curve around the freeway column on the right, and continues on the east side of the 75-foot LACTC-owned transportation corridor through Taylor Yard.

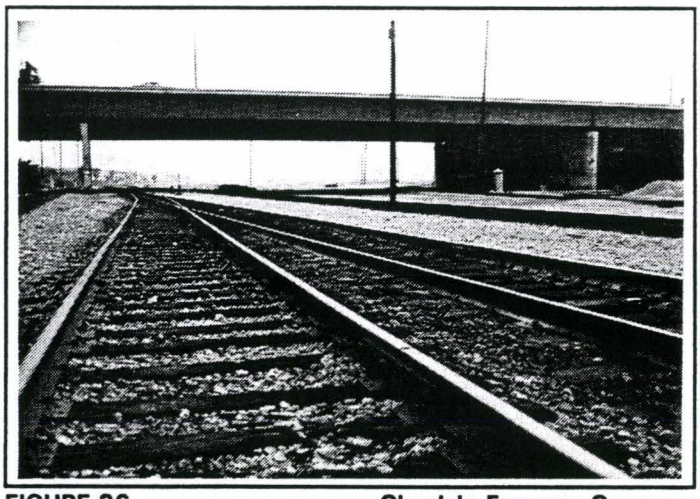


FIGURE 36 **Glendale Freeway Overpass**

The Glassell Park-Taylor Yard study area is bounded on the east and west by older, single-family neighborhoods such as Glassell Park, Mount Washington, and Elysian Village. Because many of the residents in this community depend highly on mass transit, it can be expected that the proposed rail alignment would provide a substantial benefit to residents in the area.

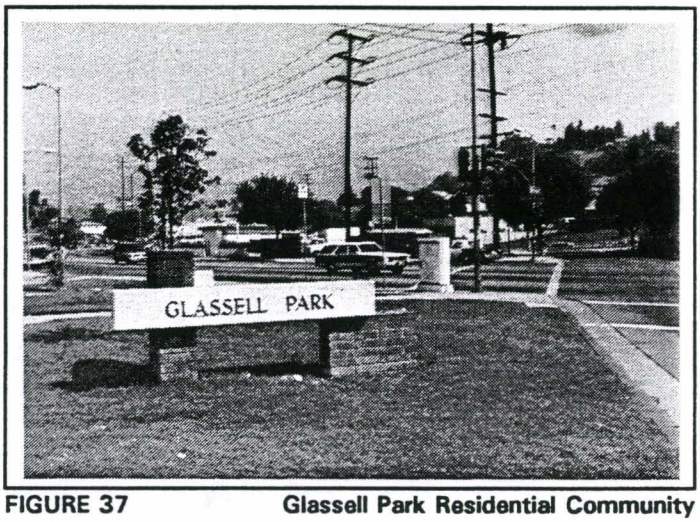
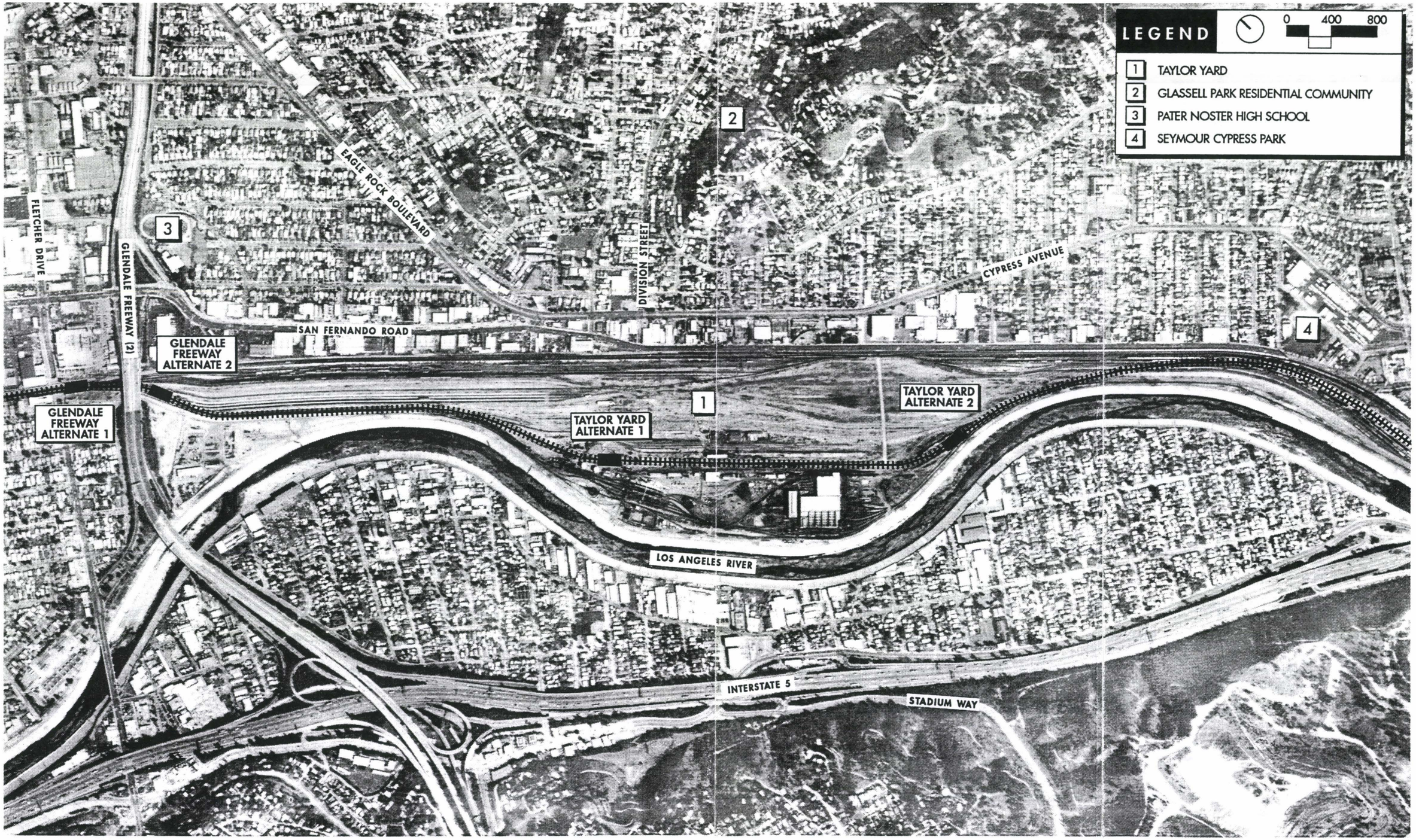


FIGURE 37 **Glassell Park Residential Community**



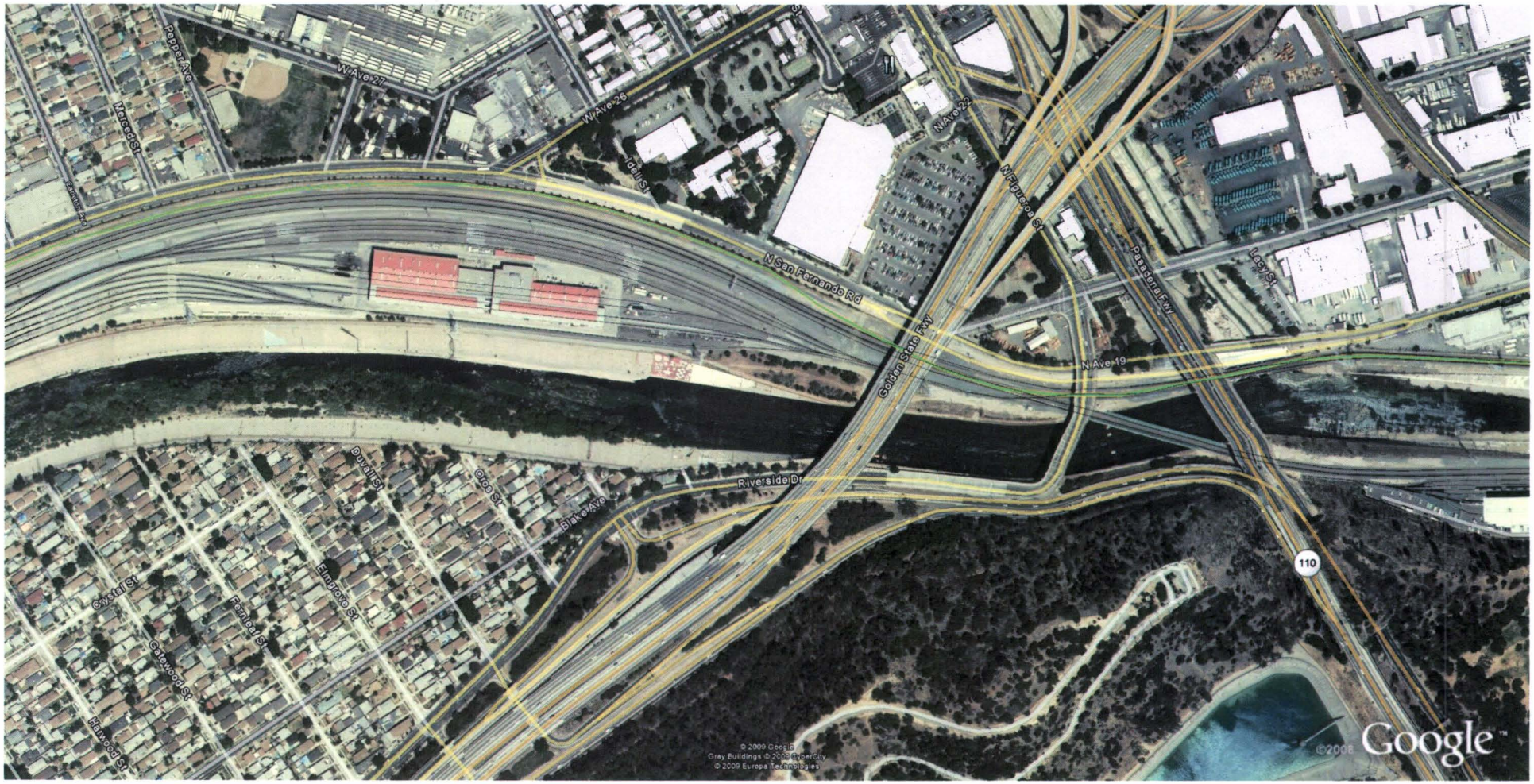
SOURCE: PACIFIC AEROGRAPHICS, FEBRUARY 1990

GRAPHICS BY GRUEN ASSOCIATES

BURBANK • GLENDALE • LOS ANGELES
RAIL TRANSIT PROJECT EIR

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 38
Glassell Park -
Taylor Yard



Pepper Ave
W Ave 27
W Ave 26
Merced St
Idell St
N Ave 22
N Figueroa St
N San Fernando Rd
Golden State Fwy
Pasadena Fwy
Lacy St
N Ave 19
Riverside Dr
Duvall St
Oroe St
Blake Ave
Elmgrove St
Crystal St
Fernleaf St
Gatewood St
Harwood St
110
© 2009 Google
Gray Buildings © 2009 Cybercity
© 2009 Europa Technologies
©2008 Google

3.4.6 South Taylor Yard-Elysian Park

As illustrated in **Figure 42**, this segment of the alignment stretches from South Taylor Yard to the route's terminus at the Pasadena-Los Angeles rail line junction. The characteristics of the South Taylor Yard-Elysian Park study area largely mirror those of the Glassell Park-Taylor Yard segment: a predominately industrial corridor along San Fernando Road with pockets of older, single-family neighborhoods. The South Taylor Yard area is, however, distinguished by the presence of the Lawry's California Center (**Figure 39**). Located at the intersection of Avenue 26 and San Fernando Road, the Center opened operations in the 1950s, and has remained a popular attraction for tourists, school groups, and area residents and workers since its restaurants and shops open in the mid-1970s. The site and facility could potentially be the focus of a joint development project that combines a destination activity center serviced by the proposed light rail alignment.

With respect to the route alignment, the light rail corridor travels parallel to San Fernando Road and proceeds on the east side of the SPTC right-of-way. An additional 3 feet of street right-of-way needs to be acquired for a 775-foot stretch located approximately 650 feet south of Avenue 26. At the Riverside Drive Bridge overcrossing, the Burbank-Glendale-Los Angeles Rail Transit Project joins with the Pasadena-Los Angeles Rail Transit Project to provide through service to the Los Angeles Union Passenger Terminal in Downtown Los Angeles.

A station platform has been planned along the straight tangent that runs parallel to San Fernando Road near Avenue 19. Because this station is envisioned more as a destination center and community-serving location, only a station platform has been planned at this time. A joint development project on the Lawry's California Center site could include potential future park-and-ride facilities.

Located at the intersection of Avenue 26 and San Fernando Road, the Lawry's California Center opened in the 1950s and has been one of the Southland's popular attractions since the mid-1970s. Currently available for sale, the site and facility could potentially be adaptively reused through a joint development venture. Transit service to the site could be provided by a light rail station approximately 650 feet south of the Center's main entrance.

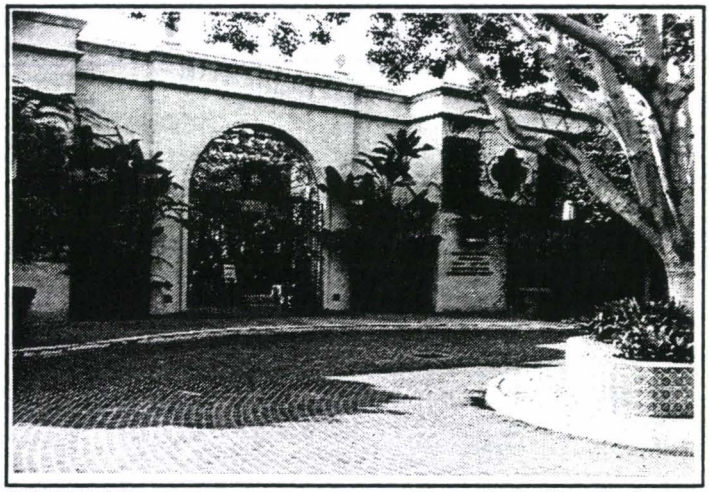


FIGURE 39 **Lawry's California Center**

This view looks north from the Riverside Drive Bridge overcrossing; the Golden State Freeway is in the background. The alignment would continue on the east side of the LACTC-owned right-of-way, adjacent to San Fernando Road.

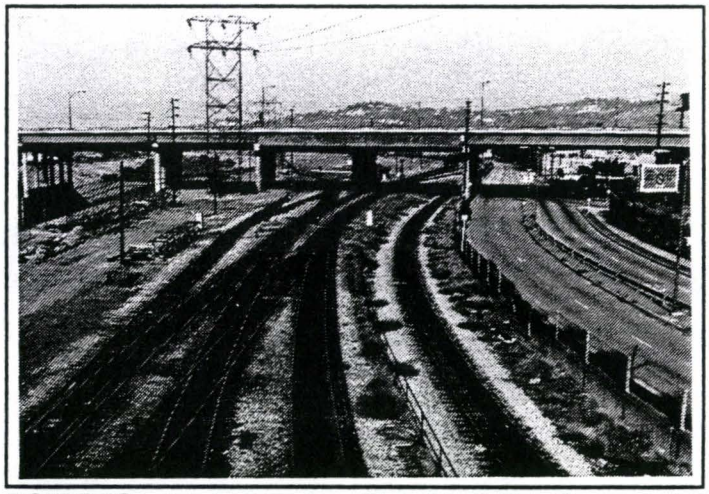


FIGURE 40 **Riverside Bridge Overcrossing**

This view looks northeast from Midway Yard. Depending on the alignment alternative chosen, the old Los Angeles City Jail (background) may be displaced in order to accommodate the track alignment and connection between the proposed project and the Pasadena-Los Angeles rail line. Environmental clearance and engineering analysis for the proposed rail alignment would end at this junction.

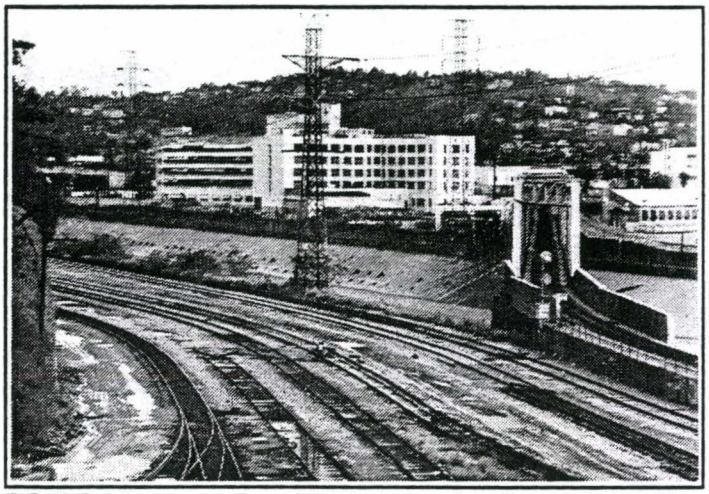
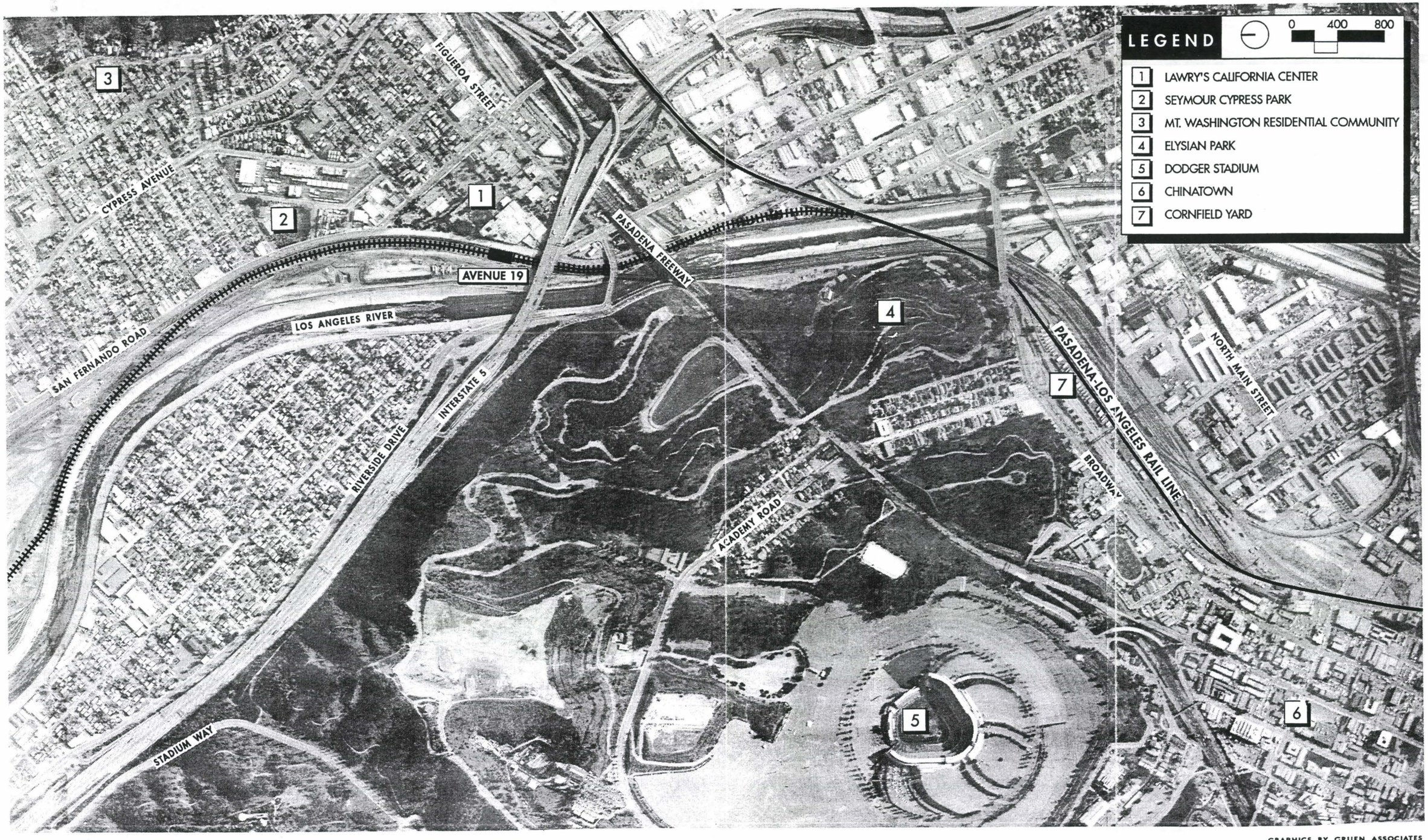


FIGURE 41 **Pasadena-Los Angeles Rail Line Junction**



SOURCE: PACIFIC AEROGRAPHICS, JANUARY 1992

GRAPHICS BY GRUEN ASSOCIATES

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RAIL TRANSIT PROJECT EIR

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 42
South Taylor Yard -
Elysian Park

CHAPTER 4.0
ENVIRONMENTAL SETTING

CHAPTER 4.0
ENVIRONMENTAL SETTING

Based on forecasts by the Southern California Association of Governments (SCAG), growth projections for the East San Fernando Valley and North Los Angeles estimate that the region will exhibit relatively significant increases to both its population and employment sectors. In addition, growth in adjacent communities such as Conejo, Santa Clarita, Antelope, and Simi Valleys will create growth that would cumulatively increase densities in the region. Due to the existing constraints related to built-out urban areas, growth in both the proposed project's study area as well as in outlying areas can be expected to create a variety of different problems, many of which are related to transportation.

The purpose of this chapter is to present an overview of the existing regional and subregional environmental setting as it relates to the proposed rail transit project. Due to the urban nature of growth within the Southern California Region and more specifically, the project corridor study area, this chapter also provides an overview of the environmental setting as it is projected to evolve in the future.

4.1 REGIONAL ENVIRONMENTAL SETTING

The proposed rail alignment is situated in the Southern California planning region. Generally defined by the six-county area of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial Counties, this region collectively covers an area in excess of 38,500 square miles. The majority of the region's population lives in the Los Angeles Basin between the San Gabriel Mountains and the Pacific Ocean. The Burbank-Glendale-Los Angeles Rail Transit Project is located in the East Valley and North Los Angeles **(Figure 1, Chapter 1.0)**. This area generally encompasses the East San Fernando Valley, and cities and communities such as Sun Valley, Burbank, Glendale, and Northeast Los Angeles that are nestled in the foothills of the Verdugo Mountains and San Rafael Hills. Although often still perceived as a suburban area, the study area is in fact highly urbanized and built out, with most of its necessary infrastructure and public services in place. The proposed rail alignment would be located in a predominately industrial corridor surrounded by low to medium density residential communities.

Encompassing an area approximately 128 square miles in size, the proposed project's study area is separated from the Los Angeles coastal basin by the Santa Monica Mountains. Situated north of Downtown Los Angeles, the topography of the East Valley is comprised primarily of flatlands and foothills. The most notable exceptions are the Adams Hill and Mount Washington landforms located in South Glendale and Northeast Los Angeles. From a seismic standpoint, a number of known surface and subterranean faults have been identified in the East Valley. Among these include such surface faults as the Tujunga Fault, Verdugo Faults, and Sierra Madre Fault, and two subterranean faults -- the Elysian Park Fault Zone and Santa Ynez-San Gabriel Fault Zone (refer to Section 4.2).

In addition to these topographic features, the East Valley also contains other significant environmental features. Major public open spaces such as Griffith Park (Los Angeles Zoo, Western Heritage Museum, and golf courses), Elysian Park (parkland and Dodger Stadium), and Brand Park are all located within the study area. The area also has a number of influential drainage courses. These include the Los Angeles River, Arroyo Verdugo, Arroyo Seco, and Burbank Western Channel. Each of these watercourses convey storm drain and outfall in lined, concrete channels. Although these channels do not contain much vegetation, the portion of the Los Angeles River south of its merger with the Arroyo Verdugo exhibits a riparian quality and could potentially support various plant and animal life.

4.2 GEOTECHNICAL AND SEISMIC CHARACTER

The proposed rail transit alignment consists of relatively flat topography, sloping gently downward to the southeast. Comprised of some minor landforms, the rail transit route is located on a recently deposited alluvial fan which is associated with the Tujunga-Soboba and Hanford formations. The alignment traverses thick, historic, and Quaternary sandy and gravelly alluvial soils, interspersed with predominately local alluvial boulder deposits from the washes that drain the San Gabriel and Verdugo Mountains.

Although the proposed alignment crosses a Los Angeles Department of City Planning Fault Rupture Zone (1975), no portion of the rail transit route is located within an Alquist-Priolo Special Studies Zone. As previously stated, the closest known faults to the alignment include the Eagle Rock Fault and the Verdugo Fault, located within approximately two miles of the proposed rail alignment. The juncture of the proposed rail line with the Pasadena-Los Angeles Rail Transit Project at its southern terminus lies within an area having moderate potential for liquefaction.

4.3 HYDROLOGIC CHARACTER

Aside from the Los Angeles River, no major surface water bodies are in close proximity to the proposed alignment. Groundwater levels in the vicinity of the proposed project vary from approximately 100 to 70 feet in depth along the western portion of the alignment to approximately 50 to 10 feet in depth along the easternmost portion. Groundwater in the study area generally flows to the southeast. Although the majority of the project alignment is not subject to flooding, the City of Burbank has identified a small area near the intersection of Chandler and Victory Boulevards as subject to flooding. Those portions of the alignment in the City of Los Angeles have been classified by the Federal Emergency Management Agency (FEMA) as Zone C, which has little or no flood hazard potential.

4.4 DEMOGRAPHIC CHARACTERISTICS

The data used in establishing the demographic characteristics of the study area have been derived from SCAG Traffic Analysis Zones (TAZ) in the context of population and employment densities in 1987 and those projected in 2010. The data has been utilized to depict the potential residents and workers that may be served by the Burbank-Glendale-Los Angeles Rail Transit Project.

Although the East Valley generally consists of those communities situated adjacent to the Verdugo Mountains and San Rafael Hills, the following discussion of the proposed project's demographic context also takes into consideration areas that influence the potential ridership of the proposed rail transit alignment. Among the areas included in the demographic context are the City of Burbank, the City of Glendale, and the City of Los Angeles Community Planning areas of Sun Valley, Northeast, Central Business District, City North, Silver Lake-Echo Park, and Sunland-Tujunga-Lakeview Terrace-Shadow Hills. **Figure 43** illustrates the proposed project's area of influence in relation to the Southern California region.

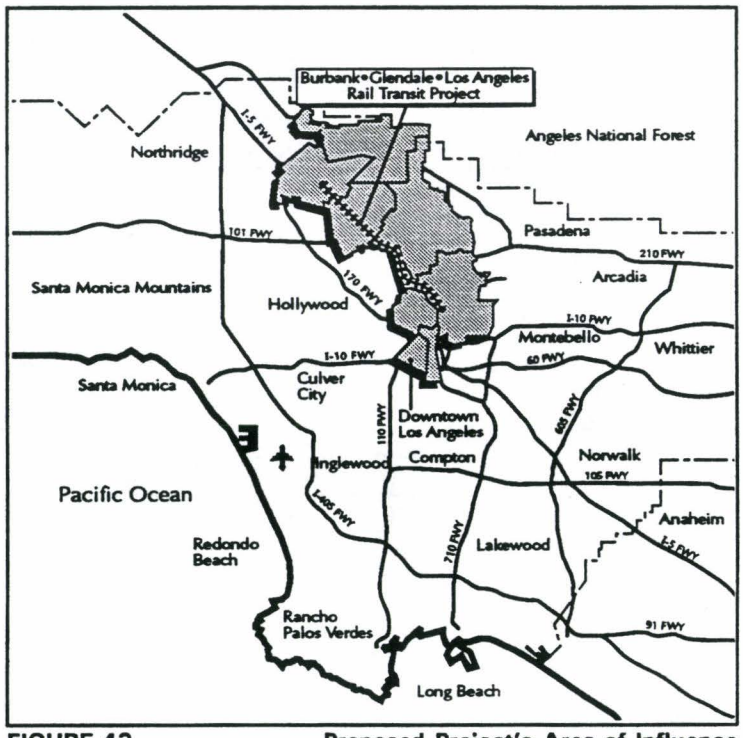


FIGURE 43 **Proposed Project's Area of Influence**

SOURCE: Gruen Associates

4.4.1 Population

As depicted in **Table 6**, growth projections indicate that the population of the Burbank-Glendale-Los Angeles light rail corridor study area can be expected to increase from approximately 710,000 residents in 1987 to nearly 835,000 by the year 2010 (an increase of 17.5 percent). Currently, more than half of the corridor's total population resides in the City of Glendale or the Northeast Los Angeles neighborhoods of Glassell Park, Atwater Village, Cypress Park, and Mount Washington. Although these communities contain the largest number of residents, they do not have the highest population density. Due in large part to its high concentration of residents in South Park, Bunker Hill, and Central City East, the Los Angeles Central Business District has the highest total of residents per acre. Other areas which currently have medium

to high density residential zones include multi-family oriented neighborhoods in Central City North, Echo Park, and Southeast Glendale. By 2010, Downtown Los Angeles will continue to have the highest residential density in the study area, but will also be joined by new medium to high density neighborhoods in Northeast Los Angeles, Central Glendale, and Northeast Burbank.

Table 6
Corridor Population Growth: 1987 - 2010

LOCATION	ACRES	POPULATION 1987	POPULATION 2010	1987 POP/ ACRE	2010 POP/ ACRE	PERCENT INCREASE 1987-2010
CITY OF BURBANK	10,833	91,040	111,860	8.4	10.3	22.9%
CITY OF GLENDALE	19,705	162,836	191,442	8.3	9.7	17.6%
CITY OF LOS ANGELES Central Business District	2,385	49,336	61,263	20.7	25.7	24.2%
CITY OF LOS ANGELES Central City North	1,434	20,130	28,484	14.0	19.9	41.5%
CITY OF LOS ANGELES Northeast	15,211	198,615	221,819	13.1	14.6	11.7%
CITY OF LOS ANGELES Silver Lake-Echo Park	5,011	71,325	79,876	14.2	15.9	12.0%
CITY OF LOS ANGELES Sun Valley	13,121	58,786	68,564	4.5	5.2	16.6%
CITY OF LOS ANGELES Sunland-Tujunga-Lakeview Terrace-Shadow Hills	14,195	58,295	71,129	4.1	5.0	22.0%
TOTALS	81,895	710,363	834,437	8.7	10.2	17.5%

SOURCE: Gruen Associates. Adapted from data supplied by Southern California Association of Governments.

4.4.2 Employment

The Burbank-Glendale-Los Angeles Rail Transit Project study area contains some of Southern California's most prominent economic activity centers. In addition to Downtown Los Angeles, the study area also includes the following major mixed-use employment centers: the Burbank-Glendale-Pasadena Airport area, Burbank Media District, Burbank City Centre, and Glendale Central Business District. Moreover, this area also houses two of the region's largest retail centers: the Glendale Galleria and the Burbank Media City Shopping Center.

The East Valley and North Los Angeles are expected to experience significant growth to its employment base by the year 2010. As of 1987, nearly 625,000 persons worked in the area. By 2010, more than 750,000 persons are projected to be employed within the rail transit corridor's 128-square mile study area (an increase of 21 percent). As illustrated in **Table 7**, the highest employment densities are centralized in Downtown Los Angeles. While Downtown's Central Business District will remain the major employment center being served by the proposed

rail alignment, the current and continued growth of existing and future economic nodes such as Glendale's Downtown Redevelopment Area and Grand Central Industrial Park, and Burbank's Media District, Golden State Redevelopment Area, and Civic Center also represent other major destination points that would be served by the proposed rail transit project.

Table 7
Corridor Employment Growth: 1987-2010

LOCATION	ACRES	EMPLOYMENT 1987	EMPLOYMENT 2010	1987 EMP/ ACRE	2010 EMP/ ACRE	PERCENT INCREASE 1987-2010
CITY OF BURBANK	10,833	90,291	119,652	8.3	11.0	32.5%
CITY OF GLENDALE	19,705	90,270	110,010	4.6	5.6	21.9%
CITY OF LOS ANGELES Central Business District	2,385	262,014	312,879	109.9	131.2	19.4%
CITY OF LOS ANGELES Central City North	1,434	30,488	33,395	21.3	23.3	9.5%
CITY OF LOS ANGELES Northeast	15,211	92,471	111,859	6.1	7.4	21.0%
CITY OF LOS ANGELES Silver Lake-Echo Park	5,011	15,198	19,199	3.0	3.8	26.3%
CITY OF LOS ANGELES Sun Valley	13,121	35,510	38,478	2.7	2.9	8.4%
CITY OF LOS ANGELES Sunland-Tujunga-Lakeview Terrace-Shadow Hills	14,195	6,802	8,468	0.5	0.6	24.5%
TOTALS	81,895	623,044	753,940	7.6	9.2	21.0%

SOURCE: Gruen Associates. Adapted from data supplied by Southern California Association of Governments.

4.4.3 Jobs-Housing Balance

The term "jobs-housing balance" refers to the planning concept which implies that local jurisdictions should ideally provide for approximately an equal mix of housing and employment opportunities. A balance between employment and housing occurs when workers live in closer proximity to housing affordable at the wages they earn; this thereby reduces travel distances to both their place of employment and services they use. The concept can also be defined as the opportunity to reduce the quantity of vehicle miles travelled (VMT) per capita for the area and individual communities.[2]

[2] City of Los Angeles. *Development of a Jobs/Housing Balance Strategy for the City of Los Angeles*, Department Memorandum, March 7, 1990; Revised May 21, 1990.

A balanced planning area in Southern California is technically defined as having an employment to housing ratio of 1.27 in 1984 and a desired 1.20 ratio by 2010 (the regional average). Job-rich subregions have ratios substantially greater than the regional average and housing-rich subregions have substantially lower ratios. The balanced jobs-housing concept assumes that the greater number of people living close to their place of employment will decrease the length and number of daily commuting trips. This could potentially reduce traffic congestion and the resulting air pollution. The goal of the jobs-housing balance is to conform to state and federal air quality standards through the reduction of automobile-produced pollutants, as well as to increase mobility by reducing total VMT.

The Southern California Association of Governments (SCAG) has developed an implementation process that involves options at the state, regional, or local level to support the jobs-housing balance. SCAG forecasts that "urbanizing" areas, the mountain and desert regions, will likely support the greatest housing increase (68%). As for employment opportunities, 57 percent of all new jobs are predicted to occur in the presently "urbanized" areas by 2010 (**Table 8**). Without future policy intervention, the jobs-housing ratio can be expected to become more biased over the next decades.

Table 8
Jobs-Housing Balance Projections, 1984-2010

Category	Area	1984	2010
Urbanized	San Fernando Valley	1.28	1.26
Urbanized	Glendale-Pasadena	1.10	1.15
Urbanized	Central Los Angeles	1.85	1.82
J-H Ratio for Urbanized Areas		1.40	1.42
Urbanizing	North Los Angeles	0.71	0.72
J-H Ratio for Urbanizing Areas		1.06	1.07

Source: SCAG, Growth Management Forecasts, 1989.

As depicted in **Table 9**, the jobs to housing ratio for the proposed rail alignment's study area was 2.22 in 1987 and is expected to decrease slightly to 2.20 in 2010. Because the study area takes into consideration Downtown Los Angeles, the jobs to housing ratio heavily tilts toward employment opportunities. Without the influence of Downtown Los Angeles, the jobs-housing balance for the study area drops to a more equal, but still employment-oriented ratio of 1.41 in 1987 and 1.42 by 2010. Of the communities identified in **Table 9**, the City of Glendale and

Northeast Los Angeles Community Planning area exhibit the most equal balance between employment and housing. Downtown Los Angeles, Los Angeles Central City North, Sun Valley, and the City of Burbank are job-rich, while the neighborhoods of Silver Lake, Echo Park, Tujunga, Sunland, Lakeview Terrace, and Shadow Hills show an imbalance toward housing.

The importance of the characterization of communities as job- or housing-rich relates to the potential for increased trip lengths which affect traffic congestion and air pollution. The balance also has implications for future development options where it may be desirable to encourage housing construction in job-rich areas and employment opportunities in residentially-oriented communities. The development of a more balanced distribution of jobs and housing would conserve energy through the reduction of gasoline consumption, the curtailment of urban sprawl, and the preservation of public open spaces.

Table 9
Jobs to Housing Ratios: 1987-2010

LOCATION	1987			2010		
	HOUSING	EMPLOYMENT	J/H RATIO	HOUSING	EMPLOYMENT	J/H RATIO
CITY OF BURBANK	38,221	90,291	2.36	48,051	119,652	2.49
CITY OF GLENDALE	67,295	90,270	1.34	79,521	110,010	1.38
CITY OF LOS ANGELES Central Business District	24,297	262,014	10.78	32,135	312,879	9.74
CITY OF LOS ANGELES Central City North	11,260	30,488	2.71	15,124	33,395	2.21
CITY OF LOS ANGELES Northeast	71,117	92,741	1.30	83,888	111,859	1.33
CITY OF LOS ANGELES Silver Lake-Echo Park	28,947	15,198	0.53	33,289	19,199	0.58
CITY OF LOS ANGELES Sun Valley	19,456	35,510	1.83	23,355	38,478	1.65
CITY OF LOS ANGELES Sunland-Tujunga-Lakeview Terrace-Shadow Hills	20,679	6,802	0.33	27,280	8,468	0.31
TOTALS	281,272	623,314	2.22	342,643	753,940	2.20

SOURCE: Gruen Associates. Adapted from data supplied by Southern California Association of Governments.

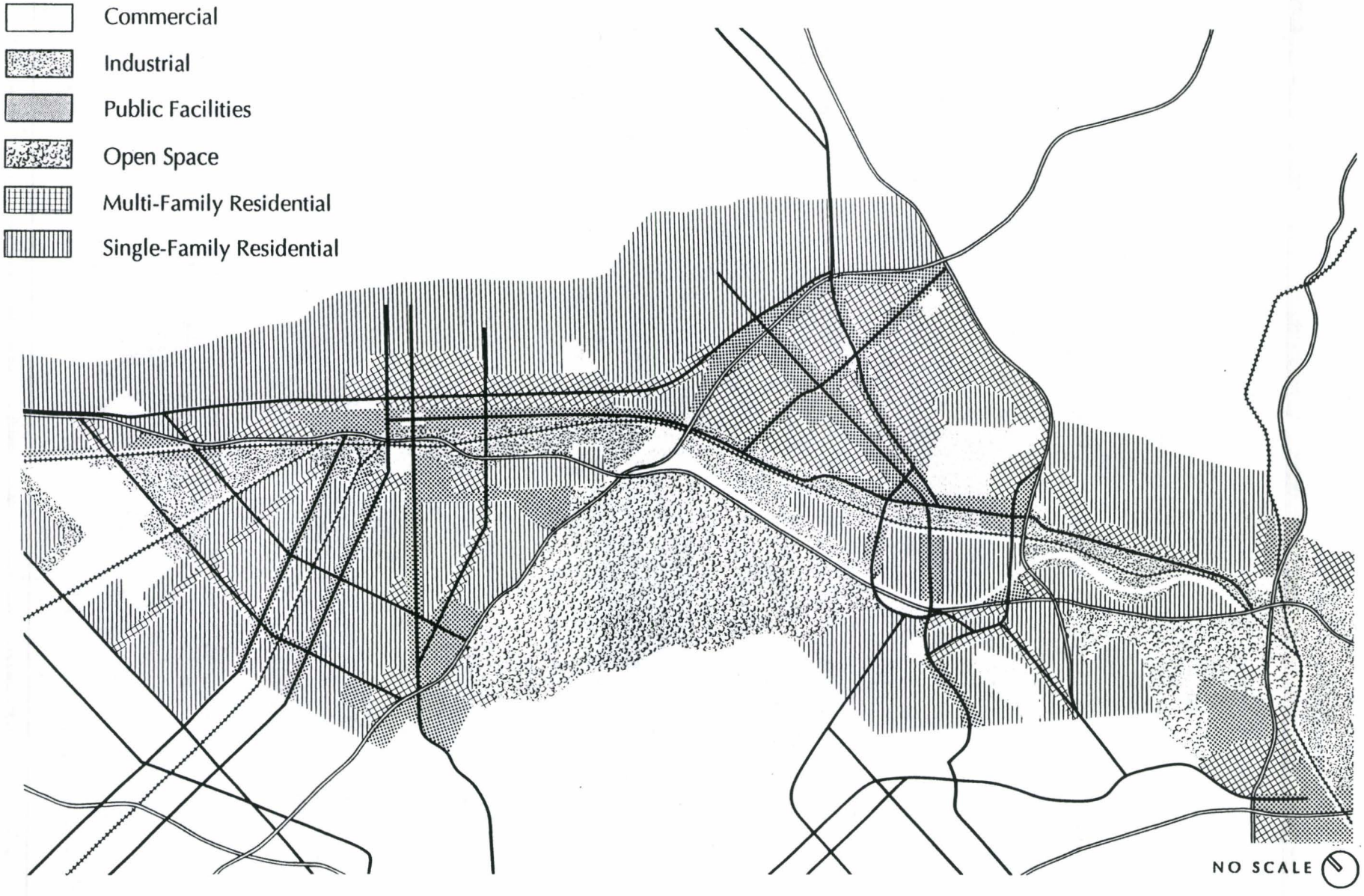
4.5 LAND USE

The Burbank-Glendale-Los Angeles Rail Transit Project lies within the corporate limits of the City of Burbank, City of Glendale, and the City of Los Angeles Community Planning areas of Sun Valley and Northeast Los Angeles. The vast majority of the East Valley consists of single- and multi-family residential communities. As illustrated in **Figure 44**, the built form of the East Valley depicts the close proximity of medium to high density dwelling units to commercial- and industrial-oriented land uses. The area is, however, defined by lower density, single-family neighborhoods located near the foothills of the Verdugo Mountains and San Rafael Hills, as well as in Sun Valley and the Northeast Los Angeles communities of Atwater Village, Glassell Park, and Mount Washington.

Although the East Valley is largely recognized for its residential neighborhoods, major medium density, mixed-use centers have developed in the Burbank-Glendale-Pasadena Airport area, Burbank Civic Center, Glendale Grand Central Industrial Business Park, along Brand Boulevard in Downtown Glendale, and along San Fernando Road in Atwater Village. In addition, high-rise office development during the past decade has created concentrations of office towers in the Burbank Media District and the Glendale Central Business District. Yet despite the significant amount of commercial activity in the East Valley, the area still maintains a large portion of public open space. Among these open spaces include Brand Park in Glendale, and Griffith Park and Elysian Park in Northeast Los Angeles.

With respect to the built environment that surrounds the proposed rail alignment, the existing Southern Pacific Transportation Corridor (SPTC), from Taylor Yard to the Burbank Airport, is enveloped on each side by industrial and manufacturing uses. The area between Taylor Yard and the Northwest Glendale Station is characterized primarily by low to medium intensity industrial uses related to furniture manufacturing and supermarket warehousing. In the Burbank portion of the alignment, general manufacturing uses are located adjacent to the SPTC right-of-way. Although many of these uses are associated with the aerospace industry, other adjacent properties engage in furniture and product manufacturing. In addition, the City of Burbank utilizes various sites along the right-of-way for public service uses such as water reclamation, electrical power, and maintenance facilities.

With regard to sensitive land uses, the Gardena Avenue neighborhood in South Glendale represents the only residential pocket directly adjacent to the route corridor. Other residential neighborhoods located between Taylor Yard and Northwest Glendale that could be affected by the proposed project include those surrounding the Glendale Transportation Center and Northwest Glendale stations. Residential clusters in the Atwater Community of the City of Los Angeles could also be affected by the proposed project due to their relative proximity to the rail transit route, as could the AAA Trailer Park on San Fernando near Seymour Cypress Park. Within the City of Burbank and the Sun Valley community of the City of Los Angeles, two distinct residential neighborhoods may be affected by the proposed project: 1) The Enclave, located in the City of Burbank's Golden State Redevelopment Area along Thornton Avenue, and 2) the residential area located north and east of the Burbank Airport-Hollywood Way station.



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LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 44

Generalized
Existing Land Use

4.6 TRANSPORTATION

According to SCAG's *San Fernando Valley Area Study (Short Range Transportation Improvements, 1986)*, recent growth trends have transformed the East Valley from a bedroom-type community into a more self-sufficient subregion which has achieved an overall balance between population and employment opportunities. A majority of the jobs in the study area (63 percent) are occupied by Valley residents.

With respect to commuting trips destined outside of the project study area, the area west of Downtown Los Angeles represents the most significant destination. Accounting for nearly 40 percent of all work trips originating from the project study area, the major destination points include Mid-Wilshire, Culver City, Beverly Hills, and Hollywood. Other destination centers include Downtown Los Angeles, South Gate-East Los Angeles, and Santa Monica.

Three freeways serve the project study area: the Golden State Freeway (I-5), the Ventura Freeway (SR-134), and the Glendale Freeway (SR-2). These facilities serve as the major connections to the Los Angeles metropolitan area south of the Santa Monica Mountains and to the East Valley and North Los Angeles. The following highlights their principal characteristics:

- The Ventura Freeway serves as a major intrastate travel route. Connecting to US-101 to the west, this freeway provides passage through the Los Angeles area to Ventura County, Santa Barbara, San Francisco and points farther north. The Ventura Freeway also connects to the Foothill Freeway (I-210), which in turn connects to the San Bernardino Freeway (I-10). I-10 is a major east-west transcontinental route which connects Los Angles to San Bernardino, Phoenix, and points farther east.

- As an interstate route, the Golden State Freeway extends from the Mexico-California boundary line to the Canadian border in British Columbia. It connects the Los Angeles area with San Diego to the south, as well as to Northern California, Oregon, and Washington to the north.

- Primarily serving the Glendale and La Cañada area, the Glendale Freeway facilitates access through the residential enclaves of Silver Lake and Echo Park, and serves as a major connector between Downtown Los Angeles and Central City West to the Golden State, Ventura and Foothill Freeways.

Several geographic features present barriers to traffic flow. The Verdugo Mountains to the north of Glendale and to the east of Burbank are a major barrier to traffic flow. The mountain range extends from the southeast to the northwest. Whereas many of Los Angeles area freeways travel in either a north-south or in an east-west alignment, the position of the Verdugo Mountains has caused the Golden State and Foothill Freeway -- as well as the major street system in the City of Burbank to the east of the Golden State Freeway -- to run in a southeast to northwest alignment. Because of the Verdugo Mountains, there are no connections between the Golden State and Foothill Freeways in the City of Burbank. With respect to physical barriers in

Glendale, the City is bounded on the west by the Golden State Freeway, the Los Angeles River, and Griffith Park. South of the Glendale Freeway, Taylor Yard and the Los Angeles River act as barriers between the Mt. Washington and Silver Lake neighborhoods. This condition limits the number of roadway links to the west. Because transportation corridors are limited in certain areas, these street systems are impacted by increases in travel demand.

During peak travel hours, and occasionally during non-peak periods, the freeway system serving the study area experiences extreme congestion. High travel demand on the these facilities results in average speeds well below 35 miles per hour with resultant delays.

4.7 AIR QUALITY

The proposed rail transit corridor is located within the South Coast Air Basin (SoCAB). The SoCAB consists of 6,600 square miles including the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County. The Los Angeles County portion represents approximately 40 percent of the basin area (2,400 square miles).

The Federal Clean Air Act (FCAA) Amendments of 1977 stated that a designated agency in each region of the nation not meeting national clean air standards must prepare a plan demonstrating the steps that would bring the area into compliance with all national standards by December 31, 1987. However, since 1977, additional knowledge and concerns about air quality and exposure to air pollutants have led to substantive amendments. In addition, regions designated as nonattainment were not meeting compliance standards. For example, the SoCAB could not meet the deadline for ozone, nitrogen dioxide, carbon monoxide, or PM_{10}. As a result, the 1990 amendments to the FCAA take the concept of nonattainment areas to new levels. Congress enaceted amendments to the FCAA in October 1990 which divided the country into five categories of ozone nonattainment areas, ranging from marginal to extreme. Deadlines were based on the severity of the local air pollution problem, ranging from 3 to 20 years for areas with extremely polluted air. The only section of the country designated "extreme" is the SoCAB. Although there is a longer deadline to attain these standards, there are also much stricter control requirements, including offsetting all increases from exisitng stationary sources, transportation control measures, and requiring use of clean or reformulated fuels. In addition to ozone and carbon monoxide, the FCAA mandates attainment requirements for PM_{10} and oxides of nitrogen.

Ambient pollution concentrations recorded in Los Angeles County are among the highest of the four counties comprising the SoCAB. Winter air quality problems are due to early and late evening emissions of carbon monoxide and nitrogen oxides. Summer air quality problems result from the formation of photochemical smog, as hydrocarbons and nitrogen dioxide react under strong sunlight. On the basis of regional monitoring data, the SoCAB has been designated a non-attainment area for ozone, carbon monoxide, nitrogen oxides, and total suspended particulates, and as an attainment area for sulfur dioxide.

4.8 NOISE

The predominant source of noise in the vicinity of the proposed rail alignment stems from vehicular traffic, including buses and trucks. At some locations, traffic noise is further augmented by traffic on the Golden State Freeway (I-5). Freeway traffic is clearly discernible at some locations in the project vicinity, adding to the total noise environment. Noise levels reach their peak when there exists a direct line of sight to the freeway. Heavy train traffic along the Southern Pacific mainline during the day and night adds to the existing noise environment. Train traffic passing through the area on a daily basis include two Santa Barbara trains, one Amtrak Coast Train, three Commuter Rail Metrolink trains from Santa Clarita and Moorpark each way, and SP freight service (approximately 12 trains). Ambient noise levels in the vicinity of the project alignment range from approximately 60 to 73 decibels.

4.9 BASIS FOR CUMULATIVE ANALYSIS

Cumulative impact analysis examines two or more individual effects, which if judged together are considerable, or which increase or exacerbate other environmental impacts (State CEQA Guidelines, Section 15355). A CEQA-adequate cumulative impact analysis must contain the following elements for discussion:

- Either a list of past, present, and reasonably anticipated future projects producing related or cumulative impacts, including those projects outside the control of the lead agency; or a summary of projections contained in an adopted general plan or related planning document which is designated to evaluate regional or areawide conditions. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

- A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available.

- A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable options for mitigating or avoiding significant cumulative effects.

To conduct the cumulative impact analysis for the proposed project, a listing of applicable rail transit projects and site-specific, transit-related developments are identified and discussed in Chapter 7.0, Section 7.2, with summaries of projections from the related projects discussed where feasible. Because many of these related projects are either ongoing processes or currently under revision, it should be understood that a reasonable and adequate analysis must be balanced by the uncertainties of forecasting, speculation, and the project's degree of specificity (CEQA Sections 15144-15146). In addition, future site-specific CEQA documents will be prepared (e.g., EIRs for the Glendale Transportation Center and Burbank Multi-Modal Transportation Facility) that incorporates this environmental impact report by reference, and will focus on issues relevant to their site-specific activities.

CHAPTER 5.0
ENVIRONMENTAL ISSUES ANALYSIS

CHAPTER 5.0
ENVIRONMENTAL ISSUES ANALYSIS

The categories of environmental impacts studied in this Environmental Impact Report are set by the California Environmental Quality Act (CEQA), Public Resources Code section 21000 et seq., and the State CEQA Guidelines as declared by the State of California Secretary of Resources. Under the CEQA Guidelines, there are 20 categories of potential environmental impact and a related list of Mandatory Findings of Significance. Projects are evaluated against these impact categories in an Initial Environmental Study, and those categories found to be potentially significant are carried forward for analysis in the draft and final environmental impact reports.

The Initial Environmental Study for the Burbank-Glendale-Los Angeles Rail Transit Project was released in September 1991. **Table 10** identifies the environmental sections against which the project was screened and summarizes the results of that evaluation. In total, six categories were determined to have an impact on the environment, twelve categories were found in which an impact might occur, and two categories would have no environmental impact.

This chapter presents an analysis of each of the impact categories found to either have, or potentially have, an impact. Each impact section consists of a description of the existing environmental setting, an identification of potential environmental impacts, and proposed mitigation measures to address the impacts.

Table 10
Initial Environmental Checklist

Impact Category (EIR Section)	Potential for Impact			Impact Category (EIR section)	Potential for Impact		
	Yes	Maybe	No		Yes	Maybe	No
1. Earth (5.6)	X			12. Housing (5.1)			X
2. Air (5.3)		X		13. Transportation (5.4)	X		
3. Water (5.6)		X		14. Public Services (5.7)		X	
4. Plant Life (5.8)		X		15. Energy (5.9)	X		
5. Animal Life (5.8)		X		16. Utilities (5.9)	X		
6. Noise (5.5)	X			17. Human Health			X
7. Light and Glare (5.10)	X			18. Aesthetics (5.10)		X	
8. Land Use (5.2)		X		19. Recreation (5.8)		X	
9. Natural Resources (5.8)		X		20. Cultural Resources (5.11)		X	
10. Risk of Upset (5.6)		X		21. Mandatory Findings of Significance (7.0)		X	
11. Population (5.1)		X					

5.1 POPULATION AND HOUSING

CEQA defines population impacts to include changes to the location, distribution, density, or growth rate of the human population. Housing impacts are defined as changes to existing housing or the creation of a demand for additional housing. This section considers impacts in these areas that could be expected as a result of the development of the Burbank-Glendale-Los Angeles Rail Transit Project.

Environmental Setting

Based on data provided by the United States Census Bureau for the period between April 1980 and April 1990, Los Angeles County experienced the lowest population growth rate (18.5%) in the six-county Southern California planning region that consists of Los Angeles, Riverside (76.5 %), San Bernardino (58.5%), Orange (24.7%), Ventura (26.4%), and Imperial (18.7%) Counties. As illustrated in **Table 11**, the proposed project's sphere of influence, which covers all of Burbank and Glendale as well as parts of Central, North, and Northeast Los Angeles, experienced a 20 percent growth in population during the same time period.

Table 11
Population and Housing Growth: 1980-1990

LOCATION	POPULATION			HOUSING UNITS		
	1990	1980	Percent Increase	1990	1980	Percent Increase
CITY OF BURBANK	93,643	84,625	10.7%	41,006	35,880	14.3%
CITY OF GLENDALE	180,038	139,060	29.5%	71,907	61,653	16.6%
CITY OF LOS ANGELES: Central Business District	25,823	22,829	13.1%	11,758	10,327	13.9%
CITY OF LOS ANGELES: Central City North	14,551	12,851	13.2%	2,878	1,878	53.2%
CITY OF LOS ANGELES: Northeast	237,315	198,229	19.7%	72,603	66,624	9.0%
CITY OF LOS ANGELES: Silver Lake-Echo Park	84,229	76,650	9.9%	30,002	29,211	2.7%
CITY OF LOS ANGELES: Sun Valley	80,061	61,158	30.9%	23,300	20,798	12.0%
CITY OF LOS ANGELES: Sunland-Tujunga	51,867	44,279	17.1%	19,308	16,244	18.9%
TOTALS	767,527	639,681	20.0%	272,762	242,615	12.4%

SOURCES: Planning and Community Development Departments of Los Angeles, Glendale, and Burbank.

According to data provided by the Planning and Community Development Departments of Los Angeles, Glendale, and Burbank, more than 765,000 persons occupying nearly 275,000 housing units (2.81 persons per dwelling unit) resided in the proposed project's study area as of April 1990. The two largest areas, Glendale and Northeast Los Angeles, comprise 54 percent of the study area's total population. Although the East Valley and North Los Angeles have a number of distinctive single-family neighborhoods, an examination of the area's density by persons per acre (ppa) reveals that the study area has a relatively medium population density of 9.37 ppa. As of 1990, densities in the area ranged from 3.65 ppa in the Sunland-Tujunga area to 16.81 ppa in Silver Lake and Echo Park.

With respect to housing, builders in Los Angeles County constructed more than 300,000 housing units between April 1980 and April 1990, an increase of nearly 11 percent. During the same time period, the East Valley and North Los Angeles experienced a 12.4 percent growth rate, adding a total of 30,147 new units to the study area's housing stock. The City of Los Angeles encountered less housing growth (9.3%), while the San Fernando Valley, which is located directly west and north of the study area, experienced a higher (14.6%) housing growth rate.

Of the more than 30,000 housing units produced in the East Valley and North Los Angeles over the 1980-1990 period, approximately 83 percent have been constructed in the communities and neighborhoods of Burbank, Glendale, Northeast Los Angeles, Central City North, and Sun Valley; areas where the proposed rail transit alignment would pass. Because of the highly urbanized character of the study area, some single- and multi-family residential neighborhoods are in close proximity to the Southern Pacific Transportation Corridor right-of-way which would be utilized by the proposed rail transit project. It should be noted, however, that very few residential areas are directly adjacent to the rail alignment (refer to Land Use, Section 5.2).

Environmental Impacts

Because the proposed project would not result in the displacement of existing residents and housing stock, the Burbank-Glendale-Los Angeles Rail Transit Project would not directly impact population and housing in terms of location, distribution, or density. However, impacts could result to the population during instances where pedestrians, transit passengers and motorists come in conflict with train traffic at station areas and street/track crossings. Examples of such scenarios would take place at Hollywood Way-Burbank Airport, and Lawry's California Center-Avenue 19, and at the multi-modal stations in Burbank and Glendale.

In addition, the close proximity of the rail alignment to residential neighborhoods in Burbank, Northwest Glendale, South Glendale, and Atwater Village may result in impacts related to traffic and circulation, noise, air quality, and aesthetics and visual quality. Effects associated with these impact categories are discussed in greater detail in their respective environmental sections.

Mitigation Measures

- LACTC considers the safety of pedestrians and motorists of paramount importance. As such, at the rail transit project's at-grade crossings, automatic crossing gates will be provided, along with warning lights and bells. Operators will be required to sound a horn in advance of each crossing, and trains will be equipped with a top-mounted "cyclops" light that has recently been introduced on the Long Beach to Los Angeles Blue Line. In the case where significant conflicts may arise between pedestrian/motorists and train vehicles, LACTC will consider the potential for constructing grade-separated crossings to ensure the safety of pedestrians and motorists.

- Refer to other environmental sections for mitigation measures related to impacts on the project study area's residents and housing stock.

Unavoidable Adverse Impacts

The proposed rail alignment would not result in net adverse effects to population and housing.

5.2 LAND USE

The potential development of the Burbank-Glendale-Los Angeles Rail Transit Project raises questions related to the following land use issues: 1) compatibility with existing local land use patterns and relevant adopted area plans, and 2) displacement of existing homes, businesses, and rights-of-way. This section addresses these land use effects.

5.2.1. Compatibility with Existing Land Use and Adopted Local Area Plans

Environmental Setting

Figure 44 in Chapter 4.0 illustrates the existing land uses for the project study area. Historically, land uses surrounding the SPTC right-of-way have gradually transitioned over time. In the early part of the century, agricultural and rural residential uses dominated the area. In the 1930s and 1940s, the area began to take advantage of the existing railroad and a few industrial and commercial businesses opened along the San Fernando Road corridor. During the 1950s through the 1970s, the project study area exhibited the gradual conversion to its current condition of manufacturing, warehousing, and public facility use.

For the purposes of analysis, the proposed rail alignment has been divided into six study areas: 1) Burbank Golden State Redevelopment Area, 2) Burbank City Centre Redevelopment Area, 3) Northwest Glendale, 4) South Glendale-Atwater Village, 5) Glassell Park-Taylor Yard, and 6) South Taylor Yard-Elysian Park. Land use and planning characteristics of the Burbank-Glendale-Los Angeles rail line can best be described in the context of these study areas:

- Burbank Golden State Redevelopment Area: This portion of the alignment extends from the rail line's northern terminus at Hollywood Way and continues to the SP Coast Mainline Junction. Although the land uses directly adjacent to the SPTC right-of-way are comprised primarily of a mix of manufacturing, office, and strip commercial uses, this segment of the study area also has a few single- and multi-family residential neighborhoods (e.g., the "Enclave") located in close proximity to the rail line. With respect to adopted local area plans, the Burbank General Plan and the Golden State Redevelopment Plan guide land use decisions along this segment of the route.

- Burbank City Centre Redevelopment Area: This section of the route stretches from the SP Coast Mainline Junction to Western Avenue, and generally parallels the Golden State Freeway (I-5). Land uses along the segment consist almost entirely of manufacturing, warehousing, and public facility uses. The City's General Plan governs allowable land uses in this area, while the Burbank City Center Multi-Modal Transportation Facility Feasibility Study provides specific guidelines for the future development of the Old Burbank Rail Depot site.

- Northwest Glendale: Beginning at Western Avenue and continuing to Colorado Street, this segment of the route parallels San Fernando Road, and travels adjacent to this arterial south of Grandview Avenue. Strip commercial and office uses prevail north of the Ventura Freeway, while warehousing and manufacturing uses predominate between the freeway and Colorado Street. Although no residential uses are directly adjacent to the rail alignment, the Neighbors West, Northwest Glendale, and Pelanconi residential neighborhoods are in close proximity. The Glendale General Plan and Northeast Los Angeles District Plan provide land use designations for their respective jurisdictions. It should also be noted, however, that the Glendale Redevelopment Agency (GRA) has prepared a feasibility study which proposes the establishment of a redevelopment project area to include the entire San Fernando Road corridor including the Grand Central Industrial Business Park area. The plan formation process is continuing, with an expected approval date of December 1992.[3]

- South Glendale-Atwater Village: This portion of the route extends from Colorado Street to Fletcher Drive. The alignment passes through an area comprised of a mix of industrial and single-family residential land uses. The only residential land uses directly adjacent to the rail alignment right-of-way are located in this segment, just south of Brand Boulevard. The Glendale General Plan and Northeast Los Angeles District Plan also manage land use in this section of the route. The City of Glendale has completed a Master Plan to govern development of the Old Glendale Rail Depot, and is currently preparing a transit-oriented specific plan that will establish land use and design standards for the area surrounding the old depot.

- Glassell Park-Taylor Yard: This section of the alignment stretches from Fletcher Drive to the Lawry's California Center site at Avenue 26. As proposed, the rail transit route would pass through Taylor Yard, near the eastern edge of the Los Angeles River. Land uses adjacent to Taylor Yard consist primarily of industrial and commercial uses, with much of the surrounding community comprised of older, residential neighborhoods. The Northeast Los Angeles District Plan governs land use within Taylor Yard and its surrounding areas. In addition to this District Plan, LACTC, in conjunction with the City of Los Angeles, is preparing a development feasibility study that could potentially direct the buildout of Taylor Yard. In addition, the Los Angeles CRA is conducting a Redevelopment Prefeasibility Study for Taylor Yard, and the Los Angeles County Public Works Department and Los Angeles Police Department are considering project alternatives on this site. Other plans for Taylor Yard include the United States Army Corps of Engineers' Los Angeles Recreational Reconnaissance Study, and planning work being performed by the American Institute of Architects. None of these planning efforts have been completed.

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[3] Bob Kadlec, Glendale Redevelopment Agency, April 1992.

- South Taylor Yard-Elysian Park: This final portion of the route extends from Avenue 26 to the line's southern terminus at the Pasadena-Los Angeles rail line junction. Although there are a few offices and commercial businesses in the area, industrial and public facility land uses comprise most of the uses in this area. The Northeast Los Angeles District Plan also regulates land use decisions along this portion of the alignment.

Table 12
Existing Sensitive Land Uses

Sensitive Land Use	Location/Planning Study Area	Distance to Alignment
Residential Neighborhood	CITY OF LOS ANGELES Golden State Redevelopment Area Cohassett Street at Hollywood Way.	First residences within 300 feet
"Enclave" residential cluster	CITY OF BURBANK Golden State Redevelopment Area Thornton Avenue at Buena Vista Street.	First residences within 300 feet
Pelanconi and Northwest Glendale residential neighborhoods	CITY OF GLENDALE Northwest Glendale West of alignment between Fairmount and Sonora Aves.	First residences within 300 feet
Pelanconi Park	CITY OF GLENDALE Northwest Glendale San Fernando Road at Grandview Avenue.	Within 250 feet
Chevy Chase Park	CITY OF LOS ANGELES South Glendale-Atwater Village Chevy Chase Drive at Alger Street.	Within 250 feet
Alger Street residential cluster	CITY OF LOS ANGELES South Glendale-Atwater Village Alger Street between Goodwin Ave. & Chevy Chase Dr.	First residences within 250 feet
Holy Trinity Parish School	CITY OF LOS ANGELES South Glendale-Atwater Village Boyce Avenue at Appelton Street.	Within 1,200 feet
Atwater Avenue Elementary School	CITY OF LOS ANGELES South Glendale-Atwater Village Silver Lake Boulevard at Atwater Avenue.	Within 1,200 feet
Atwater Village residential neighborhood	CITY OF LOS ANGELES South Glendale-Atwater Village West of alignment between Chevy Chase Dr. and Glendale Freeway.	First residences within 200 feet
South Glendale residential cluster	CITY OF GLENDALE South Glendale-Atwater Village Gardena Avenue south of Brand Boulevard.	Adjacent
Pater Noster High School (currently not in use)	CITY OF LOS ANGELES Taylor Yard-Glassell Park San Fernando Road south of Glendale Freeway.	Within 1,200 feet
Seymour Cypress Park	CITY OF LOS ANGELES Taylor Yard-Glassell Park San Fernando Road between Pepper and Poplar Sts.	Within 200 feet
AAA Trailer Park	CITY OF ANGELES Taylor Yard-Glassell Park Adjacent to Seymour Cypress Park	Within 200 feet

SOURCE: Gruen Associates, April 1992.

Environmental Impacts

Existing Land Use. Although very few sensitive land uses are directly adjacent to the rail transit route, a number of residential clusters, recreational facilities, and schools could be impacted by the proposed project. **Table 12** on the previous page outlines sensitive land uses located within one-quarter mile of the rail alignment. These land uses could potentially experience impacts related to noise, air quality, pedestrian circulation, vehicular circulation, and aesthetic value. For more detailed analysis of these categories, refer to the respective environmental sections in this report.

Compatibility with Local Area Plans. Planning documents for the Cities of Burbank, Glendale, and Los Angeles generally identify land uses adjacent to the Southern Pacific Transportation Corridor as 1) quasi-public use, 2) light industry, or 3) heavy industry. With the exception of where the rail line would displace the old City Jail Building, land uses are primarily affected at station locations where parking lots and station access points extend into existing developed areas. The following discussion compares the compatibility between the proposed rail alignment and current plans and plans being prepared in the project study area.

- City of Burbank General Plan: The two elements of the General Plan that directly affect the proposed project are the Land Use and Circulation Elements. The City's Land Use Element was recently updated in May 1988. The area's proposed station areas have been designated for industrial or public facility use. The City's current Circulation Element was prepared in 1964. However, an updated element will be circulated for review in the Fall or Winter of 1992. According to representatives from the City's planning staff, the updated Circulation Element includes a discussion of the potential for light rail transit along the SPTC right-of-way.

- Golden State Redevelopment Plan (Burbank): Adopted in December 1970 and amended in January 1973, this redevelopment project devotes the entire area to airport and industrial uses. The proposed project can be considered consistent with the goals and policies of the Golden State Redevelopment Plan for two reasons: 1) the proposed rail transit project improves access to the airport, and 2) the parking facility planned at the northwest corner of Hollywood Way and San Fernando Road could be jointly developed with the airport.

- Burbank Multi-Modal Transportation Facility Feasibility Study: This study provides a blueprint for the potential development of a multi-modal transit center at the site of the old Burbank Rail Depot. Among the transportation facilities that would serve this center include the proposed Burbank-Glendale-Los Angeles Rail Transit Project.

- City of Glendale General Plan: Like the Burbank General Plan, the two key elements in the Glendale General Plan are the Land Use and Circulation Elements. Updated in 1987, the City's Land Use Plan designates the vast majority of the San Fernando Road corridor for industrial use. Of the four stations planned in the City of Glendale, three have

industrial land use designations. The fourth, the Northwest Glendale Station, is located within a community-serving commercial area. The City adopted its Circulation Element in March 1976. There are no current plans to update the element. The existing plan, however, provides a rail transit component, and accounts for the potential development of a rail line utilizing the SPTC right-of-way.

- San Fernando Road Redevelopment Project Area Feasibility Study (Glendale): This planning study examines the potential for creating a new redevelopment project area that would encompass the San Fernando Road corridor and include the Grand Central Industrial Business Park. The project is now undergoing environmental review. All four rail transit stations proposed within the City of Glendale are included as part of this redevelopment planning study.

- Glendale Old Rail Depot Master Plan: Prepared in the Winter of 1991-92, this Master Plan provides a conceptual basis for creating a multi-modal facility on the old Glendale Rail Depot Grounds. Among the transit facilities included in this study include bus bay terminals, Commuter Rail Metrolink, and the proposed light rail transit project.

- Glendale Municipal Transportation Center Specific Plan: Scheduled for completion in the Fall of 1992, this Specific Plan governs the development of the land surrounding the old rail depot. The planning effort on this study expands upon the work completed for the Old Rail Depot Master Plan. The proposed light rail transit project is also included in this Specific Plan.

- City of Los Angeles Northeast District Plan: The Northeast District Plan designates the land uses adjacent to the rail line as limited, light, or heavy industrial use. Although the Plan indicates that the Sante Fe rail line (Pasadena-Los Angeles alignment) should be considered as a future right-of-way for a rapid transit system, no similar provisions are made for the Southern Pacific rail corridor. The Northeast Los Angeles District Plan is currently being updated as part of the City of Los Angeles' Community Plan Revision Program.

- Multi-Use Study (Los Angeles County Department of Public Works): This study examines the possibility of constructing a flood control facility within the remaining available parcels in Taylor Yard. It also explores the potential for addition multi-uses such as habitat creation, recreation, groundwater recharge, and transportation.

- Taylor Yard Transit Development Feasibility Study (LACTC and City of Los Angeles): It is anticipated that the joint planning efforts of LACTC and the City of Los Angeles will provide for compatibility between land use designations and rail transit facilities.

- Taylor Yard Redevelopment Prefeasibility Study (CRA): This study, which will explore the potential of creating a redevelopment project area around Taylor Yard, is not yet underway. It is expected to be completed in the Winter of 1993.

Mitigation Measures

Although the proposed rail transit project is consistent and compatible with the majority of existing land uses, and existing and proposed planning documents governing the project study area, the following mitigation measure should be implemented to avoid any potential future conflicts:

- During the environmental review process for their multi-modal transportation centers, the Cities of Burbank and Glendale should reference the relevant information from this document to remain consistent with other local area plans and this EIR.

- Final design of the project through Taylor Yard should be coordinated with the outcome of planning efforts currently underway for development of this property. Specifically, the Taylor Yard Development Feasibility Study should serve as a vehicle for linking planned station areas with surrounding developments.

Unavoidable Adverse Impacts

The proposed project would not result in net adverse land use compatibility impacts.

5.2.2 Land Acquisition and Displacement Impacts

Environmental Setting

In order to minimize potential impacts on residential land uses and recreational resources, station locations have been selected in an effort to utilize available publicly-owned properties and rights-of-way (refer to discussion on LACTC-Southern Pacific Shared Use Agreement). In areas where no such opportunity presents itself, private property takings would be required. LACTC would either acquire such land or obtain easements from the owners as outlined in the California Public Utilities Code Section 30600. LACTC's right to invoke eminent domain would also need to comply with the conditions of the California Eminent Domain Law (Code of Civil Procedure Section 1230.010 et seq.).

The removal of existing land uses and the acquisition of rights-of-way outside of LACTC's 40-foot transportation corridor easement would be required for construction of portions of the rail transit alignment and station parking areas. In order to estimate which properties may be displaced, two tasks were performed: 1) the proposed project's preliminary engineering plan drawings were overlaid on Los Angeles County Tax Assessor Parcel Maps to determine which uses may be impacted, and 2) LACTC's Real Estate Division was consulted to provide background information on properties that may be taken. Affected parcels have been inventoried and surveyed in the field, as of April 1992, to verify improvements and recent construction.

LACTC-Southern Pacific Shared Use Agreement. In order to operate the proposed rail transit alignment within the Southern Pacific Transportation Company's 100-foot right-of-way that travels parallel to the San Fernando Road corridor, LACTC has entered into a shared use agreement with Southern Pacific to utilize 40 feet of the eastern portion of the right-of-way as a transportation easement.

The Southern Pacific right-of-way is currently double-tracked from Taylor Yard to Buena Vista Street in the City of Burbank, and single-tracked from Buena Vista Street north. Within the double-tracked section, the proposed Burbank-Glendale-Los Angeles Rail Transit Project can be implemented on the 40-foot right-of-way, while preserving the existing facility. Between Buena Vista Street and Hollywood Way, enough space still exists for Commuter Rail Metrolink to construct a second track on Southern Pacific property, but not within LACTC's 40-foot transportation easement. Since the LACTC-Southern Pacific Shared Use Agreement calls for the second track to be constructed on LACTC property beginning in 2006, it may become necessary at that time for LACTC and Southern Pacific to modify the agreement as it applies to this 1.3-mile segment. This consideration, however, could become moot since LACTC is currently negotiating to purchase the entire 100-foot right-of-way, in which case the existing Shared Use Agreement would have no effect.

Environmental Impacts

Development of specific segments of the proposed rail alignment and construction of five station parking facilities would result in the displacement of existing properties. As illustrated in **Table 13**, 20 parcels totaling more than 22 acres would need to be taken in order to implement the Burbank-Glendale-Los Angeles Rail Transit Project. Although the proposed project avoids taking sensitive land uses such as residential land uses and recreational facilities, a total of 14 public service, commercial, and industrial businesses, and more than 140 employees would be displaced. The following summarizes the properties which would be taken by the proposed rail transit alignment:

- Burbank Airport-Hollywood Way: Approximately 2.1 acres of a Lockheed Aircraft-owned parking lot would be taken to construct a 1,500-car park-and-ride facility.

- Buena Vista Street: LACTC plans to lease the existing one-acre Caltrans Storage Facility below the Golden State Freeway to construct a surface park-and-ride lot. In order to construct the parking lot, the Caltrans yard would be displaced for the term of the lease.

- Ventura Freeway: Takings at this station area would result in the displacement of nine businesses located on 2.71 acres at the southeast corner of Doran Street and San Fernando Road. The land uses which would be displaced by the construction of a 500-car park-and-ride structure include a manufacturing facility, the Glendale Small Animal Hospital, The Tin Factory auto restoration shop, Collision Automotive Repair Shop,

Kennedy Hydraulics warehouse and offices, Fisher Medical Electronics, General Aircraft Company, and Dayhan Radio and Alarm Auto Installation.

- Glendale Transportation Center: Because of the proposed alignment's engineering constraints and the desire to maintain a minimum 25-foot distance between the old Rail Depot and the LRT track, a sliver taking of .17 acres would be required from the SPTC right-of-way.

Table 13
Summary of Potential Land Use Displacements

AREAS AFFECTED BY PROPOSED RAIL TRANSIT ALIGNMENT	LAND TAKING		LAND USE						
			Number of Establishments					Building Square Feet	Estimated Employees[6]
	# of Parcels	Acres Taken	Public Facility	Comm.	Office	Indus.	Total		
Burbank Airport-Hollywood Way Park-&-Ride Facility[1]	1	2.10	•	•	•	•	•	•	•
Buena Vista Street Park-&-Ride Facility[2]	1	1.01	1	•	•	•	1	•	0
Ventura Freeway Park-&-Ride Facility	12	2.71	•	4	1	3	8	35,370	62
Glendale Transportation Center SPTC Right-of-Way[3]	1	0.17	•	•	•	•	•	•	•
Glendale Freeway-Fletcher Drive Park-&-Ride Facility[4]	2	7.30	•	•	•	1	1	56,071	25
Taylor Yard Park-&-Ride Facility	1	4.87	•	•	•	•	•	•	•
San Fernando Road Right-of-Way[5]	1	0.05	•	•	•	•	•	•	•
Pasadena Line Junction Old Jail Building-LADOT Yard	1	4.17	3	1	•	•	4	88,150	56[7]
TOTALS:	**20**	**22.38**	**4**	**2**	**1**	**8**	**14**	**91,441**	**143**

[1] Existing parking lot on northwest corner of Hollywood Way and San Fernando Boulevard.
[2] Existing Caltrans Storage Facility located below Golden State Freeway (I-5).
[3] Sliver taking of parcel located outside LACTC's 40-foot transportation corridor easement.
[4] Portion of Hughes Market property and 70,000 square feet of Southern Pacific land in Taylor Yard. Selection of the Van de Kamp's site alternative would result in the taking of 87,120 square feet.
[5] Additional 3 feet of right-of-way on San Fernando Road for a distance of approximately 775 feet.
[6] Factors for calculating number of jobs displaced:
- 1 employee per 200 square feet of office or public building space.
- 1 employee per 500 square feet of commercial building space.
- 1 employee per 2,285 square feet of industrial building space.

[7] Based on estimates from representatives of the Bilingual Foundation of the Arts (15 employees), Los Angeles Youth Athletic Club (6), and Community Youth Gang Services (35).

SOURCE: Gruen Associates based on information from LACTC's Real Estate Division and Los Angeles County Tax Assessor Parcel Maps.

- Glendale Freeway-Fletcher Drive: The Hughes Market Alignment Alternative would displace the 56,000-square foot Hughes Market produce warehouse building. In addition, approximately 70,000 square feet of Southern Pacific Land adjacent to the Hughes Market property would also need to be taken. Alternatively, if the Van de Kamp's site alternative is selected, it would result in the taking of approximately 87,000 square feet.

- Taylor Yard: If the Division Street Alternative for the Taylor Yard Station is implemented, one parcel totaling approximately 4.9 acres would be taken.

- San Fernando Road: Because of constraints related to the available right-of-way along this section of the route, an additional three feet on San Fernando Road would be required for a distance of 775 feet.

- Pasadena Line Junction: The "Through the Jail" alignment through this segment of the route would take the Old City Jail Building at 401 Avenue 19 and displace the following uses: the Bilingual Foundation for the Arts, the Los Angeles Youth Athletic Club, the Lincoln Heights Division of the Community Youth Gang Services, and a Los Angeles Department of Transportation (LADOT) Maintenance and Storage Facility. With the exception of the LADOT yard, each of these uses represent valuable community services to the youths and adults of this area, and their absence may represent a hardship to area residents. In addition, a total of 56 persons would be displaced from their place of employment.

  Please refer to Section 8.4.1 for a discussion of displacement impacts due to other alternative alignments.

Mitigation Measures

In the acquisition of real property by a public agency, California state law requires the agency acquiring the property to 1) ensure consistent and fair treatment for owners of real property, 2) encourage and expedite acquisition by agreement in order to avoid litigation and relieve congestion in the courts, and 3) promote confidence in public land acquisition. Mitigation measures aimed at meeting these goals for property relocation include the following:

- The relocation of community service, commercial, and industrial businesses should receive fair relocation costs that take into consideration the following factors: 1) ownership versus rental land holding, 2) type of business, 3) ease of relocation, 4) fixtures and equipment particular to the operation of a business, and 5) potential hardship.

- LACTC should work with representatives from the Cities of Burbank, Glendale, and Los Angeles to determine the potential for joint development in and around areas where properties would be displaced. This would provide the opportunity to retain some of these businesses in their existing areas.

- Because of their value to the community and their particular terms of tenancy, LACTC should work with the City of Los Angeles (including the First City Council District) and the existing tenants of the old City Jail Building to provide for relocation into a situation which is, at minimum, comparable with what currently exists.

Unavoidable Adverse Impacts

Although businesses and community services would receive fair-market compensation plus relocation assistance, the displacement of these uses must be considered as an unavoidable adverse impact to employees and residents in the area.

5.3 AIR QUALITY

Environmental Setting

The United States Environmental Protection Agency (EPA) has set national ambient air quality standards, as required under the Federal Clean Air Act. All areas of the country were to have attained these standards by 1975. The deadline was extended to 1977 and later to 1982 with an extension to 1987 for the attainment of carbon monoxide and ozone standards. The most recent deadline allows the Southern California Air Basin (SoCAB) to achieve carbon monoxide and ozone standards by 2007. The Clean Air Act also requires that areas unable to meet these standards prepare plans for attainment of the national air quality standards. The EPA is capable of issuing sanctions for the failure of an agency either to submit a plan or to carry out commitments in a plan. Sanctions may include a ban on the construction of major new facilities and the withholding of federal funds for highways, sewage treatment, and air quality planning[4].

The SoCAB has been designated a non-attainment area by the EPA for ozone, carbon monoxide, nitrogen dioxide, and total suspended particulates. It has, however, been designated an attainment area for sulfur dioxide. In the morning hours, local area winds during the winter are predominantly from the northwest. During this period, the combination of low wind speeds and ground based inversions creates a potential for high concentrations of carbon monoxide. Management of air quality in the SoCAB falls primarily under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD sets and enforces regulations for stationary sources of air pollution, which include both large and small facilities, ranging from oil refineries to dry cleaners and homes. About 40 percent comes from mobile sources[5].

In 1982, the SCAQMD, in coordination with the Southern California Association of Governments (SCAG), prepared an Air Quality Management Plan (AQMP) with the goal of achieving healthful air quality for the basin by 1987. These standards were not met in 1987. Thus, the SCAQMD has prepared a revised AQMP which was approved and adopted in March, 1989. The new AQMP includes a policy for the attainment of federal and state standards for nitrogen dioxide and carbon monoxide by no later than December 31, 1996, and December 31, 1997, respectively. The deadline for the attainment of federal and state ozone and suspended particulate (PM_{10}) standards has been set for December 31, 2007. The draft final 1991 AQMP, which was published in May, 1991, projects attainment of federal and state standards for nitrogen dioxide by 2000, attainment of federal PM_{10} standards by 2006, attainment of the federal ozone standard by 2010, and attainment of federal carbon monoxide standards by 2000 and state standards by 2005. **Figure 45** illustrates the existing ozone and carbon monoxide levels in the site vicinity, while **Figure 46** shows the existing nitrogen dioxide and particulate levels.

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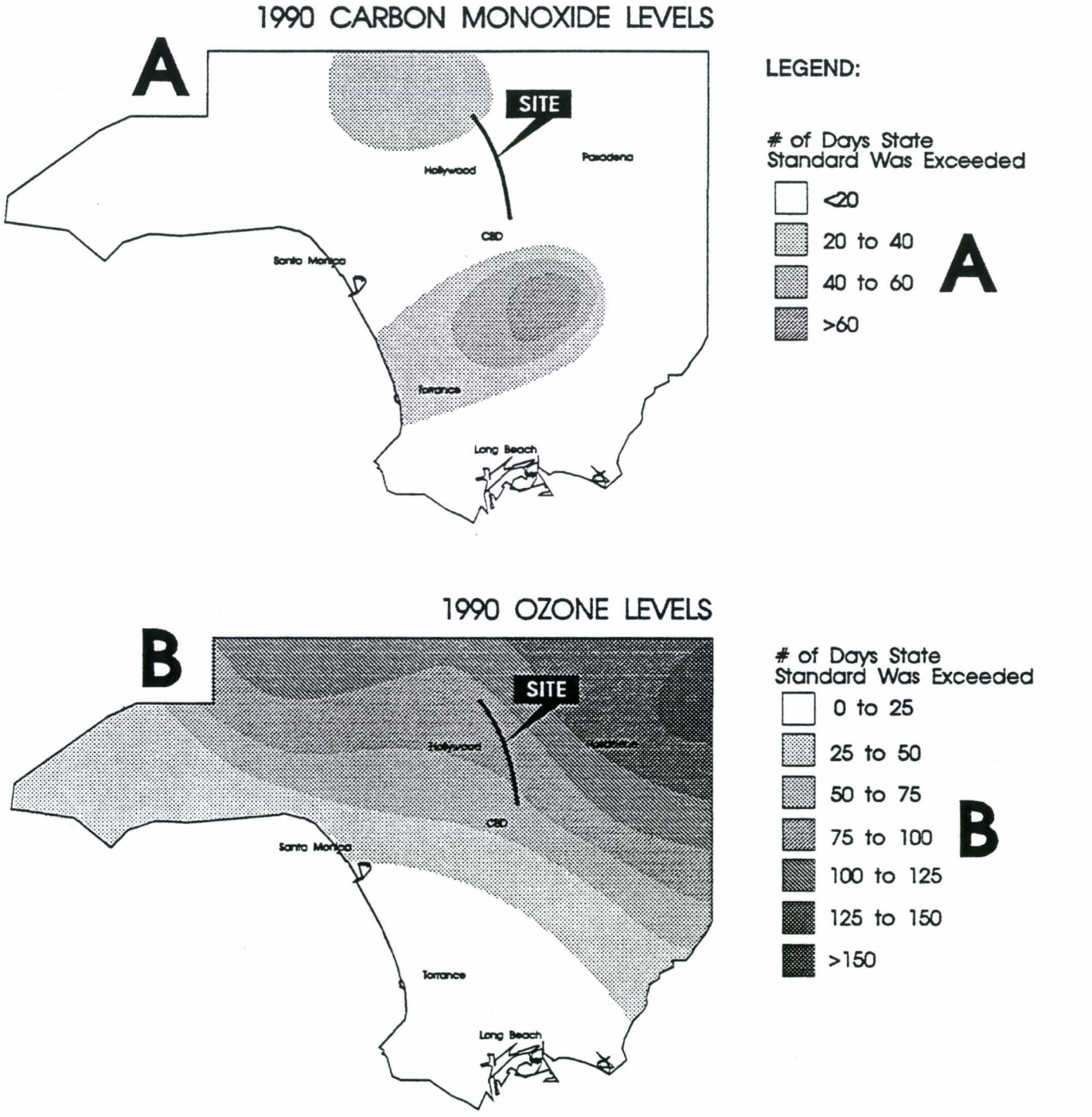
[4] *Final 1989 Air Quality Management Plan*, p. 1-9 and 1-10, Southern California Air Quality Management District and the Southern California Association of Governments, March, 1989.

[5] *Introducing the South Coast Air Quality Management District*, SCAQMD, February, 1989.



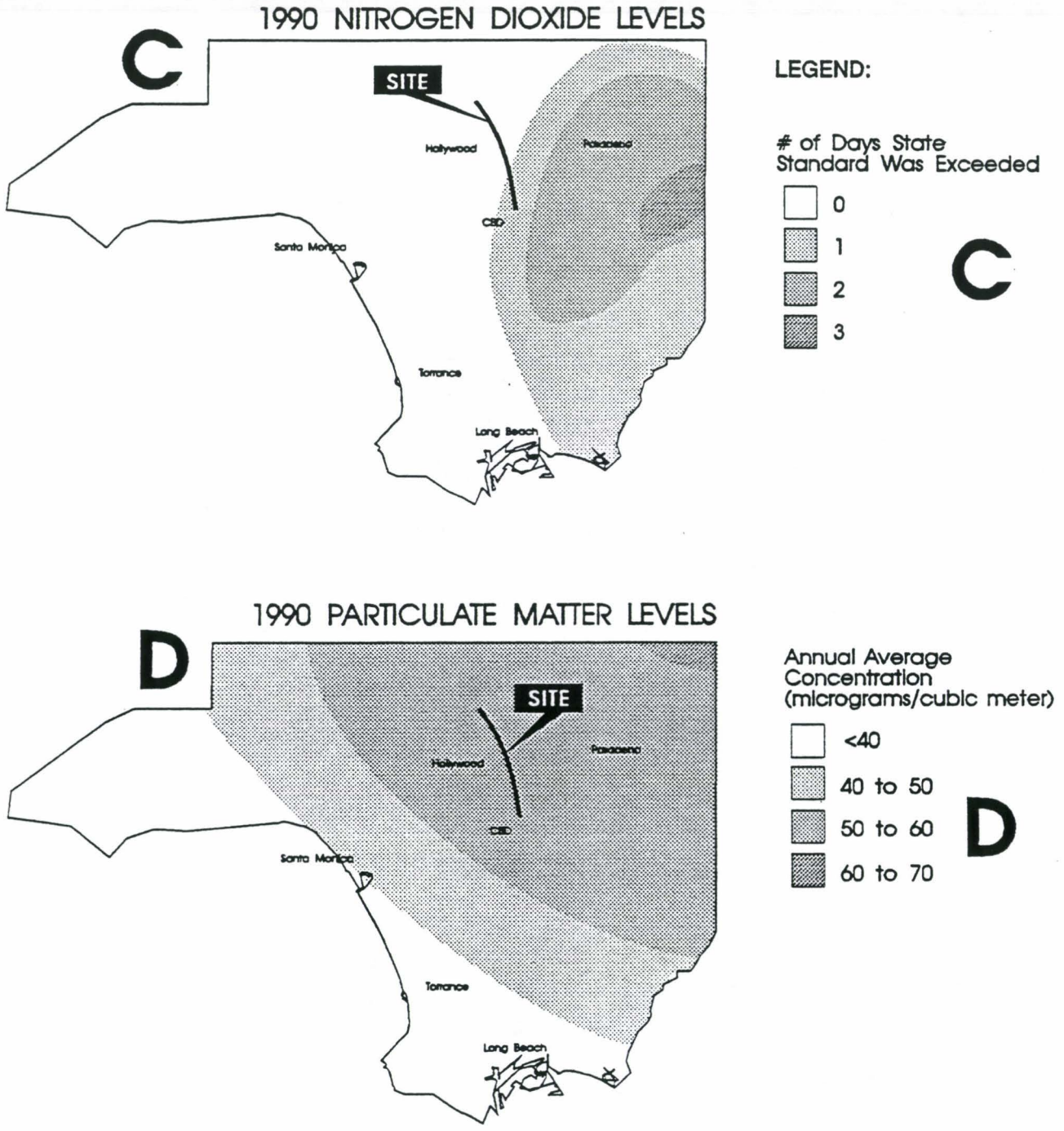
SOURCE: South Coast Air Quality Management District, *Air Quality Management Plan*, 1991.

GRAPHICS BY GRUEN ASSOCIATES

BURBANK • GLENDALE • LOS ANGELES
RAIL TRANSIT PROJECT EIR

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 45
Ozone and Carbon Monoxide Levels in Site Vicinity



SOURCE: South Coast Air Quality Management District, *Air Quality Management Plan*, 1991.

GRAPHICS BY GRUEN ASSOCIATES

BURBANK • GLENDALE • LOS ANGELES
RAIL TRANSIT PROJECT EIR

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 46
Nitrogen Dioxide and Particulate Matter Levels in Site Vicinity

The northernmost portion of the proposed rail line is located in Source Receptor Area 7, while the southernmost portion is located in Source Receptor Area 8, as designated by the SCAQMD. The air quality in these Source Receptor Areas is represented by measurements taken at the Burbank and North Main Street monitoring stations, respectively. Air quality measurements taken at these locations between 1986 and 1990 (the most recent years for which complete data exists) are depicted in **Tables 15 and 16**. These measurements indicate:

- Ozone - The maximum one-hour concentration in Source-Receptor Area 7 during the study period was 0.24 ppm. Both the state and the federal standards were exceeded during every year studied. The state standard of 0.09 ppm was exceeded on 101 days during 1991. The maximum one-hour concentration in Source-Receptor Area 8 during the study period was 0.25 ppm. Both the state and the federal ozone standards were exceeded during every year. The state standard was exceeded on 59 days during 1991.

- Particulates (PM_{10}) - The maximum 24-hour concentration in Source-Receptor Area 7 was 161 micrograms (μ) per cubic meter, recorded in 1990. The state standard of 50 $\mu g/m^3$ was exceeded during every year studied; the federal standard of 150 $\mu g/m^3$ was exceeded during 1990. The maximum 24-hour concentration in Source-Receptor Area 8 was 158 $\mu g/m^3$ in 1987; the state standard was exceeded during every year and the federal standard was exceeded during 1987 and 1990.

- Total Suspended Particulates - In Source-Receptor Area 7, the maximum 24-hour concentration of 217 μ/m^3 was recorded during 1988. The federal standard of 150 $\mu g/m^3$ was exceeded during every year studied. The maximum concentration of 257 $\mu g/m^3$ in Source-Receptor Area 8 occurred during 1988. The federal standard was exceeded during every study year. No state standard exists for this pollutant.

- Carbon Monoxide - In Source-Receptor Area 7, the maximum one-hour and eight-hour concentrations of 20.0 parts per million (ppm) and 14.0 ppm, respectively, occurred during 1989 and 1986. Maximum one-hour and eight-hour concentrations in Source-Receptor Area 8 reached 16.0 ppm and 11.4 ppm during 1988 and 1986, respectively. These concentrations meet the state one-hour standard of 20.0 ppm and exceed the state eight-hour standard of 9.1 ppm.

- Nitrogen Dioxide - In Source-Receptor Area 7, the maximum one-hour concentration of 0.29 ppm was recorded during 1991, exceeding the state standard. The maximum concentration in Source-Receptor Area 8 of 0.54 ppm was recorded during 1988. In this region, the state standard was exceeded during every study year.

- Sulfur Dioxide - The maximum 24-hour concentration recorded in Source-Receptor Area 7 during this period was 0.03 ppm, during 1989. In Source-Receptor Area 8, the maximum recorded concentration of 0.04 ppm occurred during 1988. The state standard of 0.05 ppm was not exceeded during the study period.

- Sulfate - In Source-Receptor Area 7, the maximum 24-hour concentration of 25.1 $\mu g/m^3$ occurred during 1988. The state standard of 25.0 $\mu g/m^3$ was not exceeded during the remaining years of study. The state standard was exceeded in Source-Receptor Area 8 during 1988 and 1990 with concentrations of 26.6 and 25.3 $\mu g/m^3$, respectively.

- Lead - In Source-Receptor Area 7, the maximum monthly concentration of 0.35 $\mu g/m^3$ occurred in 1988. In Source-Receptor Area 8, the maximum concentration of 0.44 $\mu g/m^3$ occurred during 1988. The state standard of 1.5 $\mu g/m^3$ was met during every study year.

Table 14 illustrates existing carbon monoxide levels for sensitive receptors adjacent to the proposed light rail route. Existing carbon monoxide levels were estimated using the CALINE4 carbon monoxide dispersion model developed by the California Department of Transportation in conjunction with existing traffic volumes and existing intersection operation characteristics. The state one-hour standard of 20.0 ppm is currently exceeded at four locations and the state eight-hour standard of 9.1 ppm is exceeded at all six locations.

Table 14
Existing 1-Hour and 8-Hour Carbon Monoxide Concentrations, Parts Per Million (ppm)

#	Receptor Location and Description	1-Hour Concentration	8-Hour Concentration
1	Residences SW of San Fernando Road-Buena Vista Street	19.9	15.9*
2	Residences SE of San Fernando Road-Sonora Avenue	18.1	14.5*
3	Residences SE of Doran Street-Concord Street	24.5*	19.6*
4	Residences S of San Fernando Road-Brand Boulevard	29.5*	23.6*
5	Elementary School N of San Fernando Road-Brand Boulevard	28.5*	22.8*
6	Pater Noster High School (now Ribet Academy) San Fernando Road-SR-2 on and off ramps	29.0*	22.0*

SOURCE: Terry A. Hayes Associates

* = Exceeds State Ambient Air Quality Standard

a. One-hour CO concentrations include ambient concentrations of 17.0 ppm at Locations 1-5 and 14.2 ppm at Location 6 based on the average of 2nd highest eight-hour measurements from the SCAQMD Burbank and North Main Street Monitoring Stations between 1986 and 1990.

Table 15
Air Quality Summary- Source Receptor Area 7 (Burbank Monitoring Station)

Pollutant	State Standard	Federal Standard	Year	Max. Level	Days Exceeding State Standard
Ozone	0.09 ppm for 1-hour	0.12 ppm for 1-hour	1987 1988 1989 1990 1991	0.23 0.24 0.20 0.20 0.22	130 135 97 95 101
Particulate (PM_{10})	50 $\mu g/m^3$ for 24 hours	150 $\mu g/m^3$ for 24 hours	1987 1988 1989 1990 1991	147 100 133 161 133	-- -- -- -- --
Total Suspended Particulates	No State Standard	150 $\mu g/m^3$	1987 1988 1989 1990 1991	180 217 183 191 184	-- -- -- -- --
Carbon Monoxide	20 ppm for 1-hour	35 ppm for 1-hour	1987 1988 1989 1990 1991	15 15 20 16 13	0 0 0 0 0
Carbon Monoxide	9.1 ppm for 8-hours	9.5 ppm for 8-hour	1987 1988 1989 1990 1991	12.5 11.9 13.9 13.0 10.6	11 14 21 8 12
Nitrogen Oxides	0.25 ppm for 1-hour	0.0534 ppm annual average	1987 1988 1989 1990 1991	0.26 0.26 0.25 0.23 0.29	1 2 0 0 0
Sulfur Dioxide	0.05 ppm for 1-hour	0.14 ppm for 24 hours	1987 1988 1989 1990 1991	0.02 0.02 0.03 0.02 0.01	0 0 0 0 0
Sulfates	25 $\mu g/m^3$ for 24 hours	No Federal Standard	1987 1988 1989 1990 1991	17.5 25.1 22.1 25.9 18.6	0 2 0 0 0
Lead	1.5 g/m^3 for 24 hours. 1 month average	1.5 $\mu g/m^3$ for 24 hours quarterly average	1987 1988 1989 1990 1991	0.18 0.35 0.20 0.08 0.10	0 0 0 0 0

Source: South Coast Air Quality Management District, Air Quality Data Summaries, 1985-1991.

Table 16
Air Quality Summary- Source Receptor Area 8 (North Main Street Monitoring Station)

Pollutant	State Standard	Federal Standard	Year	Max. Level	Days Exceeding State Standard
Ozone	0.09 ppm for 1-hour	0.12 ppm for 1-hour	1987 1988 1989 1990 1991	0.22 0.21 0.25 0.20 0.19	91 68 76 70 59
Particulate (PM_{10})	50 $\mu g/m^3$ for 24 hours	150 $\mu g/m^3$ for 24 hours	1987 1988 1989 1990 1991	158 130 137 152 151	36 33 33 31 31
Total Suspended Particulates	No State Standard	150 $\mu g/m^3$	1987 1988 1989 1990 1991	216 257 217 211 183	-- -- -- -- --
Carbon Monoxide	20 ppm for 1-hour	35 ppm for 1-hour	1987 1988 1989 1990 1991	15 16 14 13 12	0 0 0 0 0
Carbon Monoxide	9.1 ppm for 8-hours	9.5 ppm for 8-hour	1987 1988 1989 1990 1991	10.9 11.4 9.8 9.9 9.0	1 5 2 1 0
Nitrogen Oxides	0.25 ppm for 1-hour	0.0534 ppm annual average	1987 1988 1989 1990 1991	0.42 0.54 0.28 0.28 0.38	4 6 1 3 1
Sulfur Dioxide	0.05 ppm for 1-hour	0.14 ppm for 24 hours	1987 1988 1989 1990 1991	0.03 0.04 0.03 0.02 0.02	0 0 0 0 0
Sulfates	25 $\mu g/m^3$ for 24 hours	No Federal Standard	1987 1988 1989 1990 1991	14.5 26.6 23.0 25.3 23.1	0 1 0 1 0
Lead	1.5 g/m^3 for 24 hours. 1 month average	1.5 $\mu g/m^3$ for 24 hours quarterly average	1987 1988 1989 1990 1991	0.43 0.44 0.12 0.09 0.21	0 0 0 0 0

Source: South Coast Air Quality Management District, Air Quality Data Summaries, 1985-1991.

Environmental Impacts

Table 17 indicates the predicted one-hour and eight-hour carbon monoxide concentrations for the future condition with and without the proposed project. Carbon monoxide concentrations would increase at all receptor locations both with and without the project except at Location 2. The SCAQMD has established significance thresholds against which to measure increases in carbon monoxide when the state standard is exceeded before project implementation. Project impacts are considered significant when carbon monoxide increases by 1.0 ppm for the one-hour criteria and by 0.45 ppm for the eight-hour criteria. The proposed project would have a significant impact at Location 6, in the vicinity of the Pater Noster High School site (now Ribet Academy) and nearby residential neighborhood. In this area, carbon monoxide would increase 1.3 ppm during the one-hour period and by 1.0 ppm during the eight-hour period.

Although the project would result in increased concentrations of carbon monoxide and other pollutants locally, it is anticipated that the proposed project would have regional air quality benefits because automobile trips between Burbank Airport and downtown Los Angeles would likely be reduced. Estimates indicate that approximately 4,610 passenger trips daily on the proposed rail transit alignment would be attributed to persons using passenger vehicles, suggesting that a reduction of approximately 37,800 vehicle miles daily would be anticipated, based on a regional average trip length of 8.2 miles. This could result in a reduction of 2010 mobile emissions by approximately 0.24 tons of carbon monoxide, 0.02 tons of total organic gases, 0.02 tons of reactive organic gases, 0.05 tons of nitrogen oxides, and 0.01 tons of particulate matter daily[6]. It should be noted, however, that the proposed project does not eliminate cold start emissions.

The proposed rail transit project would be consistent with the Air Quality Management Plan prepared by the South Coast Air Quality Management District, as well as with the Regional Mobility Plan (RMP) prepared by the Southern California Association of Governments (SCAG). Specifically, the proposed project would implement Control Measure 2g (Tier I Transit Improvements)[7]. The SCAG Air Quality Management Plan Conformity Procedures explicitly exempt rail transit projects from conformity review because rail transit projects result in trip reductions[8]. It is the intent of SCAG and the SCAQMD, as articulated in the RMP, to give priority to all transit and ridesharing projects over highway capacity expansion projects.

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[6] South Coast Air Quality Management District, *Air Quality Handbook for Preparing Environmental Impact Reports*, Appendix D. Assumes no improvement over emissions for 2002 and an average speed of 25 miles per hour.

[7] South Coast Air Quality Management District and Southern California Association of Governments, *Air Quality Management Plan*, South Coast Air Basin, March 1989, page 6-14.

[8] Southern California Association of Governments, *Guidance for Implementation of 1989 AQMP Conformity Procedures*, March 1990.

Table 17
Localized Impacts
2010 1-Hour and 8-Hour Carbon Monoxide Concentrations (ppm)

	Receptor Location and Description	One-Hour Concentrations			Eight-Hour Concentrations		
		Without Project	With Project	Change	Without Project	With Project	Change
1	Residences SW of San Fernando Road-Buena Vista St.	18.0	18.2	+0.2	14.4*	14.6*	+0.2
2	Residences SE of San Fernando Road-Sonora Avenue	16.9	16.9	0.0	13.5*	13.5*	0.0
3	Residences SE of Doran St.-Concord Street	20.2*	20.6*	+0.4	16.2*	16.5*	+0.3
4	Residences S of San Fernando Road-Brand Boulevard	25.0*	25.2*	+0.2	20.0*	20.2*	+0.2
5	Elementary School N of San Fernando Road-Brand Boulevard	24.5*	25.0*	+0.5	19.6*	20.0*	+0.4
6	Pater Noster High School (now Ribet Academy) San Fernando Road-SR-2 on and off ramps	26.7*	28.0*	+1.3	20.3*	21.3*	+1.0

SOURCE: Terry A. Hayes Associates
Model Used: CALINE4

* = Exceeds State Ambient Air Quality Standard

a. One-hour CO concentrations include ambient concentrations of 17.0 ppm at Locations 1-5 and 14.2 ppm at Location 6 based on the average of 2nd highest eight-hour measurements from the SCAQMD Burbank and North Main Street Monitoring Stations between 1986 and 1990.

Mitigation Measures

In an effort to respond to potential air quality impacts that may result from increased concentrations of vehicles in rail transit station areas, the following mitigation measures are recommended:

- Develop transit policies and marketing programs that would encourage arriving at station areas by way of high occupancy vehicles. Such a program should attempt to create positive incentives (fare and parking discounts) to encourage transit riders to arrive and depart transit stations via vanpools or carpools. The lead agency should also seek other TSM and TDM improvements such as improved bus transit plans, preferential parking for ridersharers, and coordination with other transit service providers to enhance bus or shuttle service and transfer at LRT stations.

- For major employment centers potentially served by rail transit, LACTC shall coordinate with employer associations and merchant groups to provide incentives for increased employee use of rail transit. Specifically, market employer rail transit support as a mechanism to comply with the requirements of SCAQMD Regulation 15.

- Actively coordinate with the planning department of each governing jurisdiction to tie development approvals and station area land uses to developer support for rail transit. This could be accomplished by providing incentives to create mixed-use developments such as parking structures with ground-floor commercial at station areas.

- In an effort to further reduce impacts associated to cold start emissions, the lead agency should seek to coordinate increased bus, shuttle, and carpool access to rail stations.

- Equip rail transit stations with commuter hotline phone service to provide transit riders with a convenient opportunity to find commuter matches.

- Also refer to proposed Traffic mitigation measures, Section 5.4, for potential reductions of automobile queuing in the vicinity of proposed rail transit station areas.

To reduce construction-related traffic congestion, these mitigation measures are recommended:

- Provide rideshare incentives and transit incentives for construction personnel.

- Configure construction parking to minimize traffic interferences.

- Minimize obstruction of through-traffic lanes.

- Provide a flagperson to guide the traffic properly.

- Schedule operations affecting traffic during off-peak hours.

To reduce negative impacts of dust and particulates (PM_{10}) during construction stages of development, the following mitigation measures recommended by the SCAQMD should be implemented:

- Chemically treat soil at construction sites where activity will cease for at least four consecutive days.
- Where applicable along the rail transit alignment, restore vegetative groundcover as soon as construction activities have been completed.
- Trucks that haul dirt, sand, or soil should be covered or should maintain at least 24 inches of free board.
- Construction sites should be watered.
- Prohibit tilling, construction grading operations, and earth moving operations during periods when winds are forecast to exceed 30 miles per hour.

Unavoidable Adverse Impacts

Although implementation of the mitigation measures may reduce impacts to acceptable levels, there are no measures which can quantifiably reduce the significant impact at the Pater Noster High School monitoring site (now Ribet Academy).

5.4 TRANSPORTATION AND CIRCULATION

This Transportation and Circulation section summarizes results of the traffic study that was completed for the proposed Burbank-Glendale-Los Angeles Rail Transit Project. In addition, this discussion also includes responses to traffic-related comments that addressed the contents of this section of the Draft EIR (refer to Section 5.4.8). The traffic study has two purposes:

- To determine significant transportation impacts that would result from the proposed line.
- To identify mitigation measures for areas that are significantly impacted.

5.4.1 Data Sources

Existing traffic turning counts were conducted for study intersections by Wiltec of Pasadena, California in early December 1991 and early January 1992. Mechanical counts performed at at-grade railroad crossings were conducted by the City of Glendale during early December 1991. Estimates of future traffic volumes came from the Draft City of Burbank Streets and Roads Study prepared in September 1991, the City of Glendale traffic model, and LADOT growth estimates. Patronage forecasts were conducted by Schimpeler-Corradino Associates of Los Angeles, California and estimates of LRT run times were prepared by Manuel Padron & Associates of Atlanta, Georgia.

5.4.2 Study Area Description and Methodology

For this traffic analysis, no reduction in auto traffic at the study intersections was assumed as a result of the project. This is due to the fact that rail transit would have its most significant benefit in reducing auto travel on a regional level. This regional reduction would be primarily on the freeway system. Although there would be some benefits from the reduction in regional trips on local streets, the conservative assumption used for this traffic analysis assumed no reductions in traffic at local intersections due to the project. In this way, a "worst case" traffic impact assessment was conducted. Future traffic conditions at local intersections would improve with the construction of the LRT and with implementation of Transportation System Management (TSM) measures such as the proposed smart corridor for San Fernando Road.

Because of the linear nature of the rail line, the traffic study was divided into sub-areas of analysis. These study areas were concentrated around the various station sites and at-grade crossings, and were treated as separate small studies. Two basic types of analyses were performed: quantitative and qualitative. The description of these two different types of methodologies and where these analyses were performed are detailed **Table 18**. For those locations where quantitative analysis was performed, intersection capacity utilization (ICU) or intersection delay calculations based on turning movement counts and station access issues were used to determine impacts. The ICU method results in a number value, representing the

theoretical percentage of signal green time required to accommodate intersection traffic. More simply, the ICU can be thought of as the percent utilization of available capacity. A value exceeding 1.000 indicates that the volume is, theoretically, at capacity. For the ICU method, capacity of an intersection is defined in terms of vehicles per lane per hour of green time. Capacity of a lane is assumed to be an empirically derived value of 1,600 vehicles per hour (vph) of green time. Ten percent of the signal time is assumed to be lost to yellow and all-red signal phasings.

Table 18
Proposed Methodology for Analyzing Traffic Impacts

City	Station or Crossing	Station Impacts	At- Grade Impacts
Burbank	**Burbank Airport Station**	●	
	Buena Vista St. Crossing		●
	Buena Vista Station	●	
	Burbank City Center Station	●	
Glendale	Allen Ave. Crossing		◘
	Sonora Ave. Crossing		◘
	Northwest Glendale Station	◘	
	Grandview Ave. Crossing		◘
	Bekins Way Crossing		◘
	Ventura Freeway Station	●	
	Doran St. Crossing		●
	Broadway Street Crossing		◘
	Colorado/Broadway Station	◘	
	Goodwin Ave. Crossing		◘
	Chevy Chase Dr. Crossing		◘
	Glendale Trans. Center Station	●	
Los Angeles	**Glendale Freeway Station**	●	
	Taylor Yard Station	◘	
	Avenue 19 Station	◘	

SOURCE: Gruen Associates.

LEGEND

● Proposed Quantitative Analysis. Intersection ICU or delay calculations based on turning movement counts and station access issues used to determine station impacts.

◘ Proposed Qualitative Analysis. Station access issues used to determine station impacts and crossing queuing and delay calculations used in determining at-grade crossing impacts.

The ICU value is often associated with level of service (LOS). LOS ranges from "A" through "F" representing the traffic quality: from good operating conditions with no delay to motorists (LOS A), to LOS F in which the arrival of vehicles exceeds the capacity of the intersection, and motorists are faced with excessive delay in travel. **Table 19** below shows the relationship between ICU values and LOS designations.

Table 19
ICU Values And Corresponding LOS Designators

Level of Service	ICU Value
A	0.600 or Less
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	1.001 and Over

SOURCE: *Highway Capacity Manual*, Highway Research Board, Special Report No. 87, Washington D.C., 1965 and the update of the manual.

The Buena Vista Station was analyzed using a quantitative methodology, however, the impacts of this station are not so much caused by passengers arriving and leaving the station site, but by the operation of the LRT at the at-grade crossing of Buena Vista near the South San Fernando Boulevard intersection. For this reason, the analysis was concentrated on this one intersection to determine the Buena Vista Station impacts. Instead of employing the ICU methodology in determining impacts, intersection delay in seconds per vehicle was calculated. This methodology gives a more meaningful assessment of impacts for this intersection, given that impacts to traffic flow at this intersection are not so much caused by increases in traffic volume but by the blocking of several intersection movements by LRT operation.

The following criteria were used in doing the quantitative traffic analysis:

- The analysis of the PM peak was considered sufficient for the analyses since the peak AM period of station use will probably end before the typical AM street traffic peak.
- Intersection Capacity Utilization (ICU) or intersection delay calculations were used in the determination of impacts.
- The trips generated by each station was based on the number of park-and-ride and kiss-and-ride trips.
- Intersection capacity was assumed to be 1600 vph.

Below is a list of 16 intersections which were quantitatively analyzed in the PM peak. The cities where these intersections are located are shown in parenthesis.

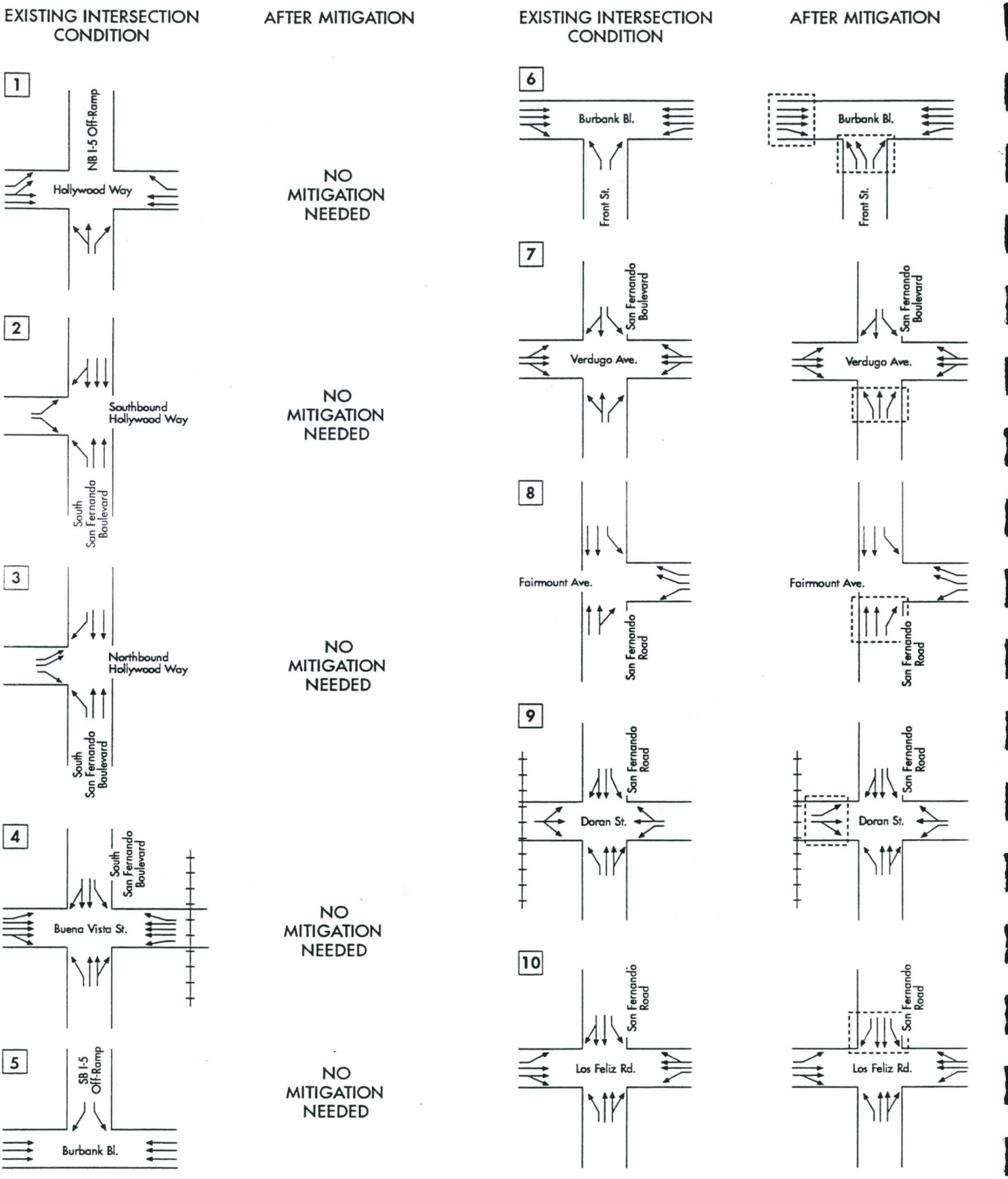
- I-5 Northbound off-ramp and Hollywood Way (Los Angeles)
- South San Fernando Boulevard and Southbound Hollywood Way (Burbank)
- South San Fernando Boulevard and Northbound Hollywood Way (Burbank)
- South San Fernando Boulevard and Buena Vista Street (Burbank)
- I-5 Southbound off-ramp and Burbank Boulevard (Burbank)
- Front Street and Burbank Boulevard (Burbank)
- San Fernando Road and Verdugo Avenue (Burbank)
- San Fernando Road and Fairmont Avenue (Glendale)
- San Fernando Road and Doran Street (Glendale)
- San Fernando Road and Los Feliz Boulevard (Glendale)
- Central Avenue and Los Feliz Boulevard (Glendale)
- Brand Boulevard and Los Feliz Boulevard (Glendale)
- San Fernando Road and Brand Boulevard (Glendale)
- San Fernando Road and Fletcher Drive (Los Angeles)
- San Fernando Road and Southbound Glendale Freeway ramps (Los Angeles)
- San Fernando Road and Northbound Glendale Freeway off-ramp (Los Angeles)

All at-grade crossings where traffic signals are not directly adjacent to the crossing were analyzed using a qualitative analysis. Under the qualitative at-grade analysis, queuing and delay calculations were used in determining at-grade crossing impacts.

5.4.3 Existing Traffic Conditions

Existing (1991) Geometrics and Level of Service. The existing approach lane geometrics for each study intersection is illustrated in **Figure 47**. Existing (1991) level of service at the study intersections is depicted in **Table 20**. All of the study intersections with the exception of the San Fernando Road and Doran Street intersection operate at a level of service of "D" or better. The existing level of service at the San Fernando Road and Doran Street intersection is "F". This is caused mainly by congestion resulting from the single-lane eastbound approach to the intersection.

As previously mentioned, the proximity of the South San Fernando Boulevard and Buena Vista Street signalized intersection to the at-grade crossing required that special consideration be given to this intersection. The methodology contained in the *Highway Capacity Manual* for calculating level of service based on delay was used to determine the existing intersection level of service for the intersection. The results of this calculation for the existing condition revealed that the existing intersection delay is 12.5 seconds per vehicle, or a level of service of "B". Existing levels of service for all study intersections are depicted in **Figure 48**.



GRAPHICS BY GRUEN ASSOCIATES

FIGURE 47

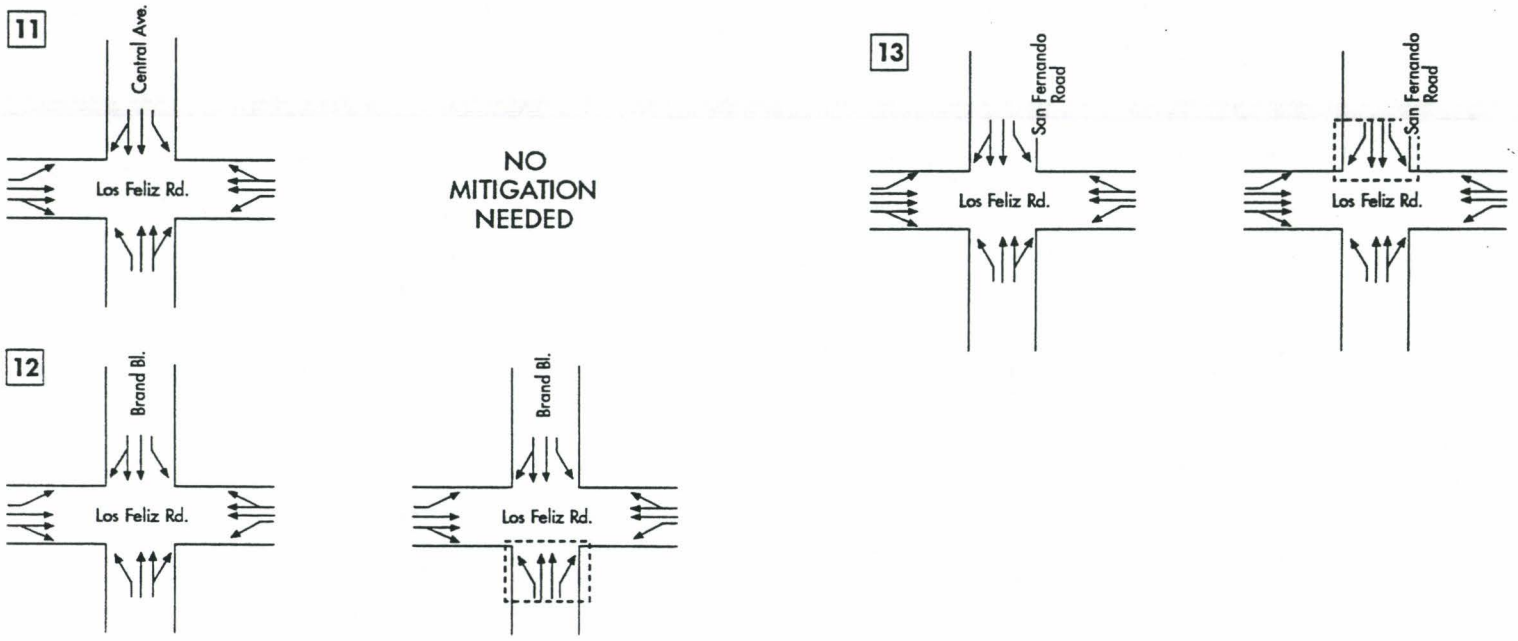
Intersection Lane Geometrics

EXISTING INTERSECTION CONDITION

AFTER MITIGATION

EXISTING INTERSECTION CONDITION

AFTER MITIGATION

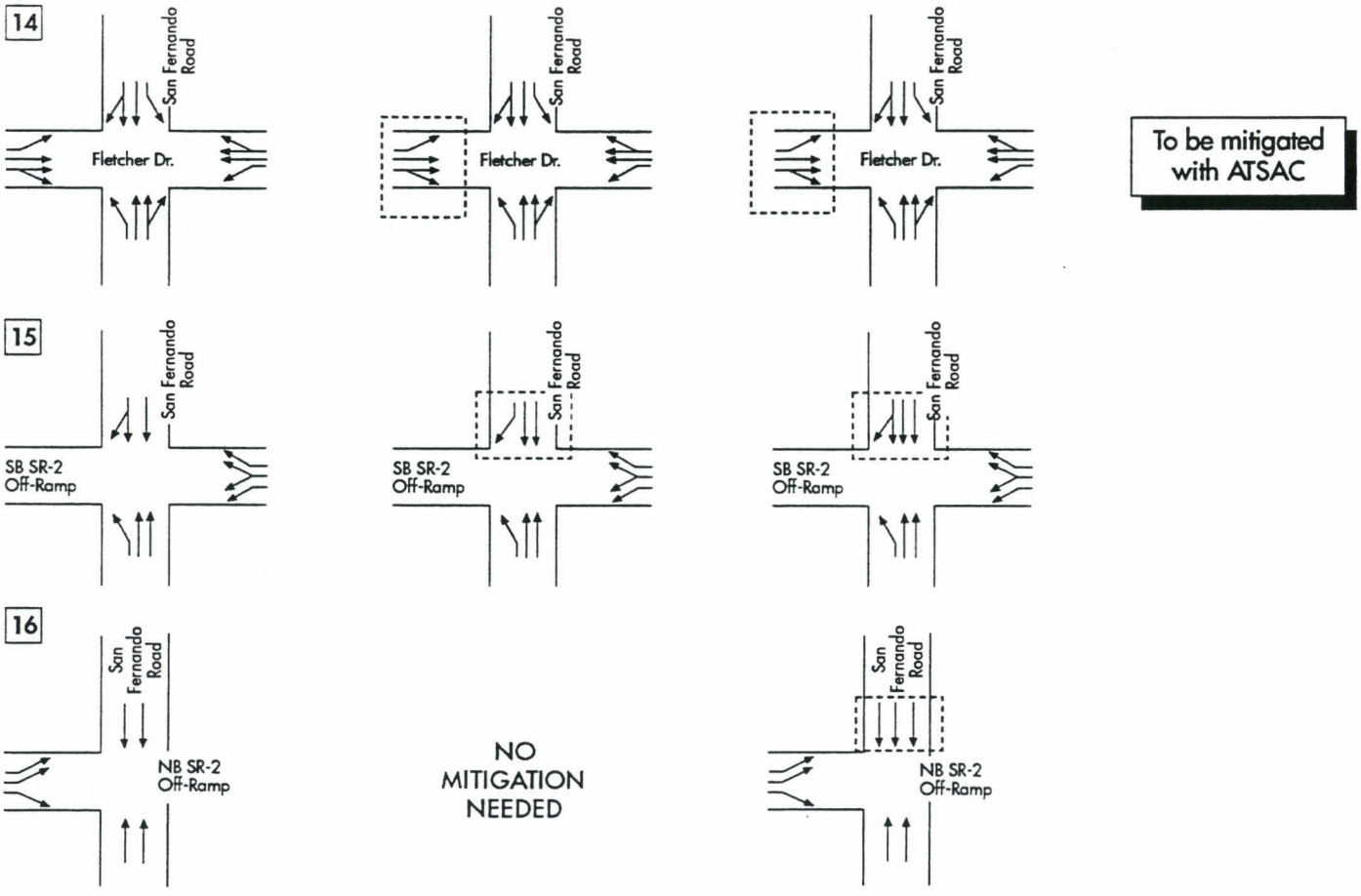


GLENDALE FREEWAY-FLETCHER DRIVE STATION ALTERNATIVES INTERSECTION MITIGATION OPTIONS

EXISTING INTERSECTION CONDITION

AFTER MITIGATION VAN DE KAMP'S OPTION

AFTER MITIGATION HUGHES MARKET OPTION



GRAPHICS BY GRUEN ASSOCIATES

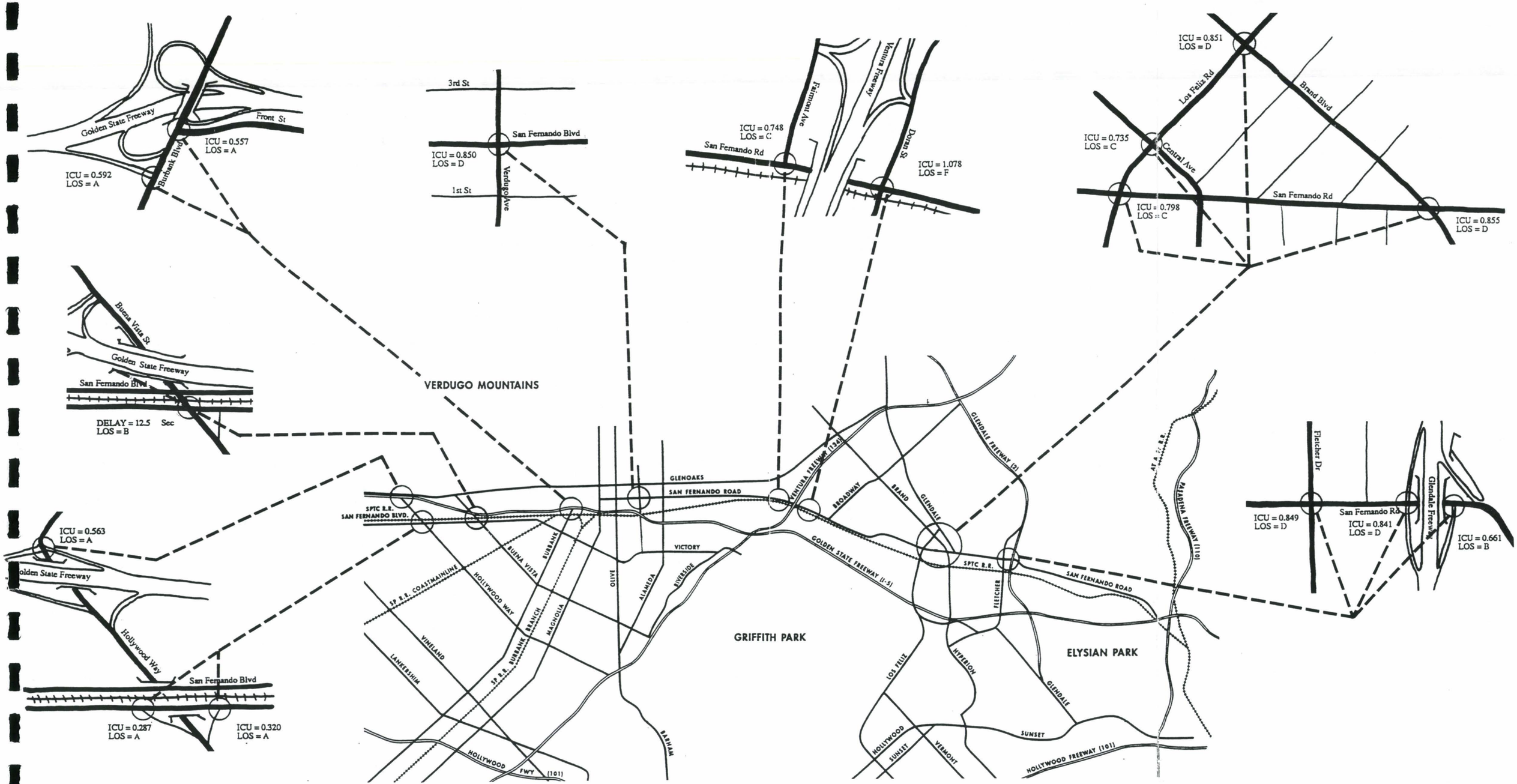
Table 20
Existing and Future Levels of Service and Traffic Impacts

Intersection	Existing (1991)		Future (2010) Base Without Project		Future (2010) Base With Project			Future (2010) Base With Project and Mitigations		
	ICU	LOS	ICU	LOS	ICU	LOS	ΔICU	ICU	LOS	ΔICU
1. I-5 Northbound and Hollywood Way	0.563	A	0.679	B	0.890	D	0.211	0.890	D	0.211
2. S. San Fernando Road and SB Hollywood Way	0.287	A	0.339	A	0.520	A	0.181	0.520	A	0.181
3. S. San Fernando Road and NB Hollywood Way	0.320	A	0.380	A	0.685	B	0.305	0.685	B	0.305
4. S. San Fernando Road and Buena Vista*	12.5 seconds	B	17.2 seconds	C	28.3 seconds	D	11.1 seconds	28.3 seconds	D	11.1 seconds
5. SB I-5 Off-Ramp and Burbank	0.592	A	0.779	C	0.795	C	0.016	0.795	C	0.016
6. Front and Burbank	0.557	A	0.730	C	0.941	E	0.211	0.817	D	0.087
7. San Fernando Road and Verdugo	0.850	D	1.058	F	1.216	F	0.158	0.864	D	-0.194
8. San Fernando Road and Fairmont	0.748	C	0.884	D	0.939	E	0.055	0.813	D	-0.071
9. San Fernando Road and Doran	1.078	F	1.283	F	1.346	F	0.063	1.129	F	-0.154
10. San Fernando Road and Los Feliz	0.798	C	0.944	E	1.014	F	0.070	0.934	E	-0.010
11. Central and Los Feliz	0.735	C	0.868	D	0.893	D	0.025	0.893	D	0.025
12. Brand and Los Feliz	0.851	D	1.008	F	1.047	F	0.039	0.954	E	-0.054
13. San Fernando Road and Brand	0.855	D	1.014	F	1.159	F	0.145	1.022	F	0.008
14. San Fernando Road and Fletcher	0.849	D	1.006	F	1.085	F	0.079	1.015	F	0.009
15. San Fernando Road and SB SR-2	0.841	D	0.996	E	1.097	F	0.101	0.907	E	-0.089
16. San Fernando Road and NB SR-2	0.661	B	0.779	C	0.792	C	0.013	0.792	C	0.013

SOURCE: Gruen Associates.

* Intersection delay in seconds per vehicle is shown for the S. San Fernando Road and Buena Vista intersection.

Shading indicates a significant impact requiring mitigation.



NO SCALE

GRAPHICS BY GRUEN ASSOCIATES

BURBANK • GLENDALE • LOS ANGELES
RAIL TRANSIT PROJECT EIR

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 48
Existing Level of Service (LOS)

5.4.4 Future Base Traffic Conditions

Future Traffic Volumes. Future background traffic volumes for the year 2010 were developed for each of the study intersections. For intersections within the City of Burbank, the City's Draft Streets and Roads Study was used to determine growth factors that would be applied to the existing turning counts in order to estimate future 2010 traffic volumes. These growth factors varied between 1.1 and 1.7 percent growth per year. Once these growth factors were identified, they were applied to the existing turning counts, and 2010 turning counts were estimated. In the Cities of Glendale and Los Angeles, a constant one percent per year growth factor was used in the derivation of future 2010 traffic volumes. This rate of growth is consistent with the overall traffic growth in the area.

Trip generation for the project was calculated by adding the park and ride and kiss and ride trips together. Patronage forecasts were conducted by Schimpeler-Corradino Associates, and these patronage estimates were used in calculating the trip generation of the project. The following methodology was used in the calculations:

- Park and Ride Trips. Inbound trips, peak-period arrival by auto percentage multiplied by the number of peak-hour boardings divided by 1.4, reflecting expected auto occupancy. If this value is greater than the parking capacity, then the number of park and ride trips is equal to the parking capacity. Outbound trips, equal either to the total parking capacity or the LRT parking demand, whichever is less, at stations where LRT shares parking with other transportation modes, such as commuter rail or express bus. At stations where parking is not shared, the number of outbound park and ride trips is equal to the number of parking spaces.

- Kiss and Ride Trips. 25 percent of peak-hour station boardings and alightings from the LRT. For stations where parking demand exceeds parking capacity, the figure is multiplied by the ratio of parking capacity to parking demand. Trips are assigned both in and out.

The results of this trip generation are depicted in **Table 21.**

Background Traffic Analysis. For the areas proposed for quantitative analysis, an examination of the background traffic volumes was performed. This analysis serves as the background condition to which the traffic generated by the light rail will be added. Future traffic volumes were added to the existing roadway network and ICU calculations were conducted for this condition. Results of the calculations for the background conditions are depicted in **Table 20.**

Table 21
Trip Generation

Station	Parking Demand	Parking Supply	NB Trains		SB Trains		% By Auto	Kiss & Ride		Park & Ride	
			on	off	on	off		in	out	in	out
Avenue 26	0	0	67	0	0	7	0.0	19	19	0	0
Taylor Yard	861	300	22	879	31	59	79.9	86	86	30	300
Fletcher Drive	597	500	18	907	332	48	54.3	273	273	136	500
Glendale Transportation Center	1255	1500	34	1049	30	53	99.0	292	292	45	1255
Broadway	0	0	162	3	37	7	0.0	52	52	0	0
Ventura Freeway	552	500	0	316	0	164	100.0	109	109	0	500
NW Glendale	0	0	107	96	207	20	0.0	108	108	0	0
Burbank City Center	623	1300	21	531	55	52	92.6	165	165	50	623
Buena Vista	74	75	80	50	221	15	100.0	92	92	75	74
Hollywood Way	651	1500	0	725	186	0	81.6	525	525	108	1500

SOURCE: Schimpeler-Corradino Associates.

5.4.5 Quantitative Impact Analysis

The traffic generated by the light rail was added to the background condition and the difference in intersection ICU was used as the basis for the determination of impacts. For areas where there was a quantitative analysis done, the impacts of the movement of the LRT were determined using the following methodology. A significant impact was assumed to be an increase in the ICU of 0.020 or more at an intersection, with a final ICU of 0.900 or more. This methodology was used to determine the number of impacted intersections. The goal of mitigation measures, then, is to bring the project impact down to a level of insignificance. According to these criteria, nine study intersections are significantly impacted by the LRT. These intersections are identified in **Table 20** by the shading of the difference between the Cumulative plus project and the Cumulative ICU. Future levels of service for the 2010-plus project condition and the intersections experiencing significant impacts are illustrated in **Figure 49**. The significantly impacted intersections are:

- Front Street and Burbank Boulevard (Burbank)
- San Fernando Boulevard and Verdugo Avenue (Burbank)
- San Fernando Road and Fairmont Avenue (Glendale)
- San Fernando Road and Doran Street (Glendale)
- San Fernando Road and Los Feliz Boulevard (Glendale)
- Brand Boulevard and Los Feliz Boulevard (Glendale)
- San Fernando Road and Brand Boulevard (Glendale)
- San Fernando Road and Fletcher Drive (Los Angeles)
- San Fernando Road and Southbound Glendale Freeway ramps (Los Angeles)

Under the Hughes Market station site alternative, the San Fernando Road and Northbound Glendale Freeway on-ramp intersection is also significantly impacted.

The South San Fernando Boulevard and Buena Vista intersection experiences a delay increase of 11.1 seconds. This change in delay was not considered significant because the final level of service of "D" is considered acceptable.

5.4.6 Qualitative Impact Analysis

Frequency and Speed of the LRT and At-Grade Crossing Impacts. Headway estimates and the projected speed of the LRT were prepared by Manuel Padron & Associates, and are depicted in **Table 5**, Chapter 3.0. This data was used to determine the impacts caused by the movement of the light rail vehicles themselves. For calculation purposes, it was assumed that headways on the line during the PM peak would be five minutes for both the northbound and southbound directions. This averages out to one LRT train passing a given point on the line every 2.5 minutes. The City of Glendale provided traffic volume counts for each of the at-grade crossings within the City. The Wiltec turning counts for the San Fernando Boulevard and Buena Vista intersection were used for the determination of impacts at this intersection.

The methodology to calculate the impacts of the LRT at each of the crossings other than the Buena Vista crossing was to first apply the growth factors described above to the traffic volumes, and to then add any traffic generated by LRT stations to get an estimation of 2010 traffic volumes. Following identification of these future volumes, the headway and speed estimates were used determine the amount of time that the road would be blocked by the passing of the LRT. It was assumed that the sum of the clearance times that the crossing gates would be down before the arrival and after the departure of the LRT would be 20 seconds. The time the LRT would be in the intersection was calculated by using the speed of the LRT taken from the speed estimates. This time was then added to the 20 seconds the gates would come down for clearance, to get the average time an intersection would be blocked per LRT arrival. This time varies for each intersection as the speed of the LRT and the width of the intersection varies. For those crossings near a station, the speed of the LRT was assumed to be 10 mile per hour.

The delays and queuing that would result from the operation of the LRT are depicted on **Table 22**. Each of these delays falls into the "A" to "B" range of level of service and are not considered significant. Queuing is also not considered to be significant at any of these crossings. At the Sonora Avenue eastbound crossing, the queue is expected to reach the Sonora/Air Way intersection. Given that this intersection is signalized and will be preempted when LRT vehicles pass, the impacts of this queuing should not be significant.

Taylor Yard Station. As currently proposed, the Taylor Yard station is proposed for one of two locations: (1) directly across from Division Street, and (2) directly across from Arvia Street. Access to the stations would be provided by means of access roads connected to San Fernando Road at intersections which do not yet currently exist. Because the proposed LRT project so

closely parallels San Fernando Road, traffic volumes will likely decrease as a result of this project. However, to facilitate station access for the Glassell Park and Cypress Park communities, as well as vehicular movement, signals and minor rewidenings will be required on San Fernando Road at the station and access road intersections. It should be noted that the station locations, as well as the entire circulation pattern in this area, could be changed based on the results of the Taylor Yard Transit Development Study being conducted by LACTC.

Buena Vista, Northwest Glendale, Broadway, Avenue 19 Stations. The traffic impact resulting from these stations is expected to be insignificant because these stations will either have no parking or provided a minimal amount of spaces.

TABLE 22
DELAY AND QUEUING AT AT-GRADE CROSSINGS
Future 2010 Condition With LRT

Crossing	Delay per Vehicle (seconds)		Length of Queue (feet)	
	EB	WB	EB	WB
Allen Avenue Crossing	1.8	1.8	60	60
Sonora Avenue Crossing	6.1	5.8	140	120
Grandview Avenue Crossing	2.0	1.8	60	40
Bekins Way Crossing	1.7	1.9	20	60
Broadway Street Crossing	5.3	5.0	120	100
Goodwin Avenue Crossing	1.7	1.8	40	40
Chevy Chase Drive Crossing	2.0	1.9	80	60

SOURCE: Gruen Associates.

5.4.7 Mitigation Measures

The following mitigation measures have been identified to mitigate significant LRT impacts:

- **Front Street and Burbank Boulevard.** The project will increase the ICU at this intersection from a future 2010 base of 0.730 to 0.941, an increase of 0.211. If the eastbound Burbank Boulevard approach to the intersection were widened to accommodate a right-turn lane, and the northbound Front Street approach were restriped to allow for two left-turn lanes, the mitigated ICU would be 0.817. This would still be an increase in the ICU of 0.087, however, this would be considered to be an insignificant impact due to the fact that the final ICU would be under 0.900. Construction of the right-turn lane would require that the south side of the eastbound approach be widened by 12 feet between the Burbank Boulevard overcrossing and Front Street. This widening would take place in the slope easement and would not require additional right-of-way. However, retaining walls would be needed below the lane to make the construction of this improvement feasible. The

re-striping of the northbound approach can take place between the existing curb faces, and would not require widening of the approach.

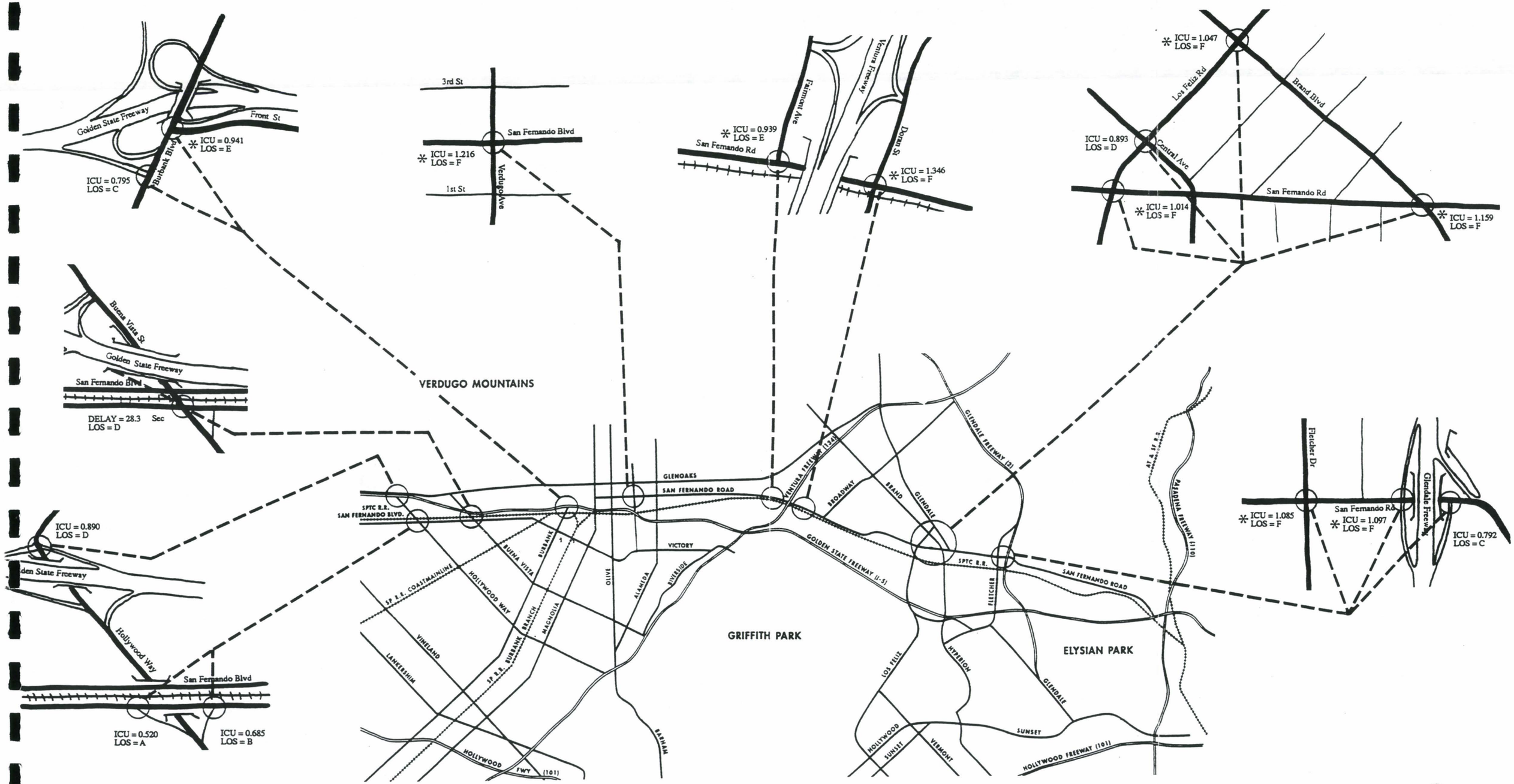
- **San Fernando Boulevard and Verdugo Avenue.** The project will increase the ICU at this intersection from a future 2010 base of 1.058 to 1.216, an increase of 0.158. If the northbound San Fernando Boulevard approach to the intersection were restriped to accommodate a left-turn lane, the mitigated ICU would be 0.864, 0.194 below the base 2010 ICU. Restriping of the northbound approach would require that parking on both sides of the approach be eliminated in order for the improvement to take place between the existing curb faces, without the need of widening the approach. Establishments that would be affected by this parking removal would be the Four Square Church, Tae Kwon Do Studio and WT Towing on the west side of the street; and Henry's Liquors, O.H. Lynn Printing and Instant Print on the east side of the of San Fernando Boulevard.

- **San Fernando Road and Fairmont Avenue.** The project will increase the ICU at this intersection from a future 2010 base of 0.884 to 0.939, an increase of 0.055. If the northbound San Fernando Road approach to the intersection were restriped to accommodate a right-turn lane, the mitigated ICU would be 0.813, 0.071 below the base 2010 ICU. Restriping of the northbound approach could take place in the existing roadway width without the need of widening the approach.

- **San Fernando Road and Doran Street.** The project will increase the ICU at this intersection from a future 2010 base of 1.283 to 1.346, an increase of 0.063. If the eastbound Doran Street approach to the intersection were widened to accommodate a left-turn lane, the mitigated ICU would be 1.129, 0.154 below the base 2010 ICU. Construction of this improvement would require the widening of the eastbound approach. This widening, however, can be constructed on City and railroad rights-of-way. Widening of this approach will require that the railroad crossing guards be relocated.

- **San Fernando Road and Los Feliz Boulevard.** The project will increase the ICU at this intersection from a future 2010 base of 0.944 to 1.014, an increase of 0.070. If the southbound San Fernando Road approach to the intersection were restriped to accommodate a right-turn lane, the mitigated ICU would be 0.934, 0.010 below the base 2010 ICU. Restriping of the southbound approach would require that parking on the west side of the approach be eliminated in order for the improvement to take place between the existing curb faces, without the need of widening the approach. The El Portal Restaurant would be affected by this removal of parking.

- **Brand Boulevard and Los Feliz Boulevard.** The project will increase the ICU at this intersection from a future 2010 base of 1.008 to 1.047, an increase of 0.039. If the northbound Brand Boulevard approach to the intersection were restriped to accommodate a right-turn lane, the mitigated ICU would be 0.954, 0.054 below the base 2010 ICU. Restriping of the northbound approach would require that parking on the east side of the approach in front of Allen Gwynn Chevrolet, between Los Feliz Boulevard and the car



NO SCALE

GRAPHICS BY GRUEN ASSOCIATES

* INDICATES SIGNIFICANT IMPACT REQUIRING MITIGATION

FIGURE 49

Future (2010) Level of Service (LOS)
With L.R.T.

dealership's driveway, be converted from angle to parallel parking in order for this improvement to take place between the existing curb faces, without the need of widening the approach.

- **San Fernando Road and Brand Boulevard.** The project will increase the ICU at this intersection from a future 2010 base of 1.014 to 1.159, an increase of 0.145. If the southbound San Fernando Road approach to the intersection were restriped to accommodate a right-turn lane, the mitigated ICU would be 1.022, 0.008 above the base 2010 ICU, but below the 0.020 significance criteria. Restriping of the southbound approach would require that the bus stop on southbound San Fernando Road, north of Brand Boulevard, be moved to the south of Brand Boulevard, in front of the Seeley's furniture store. The existing parking on this west side of the street would be eliminated in order for the improvement to take place between the existing curb faces, without the need of widening the street.

- **San Fernando Road and Fletcher Drive.** The project will increase the ICU at this intersection from a future 2010 base of 1.006 to 1.085, an increase of 0.079. In order to mitigate project impacts, the project will implement ATSAC (Automated Traffic Surveillance and Control) improvements at this intersection. ATSAC is the City of Los Angeles' computerized traffic signal system which will enhance traffic flow by better coordinating area traffic signals. Experience has shown this type of system, when applied to traffic signals, can increase traffic capacity by five to thirteen percent. LADOT currently credits an intersection with the installation of ATSAC with a reduction of 0.070 in its ICU. With the 0.070 credit applied to the future base plus project ICU, the mitigated ICU would be reduced to a value of 1.015, resulting in an insignificant impact.

- **San Fernando Road and Southbound Glendale Freeway ramps.** The project will increase the ICU at this intersection from a future 2010 base of 0.996 to 1.097, an increase of 0.101. If the southbound San Fernando Road approach to the intersection were restriped to accommodate a right-turn lane, the mitigated ICU would be 0.907, 0.089 below the base 2010 ICU. Restriping of the southbound approach could take place in the existing roadway width, without the need of widening the approach.

Mitigation Measures for the Hughes Market Station Site Alternative. Should the Glendale Freeway Station be located at the Hughes site, the following mitigation measures would be needed:

- **San Fernando Road and Fletcher Drive.** The project will increase the ICU at this intersection from a future 2010 base of 1.006 to 1.069, an increase of 0.063. If ATSAC were installed at this intersection, the mitigated ICU would be reduced to a value of 0.999, resulting in an insignificant impact.

- **San Fernando Road and Southbound Glendale Freeway ramps.** The project will increase the ICU at this intersection from a future 2010 base of 0.996 to 1.221, an increase of 0.225. If the southbound San Fernando Road approach to the intersection were restriped to

accommodate a third through lane, the mitigated ICU would be 1.010. This would still be an increase in the ICU of 0.014, however, this would be considered to be an insignificant impact due to the fact that the mitigated difference in the ICU is less than 0.020. Restriping of the southbound approach and moving the median could take place in the existing roadway width without the need of widening the approach. The third lane could be dropped at the SR-2 northbound on-ramp as a left-turn only lane. Since the restripe may mean removing the median where there are existing signal poles, the signal indications on these median poles may need to be relocated to overhead mast arms.

- **San Fernando Road and Northbound Glendale Freeway off-ramp**. The project will increase the ICU at this intersection from a future 2010 base of 0.779 to 0.908, an increase of 0.129. If the southbound San Fernando Road approach to the intersection were restriped to accommodate a third through lane, the mitigated ICU would be 0.894. This would still be an increase in the ICU of 0.115, however, this would be considered to be an insignificant impact due to the fact that the final ICU would be under 0.900. Restriping of the southbound approach and moving the median could take place in the existing roadway width, without the need of widening the approach. The third lane could be dropped at the SR-2 northbound on-ramp, just to the south of this intersection, as a left-turn only lane. Since the restriping may mean removing the median where there are existing signal poles, the signal indications on these median poles may need to be relocated to overhead mast arms.

Additional Mitigation Measures for the Glendale Freeway-Fletcher Drive Station: The proposed station alternatives have varying characteristics and require specific mitigations that could serve to alleviate their potential impacts. The following discussion provides additional mitigation measures that address this concern:

Van de Kamp's Bakery Site Alternative. Install a traffic signal on San Fernando Road at the driveway opposite Roswell Street. This signal is needed to provide access to the station site. Because of the proximity of this intersection to other signalized intersections, this signal should be coordinated with the two signals at the Glendale Freeway ramps and with the signal at Fletcher Drive.

Hughes Market Warehouse Site Alternative. Install a traffic signal on San Fernando Road at the entrance driveway to the site. This signal is needed to provide access to the station site. Because of the proximity of this intersection to other signalized intersections, this signal should be coordinated with the two signals at the Glendale Freeway ramps.

Additional Mitigation Measures for Taylor Yard Station: Install traffic signals, and implement minor widening as necessary to accommodate these signals, at the future locations where station access roads intersect San Fernando Road.

5.4.8 Response to Comments on Draft EIR Traffic Analysis

Because of the nature of the comments and the significance of potential traffic and circulation impacts, the following section has been included to specifically respond to the key concerns of public agencies, organizations, and private citizens who commented on the traffic study performed for the proposed rail transit alignment. Following the review and interpretation of the comments received, the comments and suggestions submitted by the California Department of Transportation (Caltrans) and the Los Angeles Department of Transportation (LADOT) demonstrated the most significant concerns that addressed the content of the Draft EIR. The following responses have been formulated to reply to these concerns. Recommended changes have been incorporated into this document, where appropriate.

Comment: Caltrans raised concerns related to potential intersections that were omitted or insufficiently covered in the traffic analysis. These intersections included:

- Golden State Freeway/Buena Vista Street northbound ramps
- Golden State Freeway/San Fernando Boulevard southbound ramps
- Ventura Freeway/Doran Street northbound ramps
- Ventura Freeway/Fairmount Avenue southbound ramps
- Golden State Freeway/Verdugo Avenue at Front Street ramps

Response: These intersections have not been analyzed as a result of the following considerations:

I-5 NB Ramps/Buena Vista & I-5 SB Ramps and San Fernando Boulevard. Due to the small size of the proposed park-and-ride lot at the Buena Vista Station, it unlikely that the station will attract enough patrons to the station via the freeway to result in significant impacts at these intersections. Because the proposed corridor parallels the I-5, the vast majority of the patronage will be accessing the stations via east-west street and not via the freeway. For these reasons, it is very unlikely that these intersections will experience significant impacts.

SR 134 EB and Doran Street & SR 134 WB and Fairmont Avenue. Both of these intersections are unsignalized and experience fairly light traffic volumes. Given the modest existing traffic volumes at these intersections, it is doubtful that these intersections would reach the significance threshold criteria. Observations of these intersections indicate that the existing stop control is adequate to accommodate the traffic demands. Because of the commute related nature of the expected LRT impacts at these intersections, traffic volumes will peak right around the PM peak hour and will not produce noticeable impacts during other times of the day. Because of this, it is highly unlikely that the Caltrans eight-hour Minimum Vehicular Volume signal warrant would be met. For these reasons, these intersections were not analyzed.

I-5 SB and Front Street. Because the corridor parallels the I-5, very few patrons will access the LRT at the Burbank City Center Station via this freeway ramp. Those patrons living and working north and south of this station have other stations nearby that they can access more readily. For this reason, very few patrons will access this station via theses ramps. This intersection is a unsignalized and does not experience heavy traffic volumes. Even though LRT will not significantly impact this intersection by itself, the cumulative effects of area traffic growth, especially due to the commuter rail station, may justify installing a signal at this intersection in the future.

Comment: LADOT stated striping changes without street improvements on roadways that are not constructed to the street's designated standards are not acceptable.

Response: The only location in the City of Los Angeles mentioned in the DEIR for striping changes to mitigate project impacts was at the San Fernando Road and Glendale Freeway interchange. Following a reevaluation of these intersections, it appears that a right-of-way take to the north of the interchange would improve traffic flows and aid in the mitigation of station impacts. A 6-foot right-of-way taking along the Van de Kamp's site from the SB Glendale Freeway on-ramp to the Roswell Street intersection would allow the construction of a third southbound through lane on San Fernando Road. With these changes, the existing medians and median signal poles would need to be relocated. This widening will help alleviate the "bottle neck" at this location. The roadway width south of this point is adequate to accommodate this addition through lane. This lane could continue to the Hughes site entrance where it would be dropped as a right-turn lane. With this change, the station impacts are mitigated.

Comment: Fletcher Drive Station Alternative: Operations for this site need to be more closely examined.

Response: The horseshoe ramp over the top of Fletcher Drive at the Van de Kamp's station site is 32' wide, adequate for two-way passenger car travel. It is doubtful that this ramp can accommodate buses. For this reason, the bus stop depicted on this ramp will be removed.

Comment: Hughes Market Station Alternative, Taylor Yard Station, and Avenue 19 Station: Impacts and access improvements at these locations need to be more specifically addressed.

Response: Each of the major signalized intersections in the area of the Hughes Market station site were looked at in this analysis. Intersections near the Division Street and Arvia Street station alternatives were not looked at given the fact that the future roadway system in this area is undetermined. Because the proposed route so closely parallels San Fernando Road in this area, traffic volumes will probably decrease on San Fernando Road with the operation of the LRT. However,

because of the station access needs, once the access points are identified, signals will be needed on San Fernando Road at these access points, along with minor widenings to accommodate the channelization needed for these future signalized intersections. It should also be noted that the rail alignment and station areas in the Taylor Yard area are subject to change, depending upon the results that come from Taylor Yard Transit Development Study being conducted by LACTC, in conjunction with the City of Los Angeles.

Comment: A future "Smart Corridor" project is planned on San Fernando Road. It is, however, classified as a Category Two project and is not considered for funding in the foreseeable future.

Response: Given the time frame for construction of this line, it is feasible that this "Smart Corridor" will be funded by the time the line opens. It is common for LADOT to accept money for ATSAC improvements as mitigation measures, despite the distant implementation timeframe of ATSAC improvements.

Comment: The intersection capacity of 1600 vehicles should be shown as 1500 vehicles for a two-phase signal operation; 1425 for a three-phase, and 1350 for a four-phase.

Response: An intersection capacity of 1600 vph with a loss time of 0.10 taken into consideration was agreed to by the three Cities to have consistency throughout the study area. Changing the capacity to 1500 vph is not appropriate for this type of ICU analysis. With the 0.10 loss time considered, the actual capacity of the intersection is 1460 vph, less than the 1500 vph commonly used in CMA calculations.

Comment: The exclusion of AM peak analysis is questionable since the AM peak traffic is generally from 7:00 AM to 10:00 AM, while the peak AM period of station use will likely occur between 6:00 AM to 8:30 AM.

Response: During the initial process of defining the parameters of the traffic study, LADOT agreed to the exclusion of the AM peak. Experience has shown that park-and-ride lots fill up early, often before the AM peak period begins. For this reason, this peak period was examined.

Comment: Provide street operation, classification, and volumes.

Response: With respect to more analysis of intersections near the Glendale Freeway, each of the major signalized intersections on San Fernando Road and around the station site have been examined. The LRT is being constructed as a measure to alleviate traffic congestion in the region. It its true that there may be localized impacts in the immediate vicinity of the station sites, however, traffic volumes are expected to decrease away from the stations. For this reason, it is not reasonable to apply

the "worst case" traffic analyses employed in the immediate area around a station site, to intersections away from the direct influence of the station. Traffic at these remote intersections can be expected to decrease, especially on those north-south streets that parallel the alignment. As for additional analysis intersections near Division Street, Arvia Street and Avenue 19, please refer to the response addressing these station areas.

Comment: Level of Service calculations for the intersections may need to be re-examined since LADOT's latest proposed definition of "significant traffic impacts" is currently under review for adoption.

Response: All governing jurisdictions agreed to the study's significance criteria in order to ensure consistency throughout the entire project. The criteria indicated by LADOT has yet to be adopted for use in the study area.

Comment: San Fernando Road is designated a Major Highway, but has a 28-foot half-roadway width and five-foot wide sidewalks at Fletcher Drive. ATSAC may be possible as a mitigation measure, but widening to meet City Standards for a Major Highway at the intersection is more effective and timely.

Response: Roadway widenings would require extensive condemnation of right-of-way and demolition of existing businesses. ATSAC would provide adequate traffic flow improvements without these adverse impacts.

Comments: It is unclear as to how the proposed addition of a third through lane (by restriping) at San Fernando Road and the Glendale Freeway will be "dropped" at the Glendale Freeway northbound on-ramp; a trap left-turn lane would be created. The northbound on-ramp intersection is not signalized and the northbound left turn pocket accommodates only five vehicles.

Response: Please refer to the response regarding striping changes.

5.5 NOISE

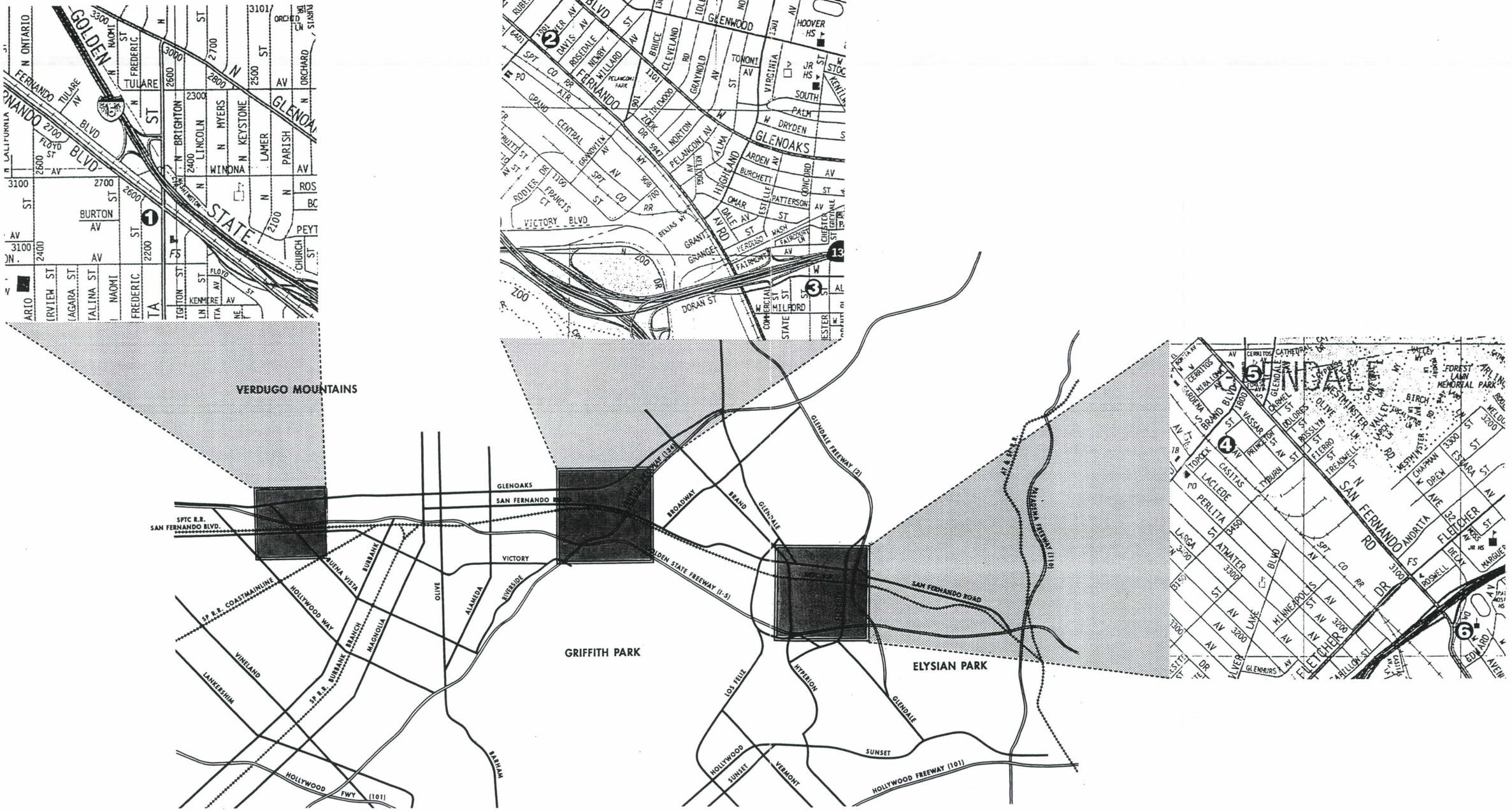
Environmental Setting

The predominant source of noise in the project vicinity is vehicular traffic, including buses and trucks. At some locations, traffic noise is further augmented by traffic on the Golden State Freeway (I-5). Freeway traffic is clearly discernible at some locations in the project vicinity, particularly on the segment of Victory Place from Buena Vista Street to the intersection with the Southern Pacific Coast Route and near the Glendale Freeway (SR-2). Noise levels are highest where there is a direct line of sight to the freeway. Furthermore, heavy train traffic along the Southern Pacific mainline, which accommodates approximately three round-trip passenger trains and three one-way freight trains daily, adds to the existing noise environment. Nighttime train traffic is particularly noticeable. Ambient noise levels in the vicinity of the proposed alignment range from approximately 66 to 77 decibels.

Based on existing surface street and freeway daily traffic volumes and on current daily passenger and freight train trips, existing Community Noise Equivalent Levels (CNEL) were calculated using the Federal Highway Administration's Highway Traffic Noise Prediction Model at various sensitive locations along the route, as shown on **Table 23**. CNEL is a 24-hour noise measurement that emphasizes noise created during the evening (7:00 p.m. to 10:00 p.m.) and at night (10:00 p.m. to 7:00 a.m.). Elements of the noise environment included in this calculation are vehicular traffic noise, train traffic noise, and air horns used at road crossings by train traffic.

Sensitive land uses within approximately 0.25 miles of the proposed alignment include parks, schools, and recreational facilities. Residential uses exist in the vicinity of the proposed alignment near the intersection of Buena Vista Street and San Fernando Boulevard; north of San Fernando Road between Allen Avenue and Verdugo Wash; and north and south of the proposed alignment from Chevy Chase Drive to South Taylor Yard. Many sensitive uses and most residential areas are set back from the alignment by commercial and industrial land uses or by a freeway.

Methodology. For the purpose of noise assessment, six representative locations have been selected for analysis. These locations, shown on **Figure 50**, have been chosen because of their proximity to the proposed rail line and their sensitivity to potential changes in ambient noise. These study areas include residences near the intersection of Buena Vista Street and San Fernando Boulevard in the City of Burbank; residences near Sonora Avenue in Glendale; residences near San Fernando Road and Doran Street in Glendale; residences and an elementary school near San Fernando Road and Brand Boulevard in Glendale; and the Pater Noster High School site and residences near San Fernando Road and the northbound Glendale Freeway (SR-2) on ramp in the City of Los Angeles. Additional analysis was also performed for other nearby schools, Atwater School and Irving Middle School, both of which are located approximately 600 feet from the project site. These schools, as well as others such as Glassell Park, Fletcher Drive, and Aragon Schools are located further from the alignment than the Pater Noster School



SOURCE: Terry A. Hayes Associates, 1992.

NO SCALE

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FIGURE 50

Noise Monitoring Stations

site (now Ribet Academy) and have buildings and barriers that lie between them and the proposed project. It has been assumed, as part of this analysis, that the Pater Noster School site could be utilized as the primary barometer for school site impacts due to its environmentally sensitive conditions. By comparison, the additional analysis conducted for Atwater School and Irving Middle School examined these sites assuming no barriers. Project noise impacts at these sites, assuming a background noise level of 69 dB at Atwater and 74 dB at Irving Middle, still resulted in non-significant noise levels of 71 dB and 75 dB respectively. Assuming the same exterior noise environment, the proposed rail transit alignment would not be discernible. With regard to Fletcher Drive, Glassell Park, and Aragon Schools, each of these campuses has approximately the same physical relationship with the proposed rail line as the Pater Noster High School monitoring site, but are sited at a greater distance from the alignment. Therefore, the analysis at Pater Noster is representative of these other schools, as a "worst case" analysis.

Existing Noise Environment. In its noise element, the City of Burbank has adopted the maximum outdoor noise level that will allow people to converse easily as its outdoor standard for residential land uses. The acceptable noise level, measured in Ldn, is 55 dB. For urban single-family residences, the Noise Element of the Glendale General Plan classifies noise levels up to 60 dBA as being normally acceptable, noise levels up to 70 dBA as being conditionally acceptable, and noise above 70 dBA as being either normally or clearly unacceptable. As shown on **Table 23**, ambient noise levels at all monitoring locations exceed or marginally comply with accepted noise guidelines. None of the cities through which the rail line passes have adopted guidelines that limit noise from light rail operations.

Table 23
Existing Noise Environment (CNEL)

#	Location	Distance from alignment	Noise Level, Db
1	Residences San Fernando Blvd. at Buena Vista Street	400 feet	71.2
2	Residences San Fernando Road near Sonora Avenue	500 feet	69.5
3	Residences Doran Street at Concord Street	1300 feet	66.6
4	Residences San Fernando Road at Brand Boulevard	100 feet	77.2
5	Elementary School San Fernando Road at Brand Boulevard	1200 feet	73.0
6	Pater Noster High School (not in use) San Fernando Road at Glendale Freeway on and off ramps	250 feet	72.0

Source: Terry A. Hayes Associates

Environmental Impact

This impact assessment focuses on noise resulting from the operation of light rail transit. As noted, noise levels have been estimated using CNEL, which is a weighted 24-hour noise measure that places a 5 decibel penalty on noise occurring between 7:00 p.m. and 10:00 p.m. and a 10 decibel penalty on noise occurring between 10:00 p.m. to 7:00 a.m. It has been demonstrated that additional sound during these hours is more intrusive and annoying than sound produced during daylight hours. Elements of the noise environment included in this assessment are vehicular traffic noise, train traffic noise, air horns used by trains, and light rail vehicle traffic.

The Metro Blue Line currently uses air horns at street crossings to alert motorists of its approach. Air horns, which produce single event noise levels of 105 dB, are the most noticeable and intrusive component of train noise. Because of their unusually disruptive attributes, air horns are being replaced on the Metro Blue Line by electric horns, which produce single event noise levels of approximately 87 dB. This noise level (87 dB) meets the standards set by the Public Utilities Commission (PUC). Cars will continue to be equipped with air horns, but these will only be used in emergency situations. According to vehicle specifications developed by the Los Angeles County Transportation Commission, the allowable noise from a light rail vehicle is 77 decibels at a distance of 50 feet at a speed of 50 miles per hour. Vehicles used for the proposed project would comply with this specification.

The basic premise of the noise evaluation criteria used by the Los Angeles County Transportation Commission is that the allowable incremental change in additional noise levels decreases as the ambient noise level increases. Thus, when the ambient noise level is 55 decibels, a 5 decibel change or more is considered a significant impact. However, when the ambient noise level is 65 decibels, an incremental change of more than one decibel would be considered significant. This relationship is best illustrated on **Figure 51**, which shows the Draft Federal Transportation Administration (FTA) noise guidelines.

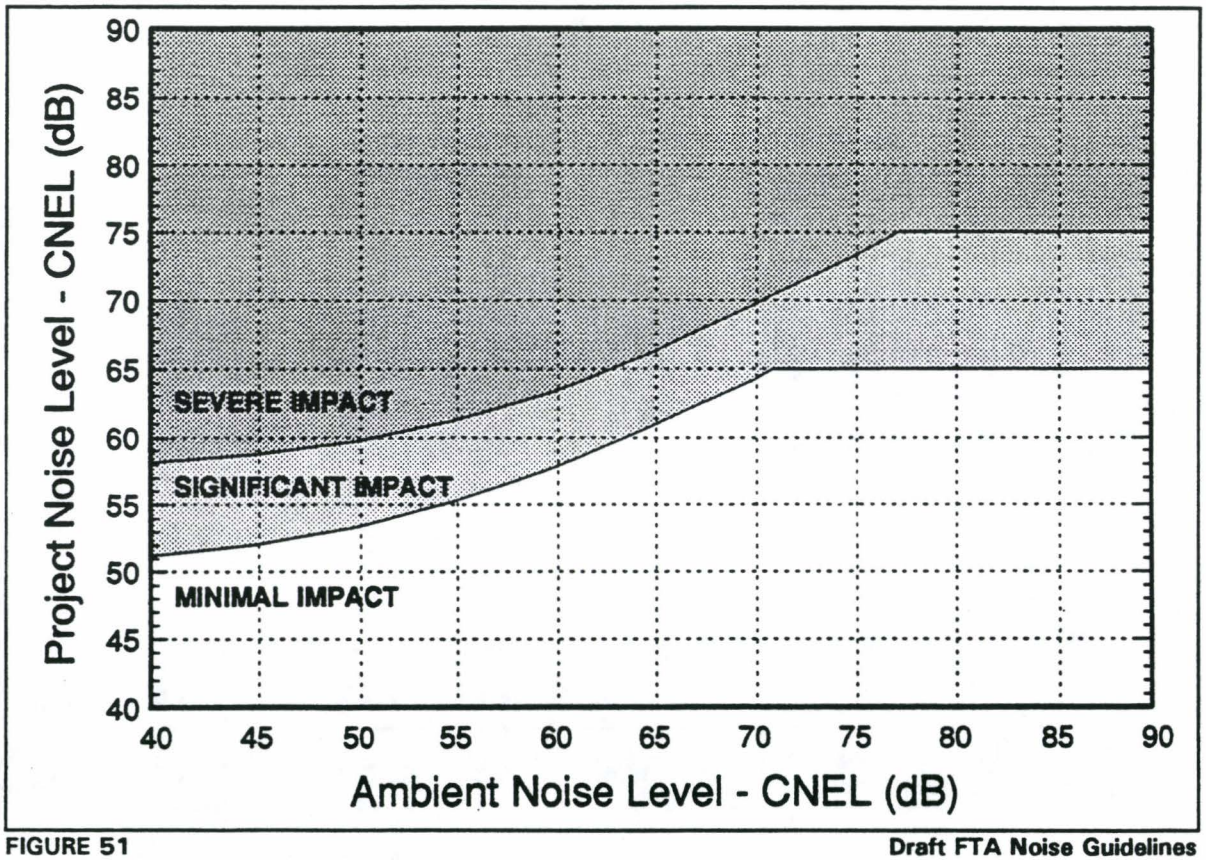

FIGURE 51 **Draft FTA Noise Guidelines**

SOURCE: Harris Miller Miller Hanson Inc.

Existing ambient and future ambient conditions without the LRT are relatively high along the corridor. These ambient conditions were projected using the FHWA RD77108 model for traffic noise and a HUD noise nomograph for railroad noise. Traffic noise ranges from CNEL 66 to CNEL 77, while railroad noise ranges from CNEL 58 to CNEL 73. The addition of the proposed LRT would not significantly affect ambient conditions largely because the LRT noise would be masked. Increase in the noise environment between the future ambient conditions and future with LRT are largely due to the additional traffic in the area. Using a model based on the Harris Miller Miller Hanson, Inc. (HMMH) procedure, estimates indicate that LRT CNELs range from 53 to 64 dB, depending on the receptor distance from the track centerline. These findings are consistent with HMMH projections for other LRT projects in the region.

Table 24 on the following page illustrates the anticipated change in ambient noise levels at sensitive land use locations along the proposed rail alignment in the future without project condition and in the future with implementation of the proposed rail alignment. Construction of the project would result in increases in the noise environment ranging from 0.2 to 1.5 dB. The highest LRT CNEL estimated was 64 dB near the residences at Location 4. According to the Draft FTA noise graph, the ambient noise would have to be less than 76 dB to result in a significant impact. In this case, the ambient is 77 dB.

Table 24
Future Noise Levels (CNEL)

#	Location	Existing	Future Without Project	LRT CNEL	Future With Project	Change	Impact Evaluation
1	Residences San Fernando Rd-Buena Vista St.	71.2	71.7	58.1	71.9	+0.2	Not Significant
2	Residences San Fernando Rd.-Sonora Ave.	69.5	69.5	57.1	69.7	+0.2	Not Significant
3	Residences Doran St.-Concord St.	66.6	66.6	53.0	66.8	+0.2	Not Significant
4	Residences San Fernando Rd.-Brand Blvd.	77.2	77.2	64.1	78.7	+1.5	Not Significant
5	Elementary School San Fernando Rd.-Brand Blvd.	73.0	73.8	53.3	74.7	+0.9	Not Significant
6	Pater Noster H.S., Residences (H.S. currently not in use) San Fernando Rd. at SR-2 on and off ramps	72.0	72.5	56.3	72.6	+0.1	Not Significant

SOURCE: Terry A. Hayes Associates

Mitigation Measures

Mitigation of construction noise would be required of contractors to comply with local noise ordinances. A set of guidelines for the planning and operation of construction machinery will be provided by the contractor. To minimize or avoid operational noise impacts to sensitive land uses, the following measures should be implemented:

- Because the highest potential of impacts will likely occur where sensitive land uses are in close proximity to an at-grade LRT crossing, lower sound level horns should be used in these areas without compromising safety. The horns primarily serve as an audible warning for pedestrians, while the rail crossing guards alert motorists of on-coming trains. Audible warning devices for pedestrians which are more quiet should be explored.

- Sensitive land uses directly adjacent or with no screening from the rail line should be buffered from the alignment by means of berms, noise barriers, or other buffering technique.

If these mitigation measures are implemented, the impact near sensitive land uses and at-grade crossings should reduce the significant levels of noise during sensitive hours of operation to acceptable levels.

Unavoidable Adverse Impacts

Successful implementation of the mitigation measures should leave the proposed project with no adverse noise impacts.

5.6 EARTH, WATER, AND RISK OF UPSET

5.6.1 Geology

Environmental Setting

The study area for the proposed rail transit project consists primarily of relatively flat topography, which slopes gently downward to the southeast. The alignment is located near the eastern margin of the Santa Monica Mountains. The Santa Monica Mountains are an uplifted block of folded metamorphic granitic and sedimentary rocks that belong to the Transverse Ranges Geomorphic Province.

The northernmost portion of the proposed rail alignment traverses thick, generally historic sandy and gravelly alluvial soils interspersed with predominately local alluvial boulder deposits from the washes that drain the San Gabriel and Verdugo Mountains. These soils are associated with the Tujunga-Soboba formation and overlie Pleistocene terrace deposits to a depth of about 300 feet. The southernmost portion of the rail alignment crosses older Quaternary silt, sand, and gravel alluvial and stream terrace deposits associated with the Hanford formation, which overlie the La Habra Formation to a depth of approximately 2,500 feet[9].

Groundwater levels in the vicinity of the proposed alignment vary from approximately 100 to 70 feet in depth along the western portion of the alignment to approximately 50 to 10 feet in depth along the easternmost portion of the alignment. The flow of groundwater is generally southeasterly.

The majority of the project alignment is not subject to flooding. The City of Burbank has identified a small area near the intersection of Chandler and Victory Boulevards as subject to flooding. Those portions of the alignment in the City of Los Angeles have been classified by the Federal Emergency Management Agency (FEMA) as Zone C, which has little or no flood hazard potential.

Environmental Impacts

Implementation of the proposed project would result in the operation of a light rail transit line within the 100-foot SPTC right-of-way that is currently in operation. Construction of the proposed project would entail the laying of new rails, the construction of ten transit stations, and the widening of the existing bridge over the Verdugo Wash to accommodate passage of the light rail line. The bridge would be designed in accordance with accepted engineering practices. No known geological conditions exist that would restrict the widening of this bridge or the laying of new track.

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[9] R.F. Yerkes, et.al. "Geology of the Los Angeles Basin California - an Introduction", U.S. Geological Survey Professional Paper 420-A, 1965.

Construction and operation of the proposed project are not anticipated to affect groundwater beneath the project site. Excavation and foundation construction would occur in areas where groundwater is located at a minimum depth of 10 feet. Construction activities are not anticipated to affect groundwater. Widening of the existing bridge across the Verdugo Wash is not expected to result in geological impacts.

Mitigation Measures

No mitigations are recommended.

Unavoidable Adverse Impacts

The proposed project route would not result in net adverse effects to the project study area's geological environment.

5.6.2 Seismicity

Environmental Setting

The proposed rail alignment is located in Southern California, which is subject to periodic earthquake-induced ground shaking. No portion of the site is located within an Alquist-Priolo Special Studies Zone, although the alignment crosses a Los Angeles Department of City Planning Fault Rupture Zone (1975). Some evidence suggests that the Santa Monica-Hollywood-Raymond Fault Zone may traverse the proposed light rail alignment in the vicinity of Glendale Boulevard, however, the precise location of this fault is unknown[10]. Studies have not clearly identified whether this fault should be considered active or potentially active[11]. The easternmost portion of the Santa Monica-Hollywood-Raymond Fault Zone is known as the Raymond Hill fault. This fault has been identified as an Alquist-Priolo Special Studies Zone, however, the rail alignment does not cross this zone.

As illustrated in **Figure 52**, other faults are located within approximately two miles of the proposed rail alignment. These faults include the Eagle Rock Fault, Verdugo Fault, Santa Monica Fault, and Tujunga Fault. The Verdugo Fault has exhibited offset of recent alluvial sediments and is, therefore, considered to be active. Evidence for Holocene activity along the Eagle Rock Fault is not as conclusive[12].

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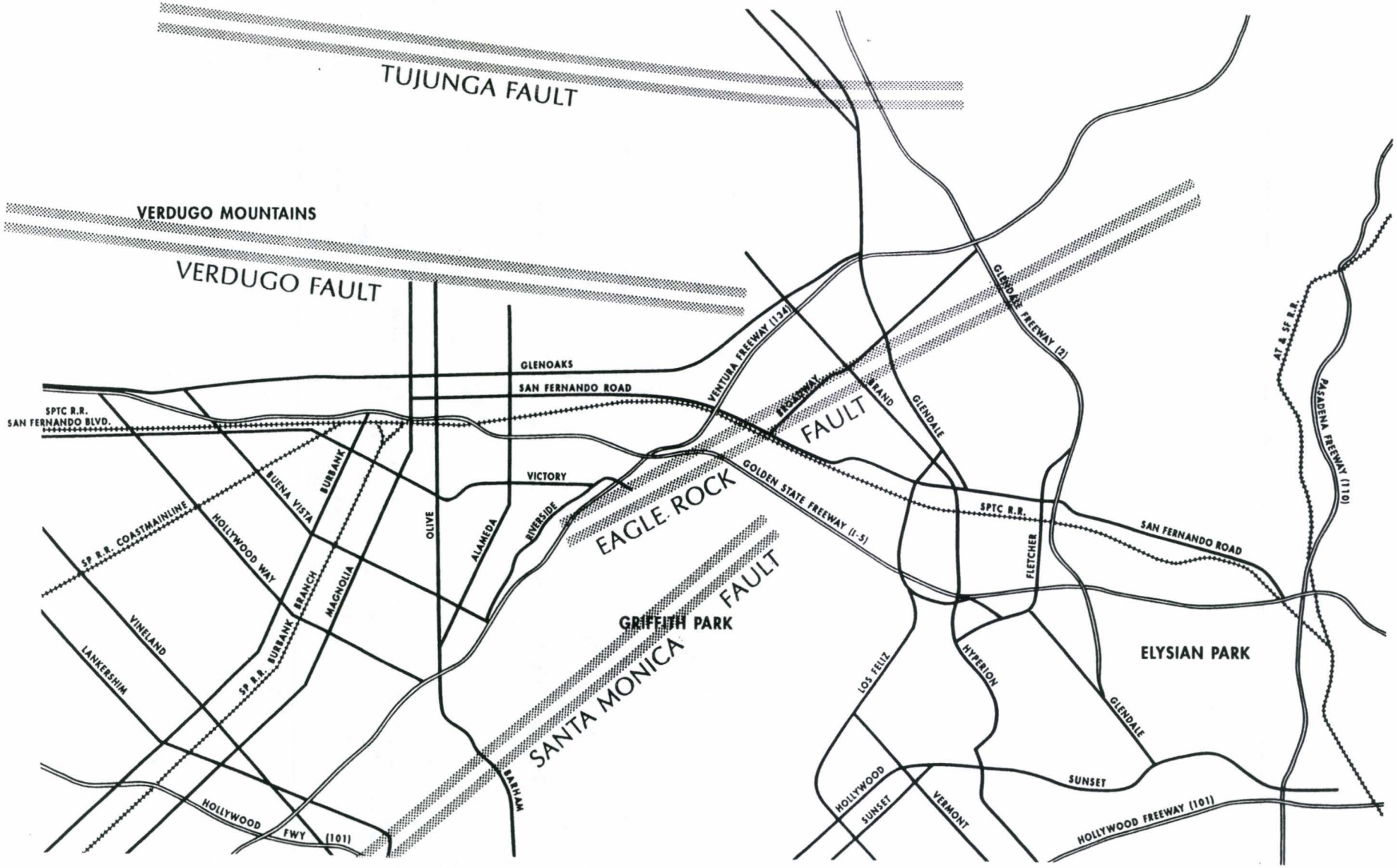
[10] California Dept. of Conservation, Division of Mines and Geology, File Report 79-16, 1979, p. A-5 to A-8.

[11] Ibid, p. B-9 to B-11.

[12] Ibid, p. D-15 to D-17.



NOTE: Santa Ynez-San Gabriel Fault Zone is located north of Project Study Area.

NO SCALE

SOURCE: *Los Angeles Times*, Davis and Namson, November 1989.

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FIGURE 52

Existing Faults and Fault Zones

Another seismic effect to be considered is the potential for liquefaction. Liquefaction occurs when the water pressure between soil grains is increased to the point that the grains separate and the soil loses its bearing capacity. Significant seismic forces can provide the pressure increase. The results can include differential settlement or lateral spreading of the ground surface or settlement of structures founded on the liquefying layer. Liquefaction commonly occurs in saturated, cohesionless, fine-grained soils of low relative density. The juncture of the proposed rail line with the proposed Pasadena-Los Angeles Rail Transit Project at the easternmost end of the proposed rail alignment lies within an area having a moderate potential for liquefaction.[13]

Environmental Impacts

The location of the project relative to known active and potentially active faults indicates that the site is not exposed to greater seismic risk than other locations in Southern California. However, the southeastern end of the alignment at the juncture with the proposed Pasadena-Los Angeles Rail Transit Project would be subject to moderate liquefaction in the event of an earthquake occurring in close proximity to this portion of the rail alignment.

Implementation of the proposed project would include the construction of ten transit stations and associated parking areas, the laying of new rails, and the widening of the bridge over Verdugo Wash. Design and construction of the project would be consistent with standard engineering practices.

Mitigation Measures

The following measures would reduce the potential for adverse geological impacts:

- All structures should be constructed in anticipation of a major earthquake. Structures should be designed to withstand the maximum probable earthquake predicted for the area.

- Detailed engineering studies should be conducted at sites identified by soils testing (refer to Section 5.6.4) that may have an elevated risk potential due to factors such as soil liquefaction or subsidence. Seismic parameters shall be defined for the project and would take into account those generally accepted engineering factors, parameters, and forces pertaining to the expected maximum credible seismic event predicted for the area.

[13] United States Geological Survey, Professional Paper 1360, 1985.

5.6.3 Watercourses and Drainage

Environmental Setting

The proposed rail alignment crosses the Burbank Western Channel, the Arroyo Verdugo Wash and the Arroyo Seco. The rail line also intersects numerous minor drainage channels. All of these channels are eventually tributary to the Los Angeles River, which serves as the primary storm drain outlet in this area.

The majority of the project alignment study area is not susceptible to flooding. The City of Burbank has identified a small area near the intersection of Chandler and Victory Boulevards as subject to flooding. Those portions of the alignment in the City of Los Angeles have been classified by the Federal Emergency Management Agency (FEMA) as Zone C, which has little or no flood hazard potential.

Environmental Impact

Implementation of the proposed project includes the construction of ten transit stations and associated parking areas, the laying of new rails, and the widening of the bridge crossing Arroyo Verdugo Wash. Construction of the project would entail activities that could temporarily increase the sediment load of the local drainages and of the Los Angeles River. Widening of the bridge over the Arroyo Verdugo may entail the placement of additional supports, which would result in the disturbance of the wash bottom and temporarily increase downstream sediment loads. These impacts would be temporary and are not anticipated to be significant.

In addition, the City of Burbank has identified potential impacts to the Burbank Western Channel and Lockheed Channel where an increase in impervious surfaces would increase storm runoff and potentially alter the flow of storm water. At-grade crossing of streets and alleys could also impact flow of flood waters along streets and alleys which may require addition to or extension of storm drain systems. The SPTC right-of-way presently impact the course and flow of flood waters as it creates an embankment that cuts diagonally across the natural drainage pattern in Burbank. Development of the proposed alignment would add a new set of rail tracks on the corridor. This addition would alter the existing form of the right of way and could potentially affect the existing flow of flood waters.

Mitigation Measures

During the initial design phase of the project, detailed coordination with the Los Angeles County Department of Public Works and the California Regional Water Quality Control Board (NPDES permit) will be sought to establish flood design parameters for the project that would avoid impacts on surface runoff and the flow of flood waters.

Unavoidable Adverse Impacts

None anticipated.

5.6.4 Risk of Upset

Environmental Setting

The subject property is currently owned by Southern Pacific Railroad, which operates a rail line for the transportation of freight and passengers. This rail line consists primarily of a single line; spurs and multiple tracks exist in some areas.

A reconnaissance of the proposed alignment was performed by GEOFON Environmental to determine whether potential hazards from hazardous wastes existed along the proposed alignment. GEOFON identified approximately 35 sites that contain potentially hazardous substances. Each site was assigned a priority level ranging from low to high. Sites that had no visual signs of surface staining, small to moderate quantities of stored hazardous materials, or were on a government list were assigned a low priority level. Sites that had small areas of surface staining and/or were in close proximity to a large quantity of hazardous materials were assigned a medium priority level. Sites that had large areas of surface staining were assigned a high priority level. Additionally, thick oil deposits exist on some portions of the track and the railroad ties have been treated with creosote. These materials should be considered hazardous.

Environmental Impacts

Because of the long industrial history of the project study area, there may exist areas with traces of soil and building contamination. Areas of potential impact include sites proposed for park-and-ride facilities such as:

- Burbank Airport-Hollywood Station: The proposed parking facility would be located on a parking lot owned by the Lockheed Corporation. Grading or excavation near this facility would likely have a high potential for encountering contaminated soils.

- Buena Vista Station: This Caltrans maintenance yard supports vehicle maintenance and fueling operations. The site would have potential for contamination and the existing building on the property may contain materials which could be considered hazardous.

- Burbank City Centre Station: The hazardous material contamination at the Old Burbank Depot site is currently being remediated for the Commuter Rail Metrolink project, which is schedule to begin operation in October 1992. Remediation of hazardous materials will be completed prior to the commencement of Metrolink service.

- Ventura Freeway Station: The proposed station and parking area are located in a predominately industrial area. Some of the properties on the proposed park-and-ride facility have long histories of industrial use. These properties have a high probability for contaminated soils and hazardous waste in the building materials.

- Glendale Freeway-Fletcher Drive Station: The area for the proposed park-and-ride facility is within the Pollock Superfund site and listed on the National Priority List (NPL). The NPL was established in 1980 under the Comprehensive Emergency Response Compensation Liability Act (CERCLA). This Act provides money for the clean up of accidental hazardous spills or abandoned hazardous waste sites in emergency situations. An abandoned hazardous waste site must be studied and ranked for its risk to the environment and human health to receive NPL status. A remediation investigation Feasibility Study (RIFS) must be performed to determine the applicable ranking. RIFS are two-phase studies: the first entails a records search, while the second encompasses on-site sampling for contamination type and extent. The Environmental Protection Agency hotline was contacted to determine the status of the Pollock site. The site was not listed in the 1989 or 1992 state expenditure plan for clean up money allocation.

  The Hughes Market Site Alternative would require demolition of a warehousing structure which may possibly have contaminated soils and hazardous waste in its building materials.

- Taylor Yard, Division Street Site Alternative: This station is outside the parcels owned by LACTC. The Taylor Yard site is currently undergoing cleanup under the supervision of the California Environmental Protection Agency.

High priority sites may require extensive subsurface investigations to determine the nature and extent of contamination and may require subsequent remediation. Any high priority sites that exist within the construction zone should be addressed first. Medium and low priority sites may, however, also be extensively contaminated. Therefore, it is recommended that all sites within the construction zone should be addressed at the earliest opportunity.

Mitigation Measures

The following mitigations are recommended:

- During the design phase of the project, soils testing shall be conducted to establish the geotechnical characteristics of soils in areas traversed by the project and at sites having permanent system facilities. The testing shall be conducted to determine specific subsurface conditions pertinent to potential hazardous conditions.

- Detailed geotechnical investigations of station locations should be performed as a part of the preliminary engineering phase of the proposed project. These studies would help provide more detailed data on the potential for upset.

- The lead agency maintains a policy that it will acquire and comply with any permits necessary to construct the proposed project.

- The lead agency also maintains its own in-house Waste Minimization Policy. The policy requires the lead agency to identify any hazardous materials, remediate hazardous wastes, and to the fullest extent possible, recycle or salvage all waste products that results with the construction of the proposed project.

Unavoidable Adverse Impacts

Although the proposed project is located within an area that has a high risk for potential upset, implementation of the proposed mitigations should leave the project with no net adverse effects.

5.7 PUBLIC SERVICES

This section evaluates the rail transit alignment's potential impact on local public services provided by the Cities of Burbank, Glendale, and Los Angeles. The services which will be examined are schools, police protection, and fire prevention.

5.7.1 Schools

Environmental Setting

The proposed Burbank-Glendale-Los Angeles rail alignment traverses three school districts: the Los Angeles Unified School District, the Glendale Unified School District, and the Burbank Unified School District. Based upon map surveys and field investigations, 15 public schools have been identified within one-half mile of the proposed rail transit route (**Figure 53**).

Table 25
School Institutions

#	School District	School/Address	Grades	Enrollment (1990-1991)
1	Los Angeles Unified	**Aragon Avenue**, 1118 Aragon Avenue	K-6	762
2	Los Angeles Unified	**Atwater Avenue**, 3271 Silver Lake Boulevard	K-5	471
3	Los Angeles Unified	**Dorris Place**, 2225 Dorris Place	K-5	561
4	Los Angeles Unified	**Fletcher Drive**, 3350 Fletcher	K-6	966
5	Los Angeles Unified	**Glassell Park**, 2211 W. Avenue 30	K-6	970
6	Los Angeles Unified	**Glenfeliz**, 3955 Glenfeliz Boulevard	K-5	589
7	Los Angeles Unified	**Washington Irving**, 3010 Estara Avenue	6-8	1,468
8	Los Angeles Unified	**Florence Nightingale**, 3311 N. Figueroa	7-9	1,726
9	Glendale Unified	**Cerritos Elementary**, 120 Cerritos Avenue	K-6	443
10	Glendale Unified	**Thomas A. Edison**, 440 W. Lomita	K-6	826
11	Glendale Unified	**Thomas Jefferson**, 1540 Fifth Street	K-6	767
12	Glendale Unified	**Benjamin Franklin**, 1610 Lake Street	K-6	447
13	Burbank Unified	**Ralph W. Emerson**, 720 E. Cypress	K-5	506
14	Burbank Unified	**George Washington**, 2322 N. Lincoln	K-5	554
15	Burbank Unified	**Burbank Senior High**, 902 N. Third Street	9-12	1,935

SOURCE: Los Angeles, Glendale, and Burbank Unified School Districts

Of these 15 institutions, Los Angeles Unified administers six elementary schools and two junior high schools; Glendale Unified governs four elementary schools; and Burbank Unified supervises two elementary schools as well as Burbank Senior High School. During the 1990-1991 school year, nearly 13,000 students attended classes in these fifteen schools. According to representatives from each of the school districts, enrollment in the public education system has increased in all three districts respectively over the past year.

In addition to these public schools, there are also private education facilities within one-half mile of the proposed rail line. These private institutions include:

- Divine Savior Catholic School, 624 W. Cypress Avenue
- Pater Noster High School, 2911 Delay Drive (not currently in use)
- Holy Trinity Parish School, 3716 Boyce Avenue
- Bellarmine-Jefferson High School, 465 E. Olive Avenue
- St. Robert's Elementary School, 154 N. Fifth Street

Environmental Impacts

Some of the campuses in close proximity to the proposed rail line could experience impacts related to air, noise, traffic, and pedestrian movement. Air quality impacts are discussed in Section 5.3, traffic impacts in Section 5.4, and noise impacts in Section 5.5.

It is anticipated that some students and teachers would commute on the Burbank-Glendale-Los Angeles Blue Line extension. However, it cannot be determined how many students from campuses close to the alignment would use the future rail facility. Safety and circulation problems could arise from persons walking to and from classes. In addition, field investigations of the rail transit route in the Fall, Winter, and Spring revealed that some students use the SPTC right-of-way as a pedestrian passageway to travel from school to home. This is particularly evident in the South Glendale-Atwater Village area where school children can access the right-of-way via cul-de-sac streets.

Mitigation Measures

- LACTC has developed safety criteria to protect students from rail lines, substations, and construction activities. In an effort to heighten rail safety awareness, the information should be made distributed to students and teachers close to the rail line.

- Pedestrian rights-of-way near the rail line should be clearly marked to minimize trespassing, vandalism, and short-cut attractions. Methods of demarcation could include signage, landscaping, and fencing.

- Construction sequencing should be coordinated with local community officials to minimize conflicts with school walk routes, school buses, and carpools.

LEGEND

SCHOOL

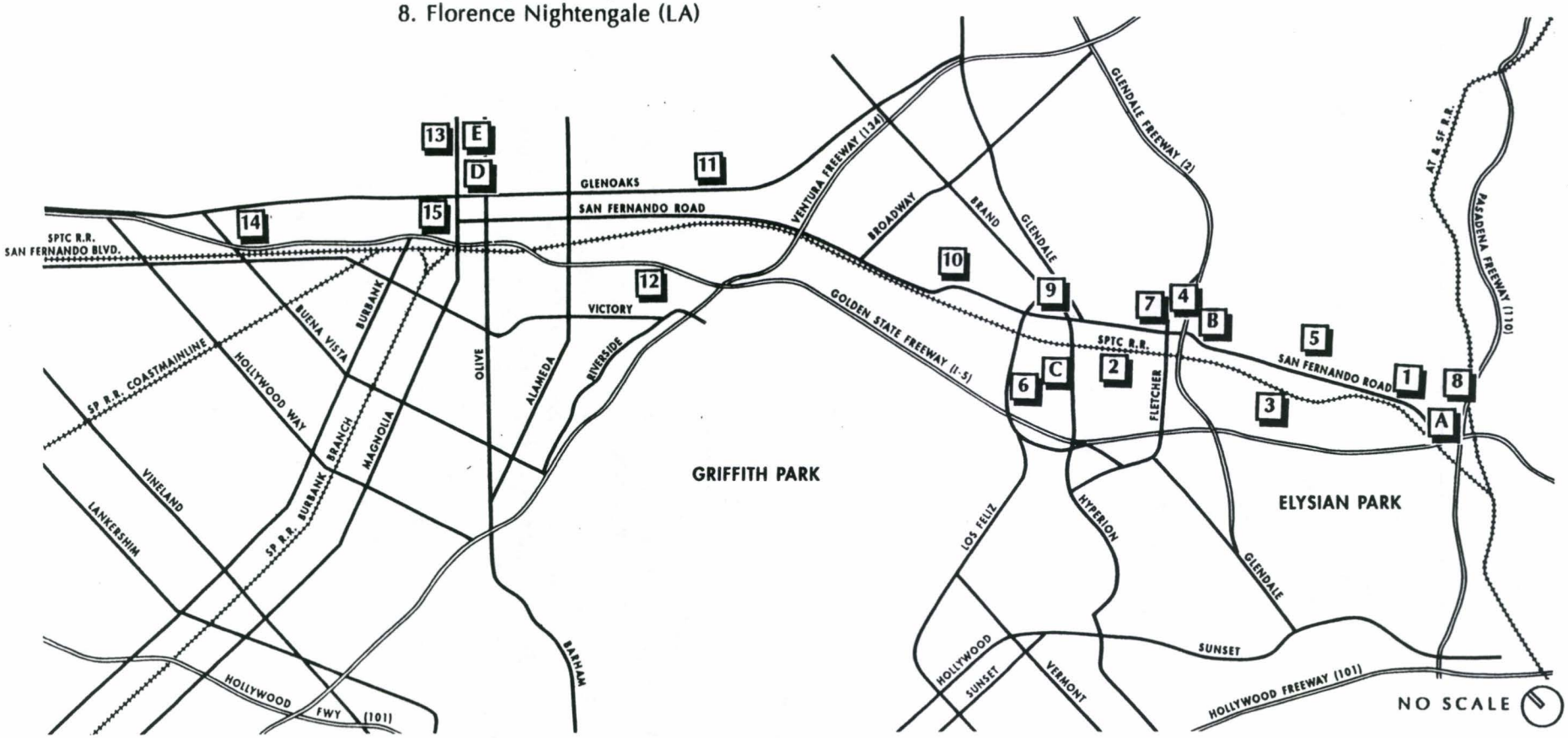
LA: Los Angeles Unified SD
GLN: Glendale Unified SD
BUR: Burbank Unified SD

PUBLIC SCHOOLS

1. Aragon Avenue (LA)
2. Atwater Avenue (LA)
3. Dorris Place (LA)
4. Fletcher Drive (LA)
5. Glassell Park (LA)
6. Glenfeliz (LA)
7. Washington Irving (LA)
8. Florence Nightengale (LA)
9. Cerritos (GLN)
10. Thomas Edison (GLN)
11. Thomas Jefferson (GLN)
12. Benjamin Franklin (GLN)
13. Ralph Emerson (BUR)
14. George Washington (BUR)
15. Burbank High School (BUR)

PRIVATE SCHOOLS

A. Divine Savior Catholic School
B. Pater Noster High School
C. Holy Trinity Parish School
D. Bellarmine-Jefferson High School
E. St. Robert's Elementary School



SOURCE: Los Angeles, Glendale, and Burbank Unified School Districts

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FIGURE 53
Location of Schools

- Conspicuously posted warning signs and barriers should be placed near overhead power sources, power substations, crossing areas, and construction sites in order to deter unauthorized access.

Unavoidable Adverse Impacts

None anticipated.

5.7.2 Police

Rail transit operations for the Los Angeles-Long Beach Blue Line maintain its own transit security force to patrol train cars, station platforms, and parking areas. It can be expected that similar operations would be undertaken for the proposed rail transit alignment. Police services for responsible jurisdictions will be called upon for assistance, as required, to respond to emergencies and to perform police-related activities.

Environmental Setting

Police service for the project study area falls under the jurisdiction of the Police Departments of the Cities of Los Angeles, (Northeast Division LAPD), Glendale (GPD), and Burbank (BPD). As illustrated in **Figure 54** and **Table 26**, one station in each jurisdiction provides police protection in the project study area. In total, nearly 600 sworn officers are responsible for crime prevention, investigation, and law enforcement. In an effort to maximize security and law enforcement throughout the region, the Cities of Burbank, Glendale, and Los Angeles operate in cooperation with surrounding law enforcement agencies under the State Mutual Aid Pact.

Table 26
Police Stations

Station	Address	Sworn Officers	Estimated Emergency Response Time
Los Angeles Northeast Division	3353 San Fernando Road	235	7.9 minutes
Glendale	140 N. Isabel Street	212	2.0 minutes
Burbank	272 East Olive Avenue	143	5.0 minutes

SOURCE: The Police Departments of the Cities of Los Angeles (Northeast Division), Glendale, and Burbank.

Environmental Impacts

According to the SCRTD Operations Division, the existing Long Beach to Los Angeles Blue Line experiences very little crime. Under a contracted agreement with the Los Angeles County Sheriffs Department, uniform and undercover deputies patrol Blue Line trains, station platforms, and station areas. Typical rail-related crimes and infractions that they encounter include petty theft, fare evasion, and rule violations (smoking, eating, graffiti, etc.).

In addition to these crimes, the Police Departments of the Cities of Los Angeles and Glendale reported their concerns regarding crimes related to park-and-ride facilities. Each Police Department indicated that auto theft, plain theft, and burglary are crimes which may occur at park-and-ride areas. To reduce the potential for crime-related impacts on the Burbank-Glendale-Los Angeles Blue Line extension, LACTC will work with the Police Departments of each of these cities to develop a Memorandum of Agreement concerning delegation of security responsibilities.

LACTC will also deploy a separate rail transit police force and train roving fare inspectors to respond to emergency situations. These inspectors will ride the lines and monitor station platforms. They will have walkie-talkies at all times and report problems along the rail line to a central command control. Closed circuit cameras will monitor train platform access at station locations and relay images to central control. With respect to on-train security, passenger assistance telephones will be located in each rail car.

Mitigation Measures

Mitigation measures can be incorporated into the physical design of the stations and parking areas. Design methods for reducing crime could include brightly lighted signs and signals, well lit definable areas which avoid dark spaces and blind spots; security telephones and pull box alarms in readily identifiable areas; and highly visible signage and signals. In addition to these design features, the following mitigations should also be implemented:

- Riders should be protected from the train and rail line by security fencing to help prevent unnecessary injuries, as well as control pedestrian and vehicular access points along the rail system. In addition, parking areas should have limited access and be well-illuminated, and designed with minimum dead space to eliminate areas of concealment.

- Transit District Police should consider the development of a centralized substation along the rail line to provide for faster response to rail-related emergency situations.

Unavoidable Adverse Impacts

None anticipated.

5.7.3 Fire

Fire protection services involve fire suppression, paramedic aid, and prevention planning. Station design consultation, building review, and inspection as it relates to fire safety would also fall under the jurisdiction of the Fire Departments of each governing municipality.

Environmental Setting

Fire protection for the East Valley involves the cooperative efforts of the Burbank, Glendale, and Los Angeles Fire Departments. As illustrated in **Figure 54** and **Table 27**, a total of 11 fire stations are located in close proximity of the proposed rail alignment.

Table 27
Fire Stations

#	Department	Station Number	Operation/equipment	Personnel
1	Los Angeles	Station No. 1 2230 Pasadena Ave.	1 truck 1 paramedic ambulance 2 piece engine	12
2	Los Angeles	Station No. 4 Task Force Station 800 N. Main St.	1 truck and engine company 1 hazardous materials squad	14
3	Los Angeles	Station No. 44 1410 Cypress Ave.	1 piece engine	4
4	Los Angeles	Station No. 50 Task Force Station 3036 Fletcher Dr.	1 truck and engine company Battalion Two headquarters	12
5	Glendale	Station No. 21 210 S. Orange	1 truck Single engine Air unit, Mobile Command unit	11
6	Glendale	Station No. 22 1201 S. Glendale	Single engine	4
7	Glendale	Station No. 26 1145 N. Brand	Single engine 1 truck	8
8	Glendale	Station No. 27 1127 Western	Single engine Hazardous materials squad	4
9	Burbank	Station No. 11 353 E. Olive Ave.	2 piece engine 1 truck 1 paramedic rescue	13
10	Burbank	Station No. 13 2244 N. Buena Vista	1 engine 1 paramedic rescue	5
11	Burbank	Station No. 16 1600 N. Bel Aire Dr.	Single engine	3

LEGEND

POLICE STATION

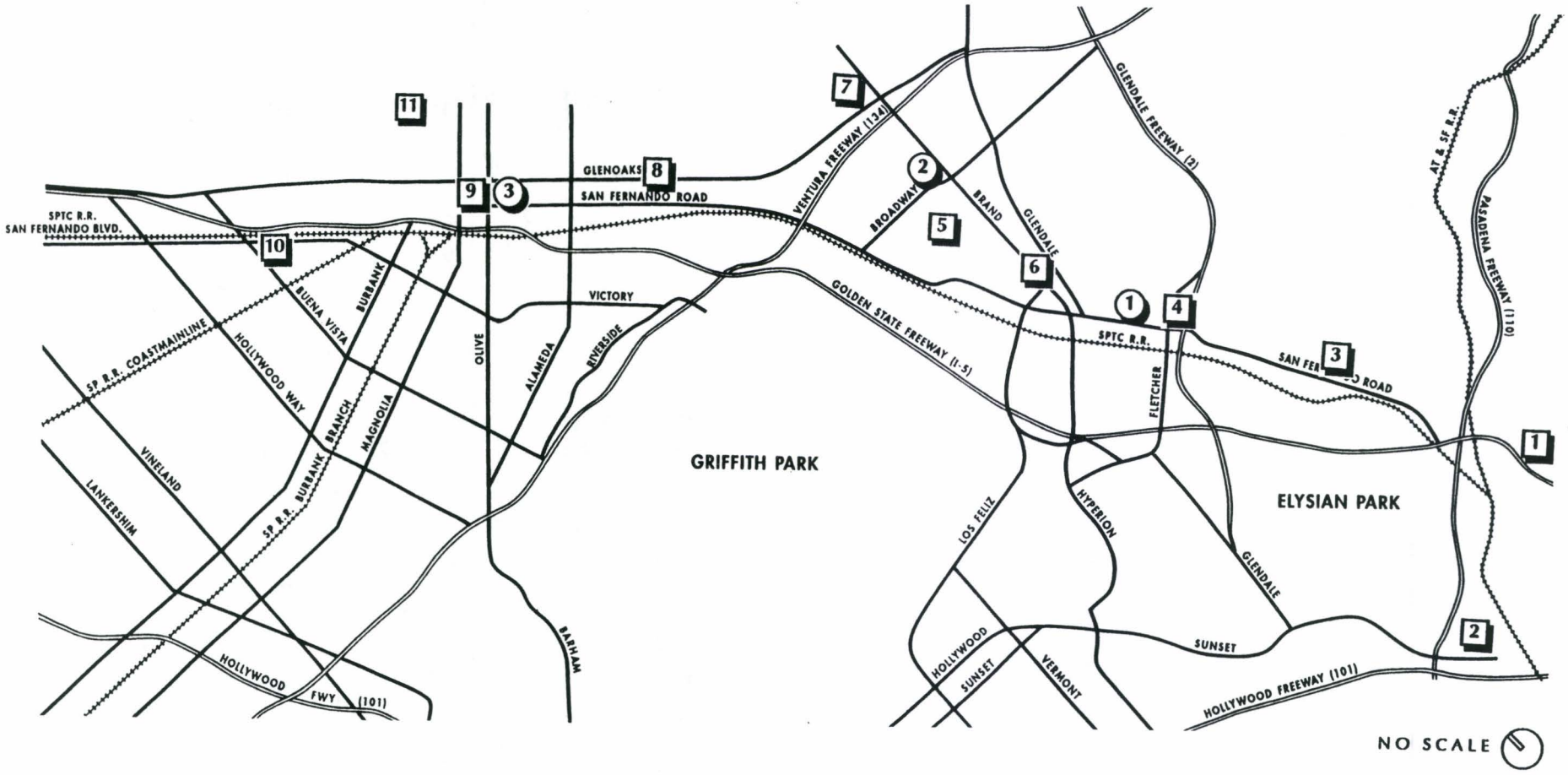
FIRE STATION

POLICE STATION

1. Los Angeles Northeast Division
2. City of Glendale Police Department
3. City of Burbank Police Department

FIRE STATIONS

1. L.A. Station No.1
2. L.A. Station No. 4
3. L.A. Station No. 44
4. L.A. Station No. 50
5. Glendale Station No. 21
6. Glendale Station No. 22
7. Glendale Station No. 26
8. Glendale Station No. 27
9. Burbank Station No. 11
10. Burbank Sation No. 13
11. Burbank Station No. 16



SOURCE: Los Angeles, Glendale, and Burbank Police and Fire Departments.

GRAPHICS BY GRUEN ASSOCIATES

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LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 54

Location of Police and Fire Stations

Staffing at these stations vary from 3 to 12 personnel, depending upon the operations and equipment of each station. Although the Fire Departments for each city indicated that emergency response times would be between 3 to 5 minutes, response to emergency situations will vary depending upon the nature of the incident and the physical conditions along the route.

Environmental Impacts

The Fire Departments for the Cities of Burbank, Glendale, and Los Angeles indicate that the proposed rail transit project may result in impacts to fire protection services. Development of the light rail system could adversely affect fire flow, fire protection, emergency medical services, and increased incidents of false alarms.

In addition, because the light rail will have priority at at-grade intersections, accessibility to other parts of the project study area may diminish. Increased concentrations of pedestrian and vehicular traffic within the proximity of the transit stations during peak commuting hours may lengthen response times by interfering with the movement of emergency fire vehicles. Because portions of the rail line are not easily accessible by local streets, emergency access to all areas of the rail system will be a primary concern.

The adequacy of fire protection for the proposed project is based on three factors: 1) required fire-flow response; 2) distance from existing fire stations, and 3) a Fire Department's judgment regarding the needs in the area. Fire-flow, or the quantity of water necessary for fire protection, will vary with the type of land use adjacencies, life hazard potential, occupancy, and the degree of fire hazard. High voltage apparatus such as catenary wires and power substations will require a minimum of one engine and one rescue unit to adequately combat a rail-related fire emergency. Equipment and personnel needs should be determined by each of the city's respective Fire Departments.

Mitigation Measures

A primary goal underlying all mitigation measures is the ability of the responding Fire Department to provide emergency services within an acceptable response time based on community needs. The following mitigation measures should be implemented to meet this goal:

- Fire, Life, and Safety criteria shall be established and used during preliminary engineering, final design, construction, and operation of the rail transit project. Final plans will be review by each of the affected Fire Departments and inspections will be scheduled during construction and operation.

- Fire lanes should follow the standards of the responsible fire department through which the rail line passes.

- Fire protection equipment should be available throughout the entire construction process, as well as during the operation of the rail transit system. Smoke detectors, fire alarms, and fire retardant materials should be included in all trains, stations, and power substations. Automatic sprinkler systems and hand-held fire extinguishers should be located in every station and train.

- There must be clear access to telephones in every station to report emergencies to Fire Departments along the rail line.

Unavoidable Adverse Impacts

None anticipated.

5.8 NATURAL AND RECREATIONAL RESOURCES

The proposed Burbank-Glendale-Los Angeles Rail Transit Project traverses highly urbanized areas in the East Valley and North Los Angeles. Yet despite its urban nature, the project study area still maintains a number of significant topographic features and natural resources that include the riparian habitats of the Los Angeles River and the Arroyo Verdugo Wash; the open spaces of Griffith Park, Elysian Park, and Brand Park; and the natural communities located within the Santa Monica and Verdugo Mountains.

The impact analysis in this section assesses the effects of the proposed project on natural and man-made plant and animal habitats as well as the recreational resources of the East Valley and North Los Angeles. Species and areas of ecological importance are inventoried in light of the proposed rail alignment.[14] The assessment also includes an examination of potentially affected plant life along the Southern Pacific Transportation Corridor, and recreational facilities such as parks and playgrounds.

5.8.1 Plant and Animal Life

Environmental Setting

The project study area contains a diverse mix of natural resources that are dispersed throughout the East Valley and North Los Angeles. Special plants and animals exist within habitats found in the Los Angeles River, the arid coastal scrub of the Verdugo Mountains, and the woodland and forested areas of Griffith Park. However, as shown in **Figure 55**, plant life can also be found adjacent to, and in some instances within, the proposed rail transit alignment. Evergreen pears and Oleander shrubs are illustrated in this photo.

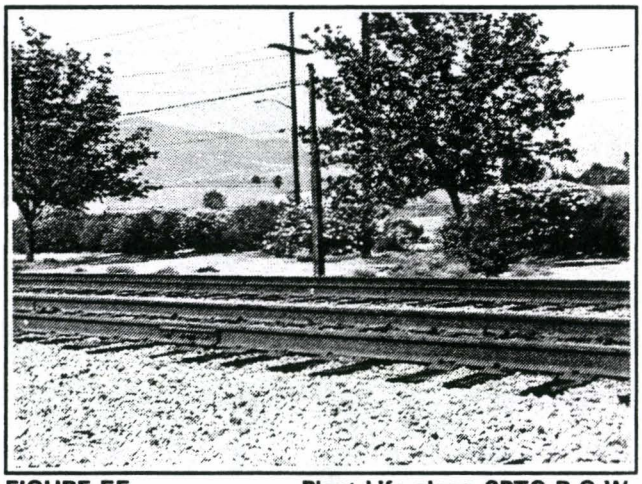


FIGURE 55 **Plant Life along SPTC R.O.W.**

Although much of the native vegetation in the East Valley and North Los Angeles has been disturbed by urban development, the area still retains several terrestrial habitats that support various plant and animal life. Much of this flora and fauna exists in open space preserves,

[14] Based on information provided from the California Department of Fish and Game Natural Diversity Data Base (CNDDB). The CNDDB is a computerized inventory that depicts the location and condition of California's rare and threatened animals and plants. It also inventories both terrestrial and aquatic natural communities that exhibit extremely high quality or very limited distribution.

parklands, and territories on the outskirts of urbanized areas. The major types of natural communities in the project study area include riparian corridors, woodlands, and chaparrals and coastal scrubs. The mountain and foothill areas tend to provide the least disturbed and most pristine terrestrial habitats.

As illustrated in **Table 28** and **Figure 56**, the East Valley has a wide mix of natural communities and special animals and plants. Although no flora or fauna in this inventory has received listed status as endangered or threatened species, the Nevin's Barberry (Category 1), the Davidson's Bush Mallow (Category 2), the California Gnatcatcher (Category 2), and the Southwestern Pond Turtle (Category 2) are Candidates for Federal Listing. Only the Nevin's Barberry has received California state status as an endangered species.

Table 28
Inventory of Special Flora and Fauna

#	Common Name	Element Name	Type	Federal Status	State Status	Location
1	California Gnatcatcher	*Polioptila californica*	Animal	Candidate 2	None	Sun Valley near Burbank Airport
2	Southwestern Pond Turtle	*Clemmys marmorata pallida*	Animal	Candidate 2	None	Los Angeles River at Lankershim Boulevard
3	None	*Southern Coast Live Oak Riparian Forest*	Natural Community	None	None	Griffith Park
4	None	*Southern Cottonwood Willow Riparian Forest*	Natural Community	None	None	Los Angeles River near Disney Studios
5	None	*Southern Sycamore Alder Riparian Woodland*	Natural Community	None	None	Griffith Park and Forest Lawn of Burbank
6	None	*California Walnut Woodland*	Natural Community	None	None	Griffith Park
7	Nevin's Barberry	*Mahonia nevinii*	Plant	Candidate 1	Endangered	Griffith Park below Water Tower #113
8	Davidson's Bush Mallow	*Malacothamnus davidsonii*	Plant	Candidate 2	None	Cabrini Canyon near Burbank Airport

SOURCE: California Department of Fish and Game, *Natural Diversity Data Base*, December 1991.

With respect to plant life adjacent to the proposed rail transit alignment, various non-indigenous species accent the landscape adjacent to or within the Southern Pacific Transportation Corridor. Although a wide variety of trees and shrubs are located along the alignment, Oleander shrubs, and Evergreen and Bradford Pear Trees are the most prevalent species.

- Oleander: Oleander *(Nerium oleander)* can be found adjacent to the alignment at two locations where the rail line travels parallel to San Fernando Road: 1) In

the City of Burbank between Hollywood Way and the SP Coast Mainline Junction; and 2) in the City of Glendale between Grandview Avenue and Colorado Street. The species exists at these locations in both its dwarf and tall shrub form. Commonly used as screens, windbreaks, and roadside borders, Oleander should be treated with caution as it is poisonous if eaten.

- Evergreen and Bradford Pear Trees: These trees *(Pyrus kawakamii and Pyrus calleryana)* grow between 15 to 25 feet in height and are distinguished by their dark green, glossy, oval foliage. Commonly used as street trees, these species only appear along the rail line between Grandview Avenue and Colorado Street in Glendale. Approximately 30 Pear trees are planted adjacent to or within the proposed rail alignment.

Table 29 presents the total inventory of plant life used as landscape treatment along the SPTC right-of-way:

Table 29
Plant Life located along SPTC Right-of-Way

Common Name	Botanical Name	Location
Oleander Shrub	*Nerium oleander*	Along SPTC R.O.W. between Hollywood Way and SP Coast Mainline Junction in Burbank, and Grandview and Colorado in Glendale.
Oleander Tree	*Nerium oleander*	Along eastside of SPTC R.O.W. between Hollywood Way and Winona Avenue in Burbank.
Crape Myrtle	*Lagerstroemia indica*	Along SPTC R.O.W. between Hollywood Way and Buena Vista in Burbank.
Firethorn	*Pyracantha coccinea*	On both sides of the SPTC R.O.W at Buena Vista.
Brush Cherry Tree	*Syzigium paniculata*	Along eastside of SPTC R.O.W. between Hollywood Way and Winona Avenue in Burbank.
Canary Island Pine	*Pinus canariensis*	Along eastside of SPTC R.O.W. between Hollywood Way and Winona in Burbank.
Bradford Pear	*Pyrus calleryana "Bradford"*	Along eastside of SPTC R.O.W. and within LACTC-owned 40' R.O.W between Doran and Colorado in Glendale.
Evergreen Pear	*Pyrus kawakamii*	Along eastside of SPTC R.O.W. and within LACTC-owned 40' R.O.W between Grandview and Colorado in Glendale.
Podocarpus	*Podocarpus gracilior*	Adjacent to residential uses south of Brand Boulevard in South Glendale.
Canary Island Date Palm	*Phoenix canariensis*	Adjacent to residential uses south of Brand Boulevard in South Glendale.
Mexican Fan Palm	*Washingtonia robusta*	Adjacent to residential uses south of Brand Boulevard in South Glendale.

SOURCE: Gruen Associates, Field Reconnaissance, April 1992.

LEGEND

SPECIAL FAUNA

SPECIAL FLORA

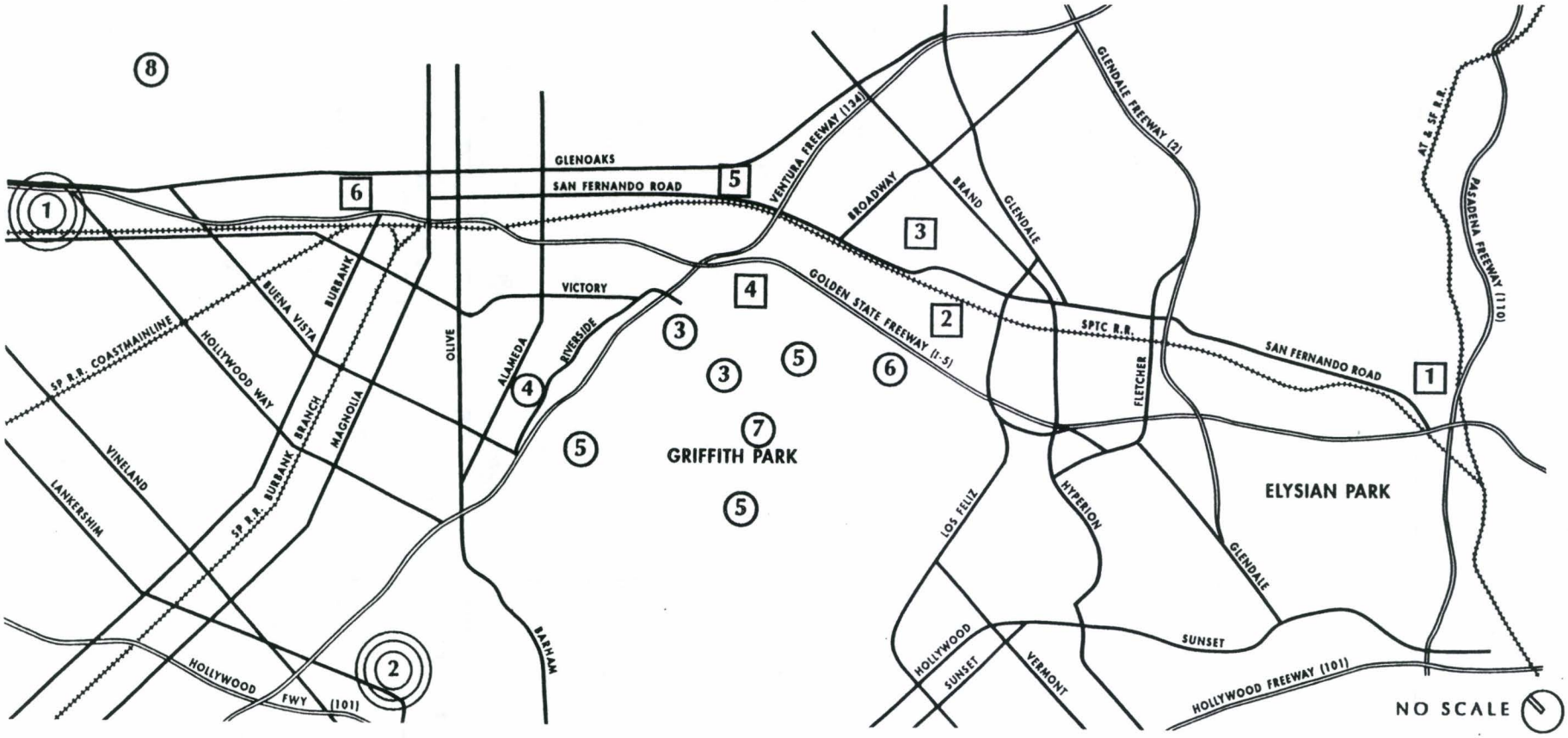
PARK

SPECIAL FLORA AND FAUNA

1. California Gnatcatcher
2. Southwestern Pond Turtle
3. Southern Coast Live Oak Riparian Forest
4. Southern Cottonwood Willow Riparian Forest
5. Southern Sycamore Alder Riparian Woodland
6. California Walnut Woodland
7. Nevin's Barberry
8. Davidson's Bush Mallow

PARKS

1. Cypress Park
2. Chevy Chase Park
3. Pacific Park
4. Griffith Park
5. Pelanconi Park
6. McCambridge Park



SOURCE: California Natural Diversity Data Base, December 1991.

GRAPHICS BY GRUEN ASSOCIATES

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RAIL TRANSIT PROJECT EIR

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 56

Location of Natural and Recreational Resources

Environmental Impacts

Development of the proposed rail alignment would not result in the removal or loss of any rare or endangered plants, animals, or natural communities. However, two Federal Category 2 animals could potentially be affected. Because of their mobility and preferred microhabitats, the California Gnatcatcher and the Southwestern Pond Turtle may be subject to impacts related to the construction of the rail line. Both animals have been sighted within the general vicinity of the alignment, and may wander into the SPTC right-of-way to take advantage of their preferred habitats:

- California Gnatcatcher: This species has been sighted near the Burbank-Glendale-Pasadena Airport. It typically inhabits arid coastal scrub regions, and prefers a low, dense habitat in arid washes and mesas. The Gnatcatcher has been mapped as close as one mile from the rail alignment at the Roscoe Elementary School in Sun Valley.

- Southwestern Pond Turtle: This species has been seen in the Los Angeles River near Lankershim Boulevard. It primarily inhabits permanent or nearly permanent bodies of water below 6,000 feet. The Southwestern Pond Turtle requires basking sites such as partially submerged logs, vegetation mats, or open mud banks. Some of these conditions can be found where the Arroyo Verdugo Wash empties into the Los Angeles River. The species is not expected to be impacted or threatened since its primary habitat is more than 500 feet from the proposed rail alignment.

With respect to plant life adjacent to the SPTC right-of-way, plant species serving as landscape treatment would be disturbed primarily between Hollywood Way and Buena Vista Street in Burbank, and between Grandview Avenue and Colorado Street in Glendale.

- Plant life between Hollywood Way and Buena Vista Street serve as landscaping for the parking lots located within the SPTC right-of-way. Construction of the rail alignment will require the removal of these parking spaces and the associated landscaping. Species to be removed include Oleander shrubs and trees, as well as a number of Brush Cherry and Canary Island Pine trees.

- Between Grandview Avenue and Colorado Street, over 30 Evergreen and Bradford Pear trees located adjacent to or within the SPTC right-of-way would be uprooted in order to construct the proposed rail alignment. These trees are relatively mature, ranging in height from 15 to 25 feet. Because these trees serve to provide both a landscape buffer and aesthetic amenity to the area, the loss of these species represent a significant environmental impact that will require mitigation.

Mitigation Measures

Because of potential significant impacts to biological resources, the following mitigation measures should be considered:

- In the area between Grandview Avenue and Colorado Street in Glendale, the uprooted Pear trees should be boxed, maintained, and transplanted during the time of project construction. The trees should be utilized as part of the landscaping along this segment of the alignment or in the landscaping of rail-related facilities.

- When existing landscaping is removed for the purposes of constructing the proposed rail alignment, new landscaping shall be planted as specified in an established landscaping plan. The landscaping plan shall identify the types of plant species to be used, its appropriate location, and its coordination with the surrounding environment.

- As part of the overall operations of this light rail system, a program should be established to provide for the regular maintenance of system-related landscaping.

Unavoidable Adverse Impacts

Implementation of the recommended measures should successfully mitigate any significant environmental impacts.

5.8.2 Recreational Facilities

Environmental Setting

As illustrated in **Figure 56** and **Table 30**, six parks have been identified to be within close proximity of the proposed rail transit route: Cypress Park, Chevy Chase Park, and Griffith Park in the City of Los Angeles; Pacific Park and Pelanconi Park in the City of Glendale; and McCambridge Park in the City of Burbank. Cypress, Chevy Chase, Pacific, Pelanconi, and McCambridge Parks primarily provide recreational opportunities on a localized, neighborhood scale. Typical facilities include playground equipment, ball fields, and passive, landscaped recreation areas. By comparison, Griffith Park, located west of the Golden State Freeway and south of the Ventura Freeway, provides regional recreation activities. In addition to its vast open space areas, the Park also houses attractions such as the Los Angeles Zoo, the Gene Autry Western Heritage Museum, Travel Town, and Wilson and Harding Public Golf Courses.

Table 30
Recreational Resources
within 1/4 mile of Rail Transit Alignment

#	Park	City	Location	Size (Acres)
1	Cypress Park	Los Angeles	San Fernando Road between Pepper and Poplar Streets	3.4
2	Chevy Chase Park	Los Angeles	Chevy Chase Drive at Alger	2.4
3	Pacific Park	Glendale	Pacific Avenue at Riverdale	4.9
4	Griffith Park	Los Angeles	West of Interstate 5 and south of Ventura Freeway	4,107
5	Pelanconi Park	Glendale	Between Grandview and Cleveland at San Fernando Road	3.1
6	McCambridge Park	Burbank	Scott Road at San Fernando Boulevard	3.5

SOURCE: City of Los Angeles Department of Recreation and Parks.
City of Glendale Community Facilities Element.
City of Burbank, McCambridge Park Staff.

Environmental Impacts

Table 30 identifies those recreational facilities in close proximity of the SPTC right-of-way that may be impacted by the proposed project. Impacts typically associated with park facilities include land displacement, pedestrian circulation, accessibility, and noise. The following discussion highlights impacts experienced by each recreational facility as a result of the proposed rail transit route:

- Cypress Park: Located on San Fernando Road opposite the rail alignment in South Taylor Yard, the primary impact to this park would be noise. However, the impact of LRT-associated noise would be diminished due to the presence of existing auto traffic on San Fernando Road.

- Chevy Chase Park: Located in the City of Los Angeles east of the rail transit route, Chevy Chase Park could experience impacts related to noise. Because Chevy Chase Drive is an at-grade intersection, noise at this location may be amplified as a result of the LRT horn that must be sounded at all at-grade intersections for safety purposes (refer to Noise, Section 5.3).

- Pacific Park: This 4.9-acre park is not expected to experience any environmental impacts. Although it is in close proximity to the SPTC right-of-way, industrial and residential uses separate and screen the park from the rail transit route.

- Griffith Park: No impacts are anticipated for Griffith Park since man-made barriers such as the Golden State and Ventura Freeways separate this facility from the rail alignment. The development of the LRT could potentially improve accessibility to this park and its associated activity centers via a shuttle bus system at the Northwest Glendale Station. This improved access should be considered a net beneficial effect.

- Pelanconi Park: Located at the intersection of Grandview Avenue and San Fernando Road, Pelanconi Park would experience noise impacts similar to those that could take place at Chevy Chase Park. The impacts, however, may be magnified since Pelanconi Park is not screened from the rail transit route.

- McCambridge Park: Located west of both the proposed rail alignment and the Golden State Freeway, this park is not expected to experience any environmental impacts.

Mitigation Measures

Implementation of the Burbank-Glendale-Los Angeles Rail Transit Project would not result in the taking of any park land or displacement of recreational facilities. Access to these parks from nearby residential areas would also not be disturbed since access to the parks would not require the crossing of the light rail tracks. The principal impact on these recreational facilities would be noise. Appropriate mitigation for minimizing noise impacts (screening, landscape buffers) are detailed in the Noise chapter of this EIR.

Unavoidable Adverse Impacts

No net adverse effects to recreational resources are anticipated from implementation of the proposed rail transit project.

5.9 PUBLIC UTILITIES AND ENERGY

5.9.1 Utilities

Environmental Setting

The project study area is a highly urbanized environment, with much of its necessary infrastructure in place. The age of the area, and much of its character, are defined by its utilities. Two examples of this exist in the presence of the SPTC railroad right-of-way and the overhead utility poles that line San Fernando Road, as well as many other neighborhoods in the project study area. With respect to existing utilities, an assortment of electrical, gas, water, drainage, and sanitary sewer lines cross the proposed rail transit route. In addition, fiber optic cables for MCI Telecommunications (MCI), US Sprint, and American Telephone & Telegraph (AT&T) run below the surface of the SPTC right-of-way.

Environmental Impacts

The two potentially significant impacts would be on electrical supply to the rail alignment and the relocation of utilities. Construction of the proposed LRT alignment would require the relocation of the following:

- Southern Pacific Transportation Company freight rail alignment.
- Western Union Telegraph underground lines
- MCI, US Sprint, AT&T fiber optic cables
- Southern California Edison Company electrical lines

The SPTC alignment would be shifted to the western half of the 100-foot right-of-way. Freight service to businesses along the rail alignment would not be significantly impacted. The light rail can safely cross freight spurs, provided that the freight is regulated and installs appropriate track interlocks. The condition exists on the Long Beach to Los Angeles Blue Line in two locations: north of Firestone Boulevard and at the remnant of the SPTC Santa Monica Branch south of Washington Boulevard.

In addition to the relocation of the freight rail alignment, the Western Union Telegraph lines will have to be relocated underground between Taylor Yard and Glendale, and above ground on utility poles for the remainder of the route. The phone fiber optic cables will be relocated by Southern Pacific, which is responsible for a one-time move of the cables at any given point along the route where the lines conflict with the construction program of LACTC. These lines are expected to be relocated in several sections along the route as part of the Commuter Rail Metrolink program. Elsewhere on the route, the relocation of the lines by Southern Pacific will be undertaken when the construction of the LRT is initiated.

In addition to these impacts, the City of Burbank Public Service Department indicated that the proposed light rail alignment passes over the City water mains at approximately 17 locations. These pipes may require protection again vertical loading and impact. Corrosion caused by stray currents resulting from track returns may also be a factor. Underground pipes are corroded by electrolytic action from nondirectional stray currents in the ground.

Mitigation Measures

The following mitigation measures should be implemented:

- To avoid the additional costs of relocating additional phone lines, LACTC shall work with Southern Pacific in relocating the MCI, US Sprint, and AT&T fiber optic cables when these lines come in conflict with the LRT alignment.

- LACTC shall coordinate with appropriate agencies regarding water and other appropriate utilities to ensure cathodic protection of underground pipes, and that sufficient room is provided for utility maintenance.

- Overhead electric line construction and underground electric supply and communication systems shall meet the State of California Public Utilities Commission General Order Nos. 95 and 128 requirements.

- Where the proposed project crosses over sensitive City water mains, such pipes must be protected against vertical loading and impact.

Unavoidable Adverse Impacts

None anticipated.

5.9.2 Energy Conservation

Environmental Setting

Transportation represents a major consumer of energy in the Los Angeles region. Vehicle trips within the region are estimated to involve over 234 million miles of travel per day[15]. Fuel consumption from vehicle trips with origins or destinations in the region amount to about 4.9 billion gallons of fuel per year[16], of which approximately 89 percent is gasoline and 11 percent is diesel[17]. Transportation energy consumption is equivalent to about 739 trillion Btu's per year, or about 126 million barrels of oil.

Environmental Impacts

CEQA defines energy impacts as project characteristics that result in substantial additional use of existing energy sources. Based on projections by the Southern California Association of Governments (SCAG), there would be 310.2 million miles of daily vehicle traffic in the Los Angeles region by 2010. As a result, approximately 14.2 million gallons of fuel would be consumed, equivalent to 2,030 Btu's.

Implementation of the proposed alignment would reduce vehicle miles traveled, thereby resulting in energy savings. Approximately 37,800 vehicle miles per day[18] would be saved, due to implementation of this rail extension into the East Valley and North Los Angeles. This would result in a reduction of 1,720 gallons of fuel per day[19]. However, it is difficult to estimate the number of vehicle miles that would be saved due to the development of the line because not all passengers would be switching from private cars to electric rail.

Energy savings would be minimally offset by energy requirements for the rail transit system and associated stations. Each of the ten stations has an approximate area of 72,900 square feet. Based on consumption estimates of 19.7 kWh/sf/year[20] for at-grade stations, the energy consumption for each station will be approximately 1.44 million kWh/year. Therefore, the total

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[15] South Coast Air Quality Management District, *Air Quality Management Plan, 1988 Revision*, Draft Appendix III-A, 1985 Emissions Inventory South Coast Air Basin, March 1988, Table IV-32.)

[16] A fuel consumption rate of 17 miles per gallon is assumed.

[17] South Coast Air Quality Management District, AQMP, Appendix III-A, Table IV-32.

[18] Southern California Association of Governments, 1992.

[19] Fuel savings is based on a factor of 0.0457 gallons per vehicle mile (approximately 22 miles per gallon).

[20] LACTC and Terry A. Hayes Associates.

energy consumption for all ten stations would be approximately 14.4 million kWh/year. It is also assumed that the rail line would use 1,250 kWh per mile of track[21]. Since the length of the route is approximately 12 miles, the usage for the line would be approximately 15,000 kWh per day. The total increase in consumption would be approximately 0.13 billion Btu's/day; therefore, rail transit-related energy increases would reduce the potential daily energy savings in vehicular fuel by approximately 0.1 percent. Because the anticipated reduction in transportation-related energy requirements would be approximately 103 billion Btu's per day, implementation of the project would result in no adverse impacts on energy consumption.

Mitigation Measures

Although the rail transit would result in an overall benefit in energy conservation for the region, the following measures should be employed to further reduce the energy demands of the rail transit system:

- Regenerative transit vehicle braking improvements.
- Coordination of traffic and rail signal systems.
- Implement design features that would meet or exceed the requirements of Title 24.

Unavoidable Adverse Impacts

None anticipated.

[21] Based on factors presented in the Pasadena-Los Angeles Light Rail Alternatives EIR prepared by the LACTC.

5.10 AESTHETICS

Environmental Setting

The East Valley is physically defined by its picturesque setting between the Santa Monica and Verdugo Mountains. Although comprised primarily of foothill and flatland areas, the East Valley contains other significant landforms such as the San Rafael Hills and Adams Hill in Glendale, and Mount Washington in Northeast Los Angeles. As illustrated in **Figure 57**, the project study area also maintains other significant natural features that include the Los Angeles River, Elysian Park, and Griffith Park.

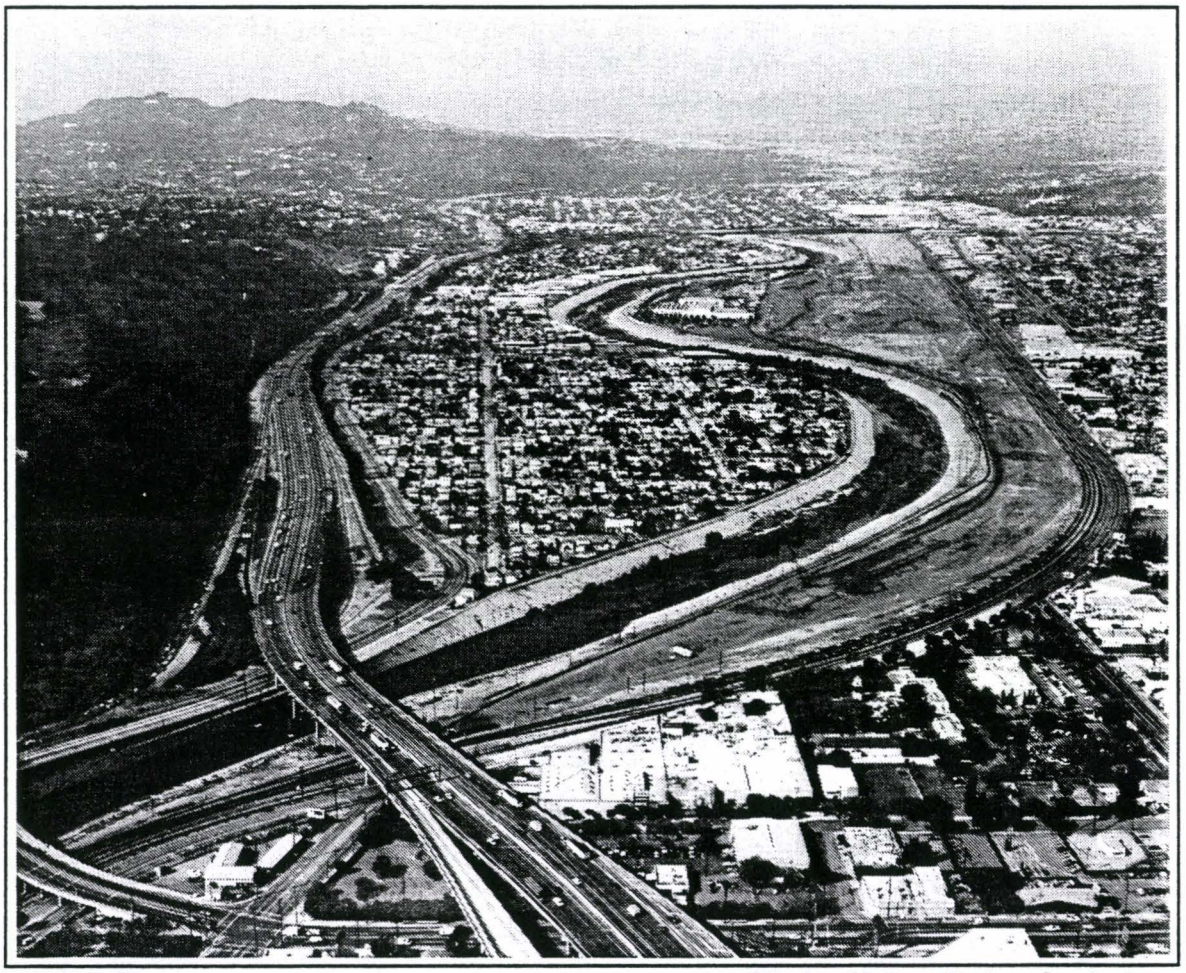

FIGURE 57 **Elysian Valley: Project Study Area**
PHOTO: L.A. Aerial Photography, Nov. 1991

With respect to the built environment around the proposed rail transit route, the area directly adjacent to the Southern Pacific transportation corridor is predominantly industrial. However, the surrounding community consists of many attractive, older residential neighborhoods. Over

time, the transit corridor has transformed from agricultural lands and low density residential neighborhoods prevalent in the early part of the century to its current mix of manufacturing and warehousing uses. The rail transit corridor is now highly urbanized, with commercial and industrial uses located along the spine of the route and low to medium density residential areas adjacent to these businesses. Although the East Valley has a number of visually interesting corridors with viewsheds (i.e., Brand Boulevard, Glenoaks Boulevard, Olive Avenue), the scenic and visual character of the proposed rail corridor is clearly defined by the existing freight service traveling along the rail line and the commerce and industry that surrounds it (refer to **Figure 58**). Like many older neighborhoods that have remained stable over a period of time, overhead utility poles represent one of the dominant physical features of the SPTC corridor.

Among the attractive existing features along this route include the riparian habitat of the Los Angeles River east of Taylor Yard; the landscape treatment of the alignment in Northwest Glendale and near the Burbank Airport; and architecturally-interesting structures such as Dayton Tower, the Van de Kamp's Bakery Building, the Old Glendale Rail Depot, and the Glendale Grand Central Air Tower.

In order to assess potential visual and aesthetic impacts, the following factors, as they relate to transportation-oriented projects, will be used as the criteria to determine visual impacts as perceived by both system users and non-users:[22]

- Scale: The size, proportion, and suitability, or "fit," of a transit improvement to the surrounding development.

- Coherence: The extent to which the improvement allows the continuation, or adaption, of existing activities. Coherence also applies to the compatibility of the design of the improvement with existing architectural forms and patterns.

- Visibility: The extent to which the transit improvement can be seen. This variable depends upon the configuration of the facility. Visibility from the system will often vary in relation to the visibility of the system itself.

- Color and Light Values: Contrasts between light and dark. A transportation facility can be made to blend with surrounding features through approximation of existing colors.

- Speed: Where attention is attracted in contrast with surrounding transportation systems, particularly when different transportation modes (vehicular and rail) share adjacent rights-of-way.

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[22] U.S. Department of Transportation. *Guidelines for Assessing the Environmental Impact of Public Mass Transportation Projects*. UMTA-IT-060049-79-1, 1979.

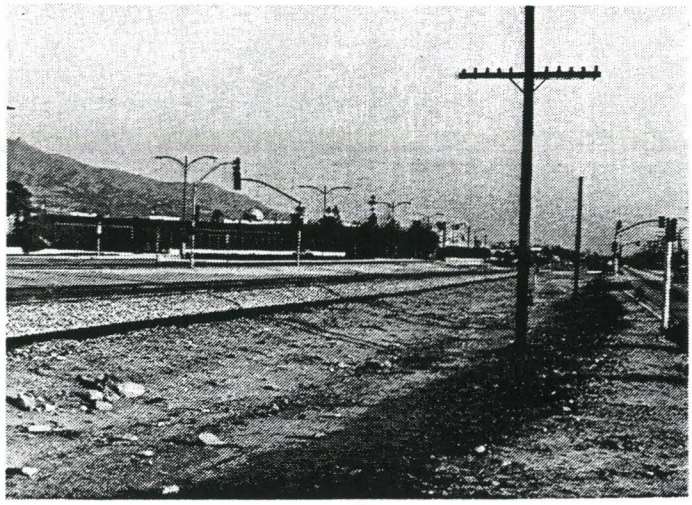


PHOTO 1: SPTC R.O.W at Hollywood Way

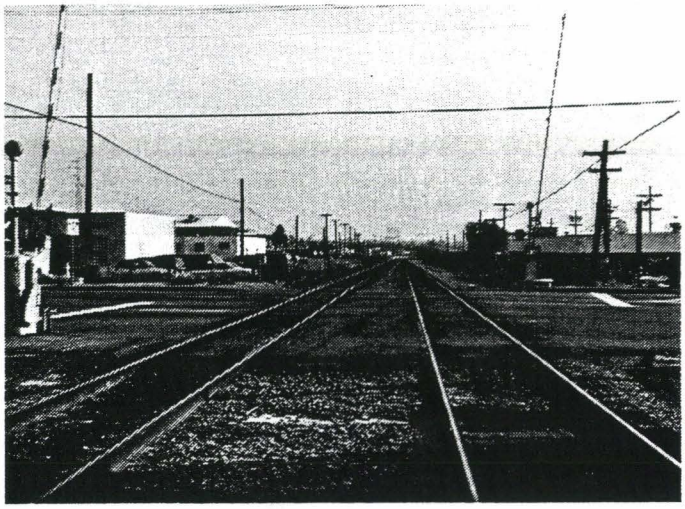


PHOTO 2: At-grade intersection at Sonora Avenue

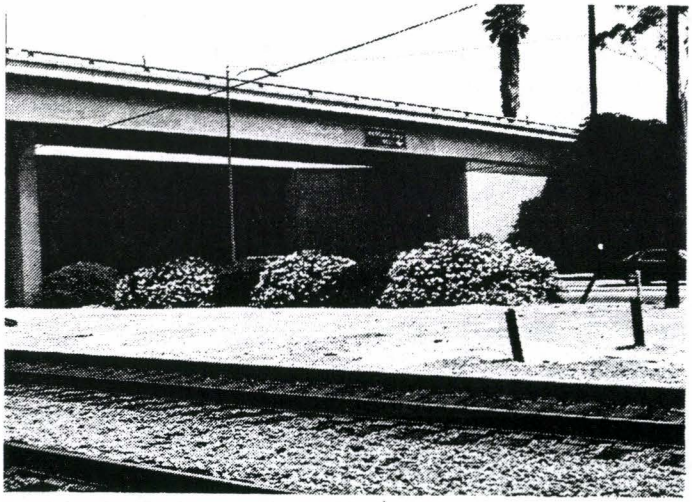


PHOTO 3: Landscaped area of R.O.W. at Ventura Freeway

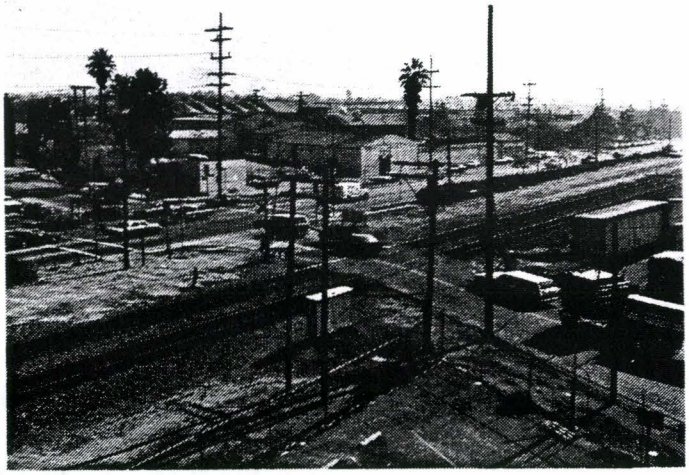


PHOTO 4: Doran Street at San Fernando Road

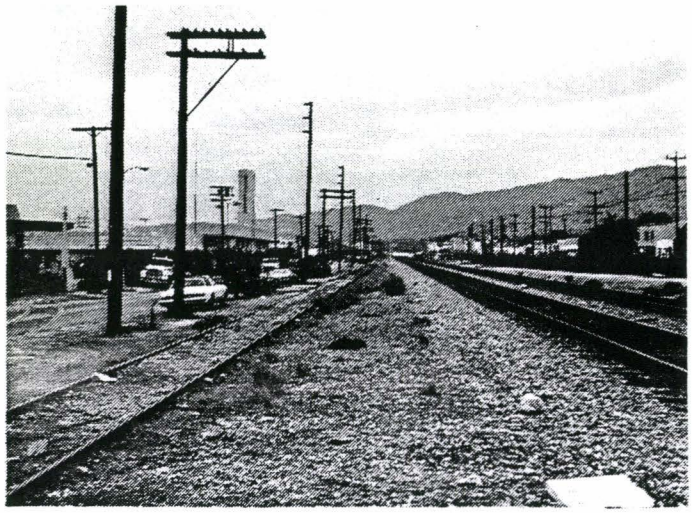


PHOTO 5: Overhead utility poles along SPTC R.O.W.

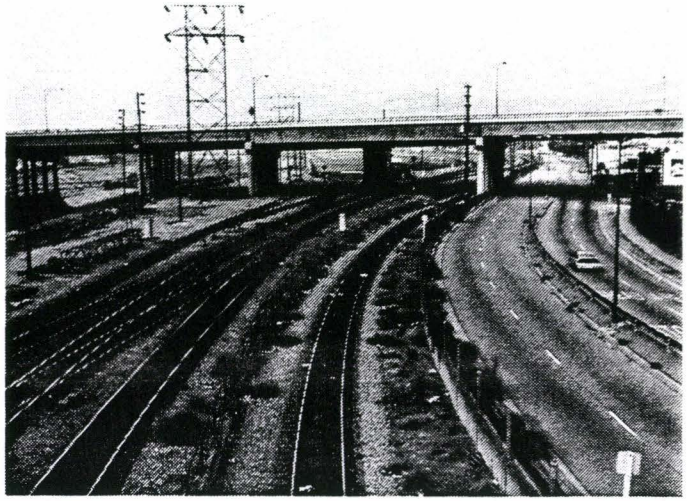


PHOTO 6: Rail alignment near Riverside Drive.

GRAPHICS BY GRUEN ASSOCIATES

FIGURE 58
Existing Built Environment

Environmental Impacts

For the purposes of this EIR, visually sensitive land uses have been defined to include residential neighborhoods, schools, and passive outdoor spaces such as parks, playgrounds, and recreation areas. On both a local and regional scale, measures of potentially significant visual impacts include the following:

- Disruption of important vistas which have aesthetic value;
- Light and glare of new structures;
- Loss of landscaping along the rail transit corridor;
- Compatibility of the rail transit corridor and its associated structures with the existing scale and spatial characteristics of the surrounding area.

Visual Quality. The proposed light rail alignment would result in changes to the project study area's physical environment in built out areas adjacent to the rail line and at station areas. **Figures 59-62** illustrate the "developed" context of the proposed rail alignment at the Burbank Airport, Glendale Transportation Center, and Lawry's California Center. The following discussion describes the visual effects of the proposed project:

- Colorado Street to Grandview Avenue: As discussed in the Biological Resources section of this EIR, development of the proposed project would result in the removal of some of the streetscape planted within the SPTC right-of-way along this segment of the rail transit route. Because these trees and shrubs function both as an aesthetic amenity and as a landscape buffer between the rail line and nearby residential land uses east of San Fernando Road, the removal of the trees and shrubs would change the visual character of the area.

- SPTC rail corridor adjacent to roadways: This condition occurs in both Northwest Glendale and in Burbank's Golden State Redevelopment Area. Implementation of the proposed project would add 25-foot catenary poles at 120-foot intervals along the SPTC right-of-way. The overhead catenary system could potentially obstruct views or create visual clutter in these areas. The impacts, however, would not be considered significant due of the presence of existing overhead utility poles, as well as elevated portions of the Golden State, Glendale, and Ventura Freeways.

- Station Areas: Station platforms and rail-related facilities (parking areas, pedestrian bridges) could potentially create visual impacts. Although many of the proposed station areas have no significant aesthetic value, station development at the Glendale Transportation Center and Glendale Freeway Van de Kamp's station alternative could potentially impact the visual character of architecturally-interesting structures such as the old Glendale Rail Depot and the Van de Kamp's Bakery Building. In addition, the pedestrian bridge planned at the Burbank Airport station would create a visual barrier.





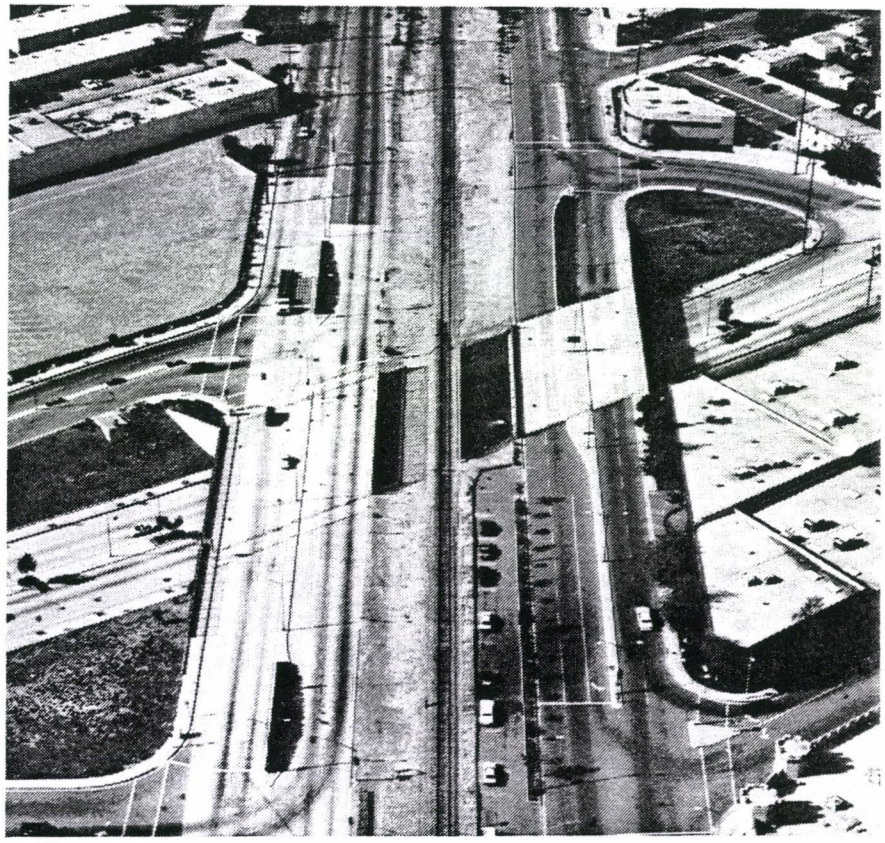
View looking north at the old Glendale Rail Depot. The proposed rail alignment's station platform would be located approximately 400 feet south of the existing depot. LRT Vehicles (as depicted in the rendering) would come no closer than 25 feet to the historic structure.

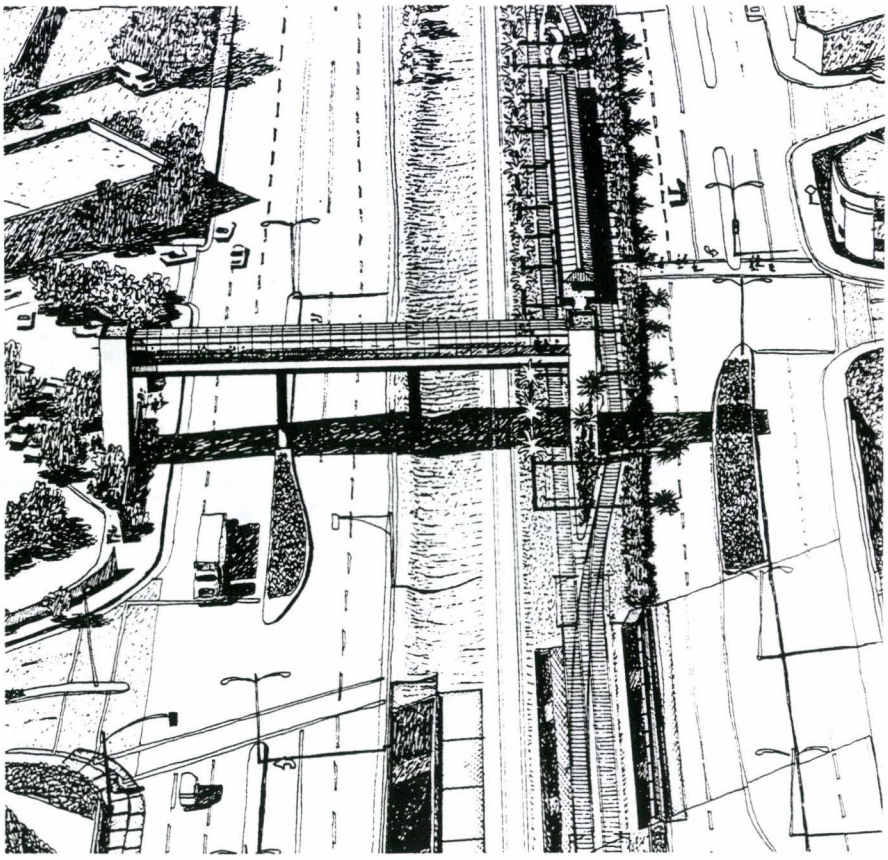
GRAPHICS BY GRUEN ASSOCIATES

BURBANK • GLENDALE • LOS ANGELES
RAIL TRANSIT PROJECT EIR

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 59
Developed Context of
Glendale Transportation Center

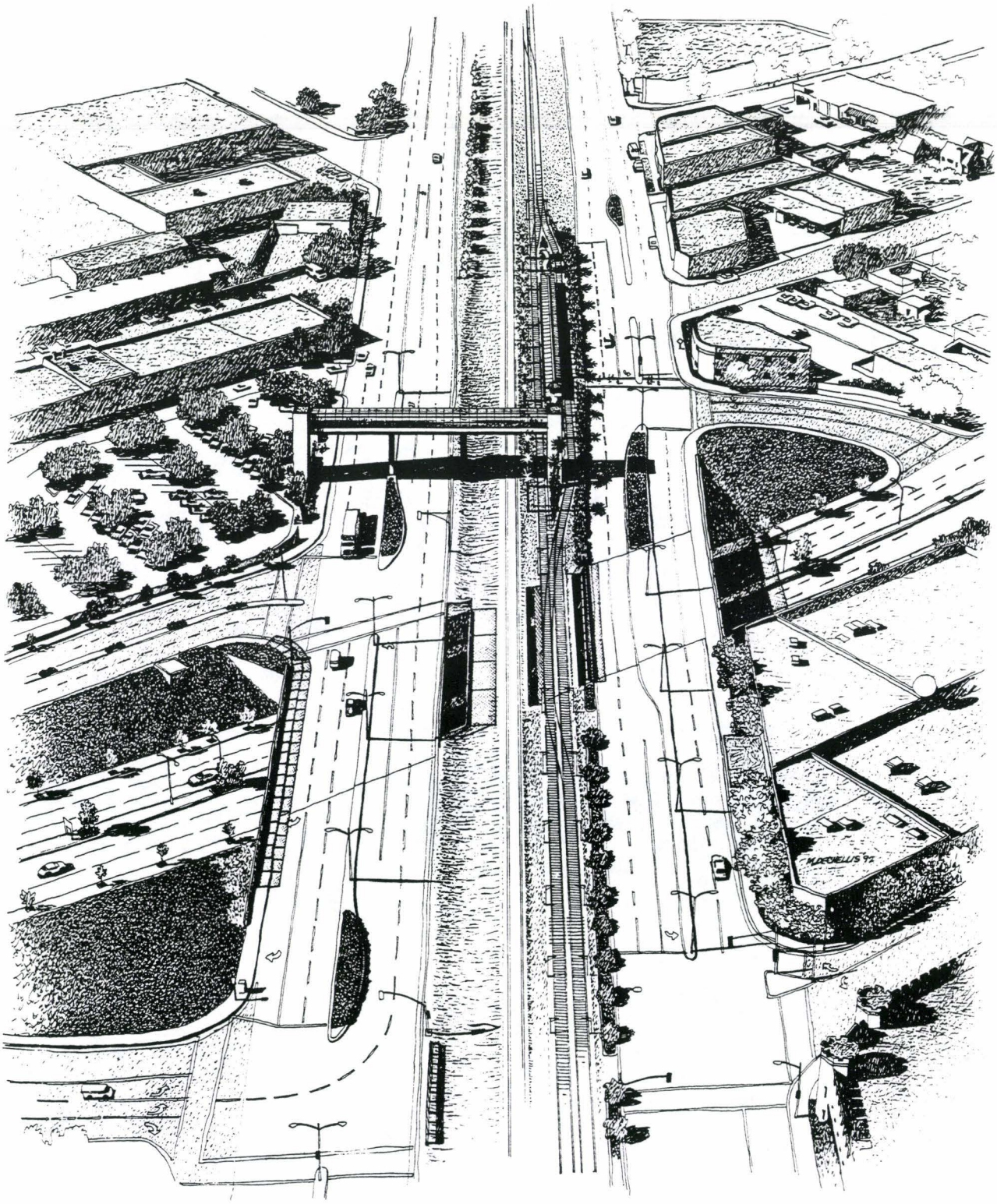




View looking at the northern terminus of the rail transit alignment. The intersection of Hollywood Way and San Fernando Boulevard appears in the center of the photo. This station area would be served by a park-and-ride lot west of the alignment, with pedestrian access to the station platform provided via a pedestrian bridge spanning San Fernando Boulevard.

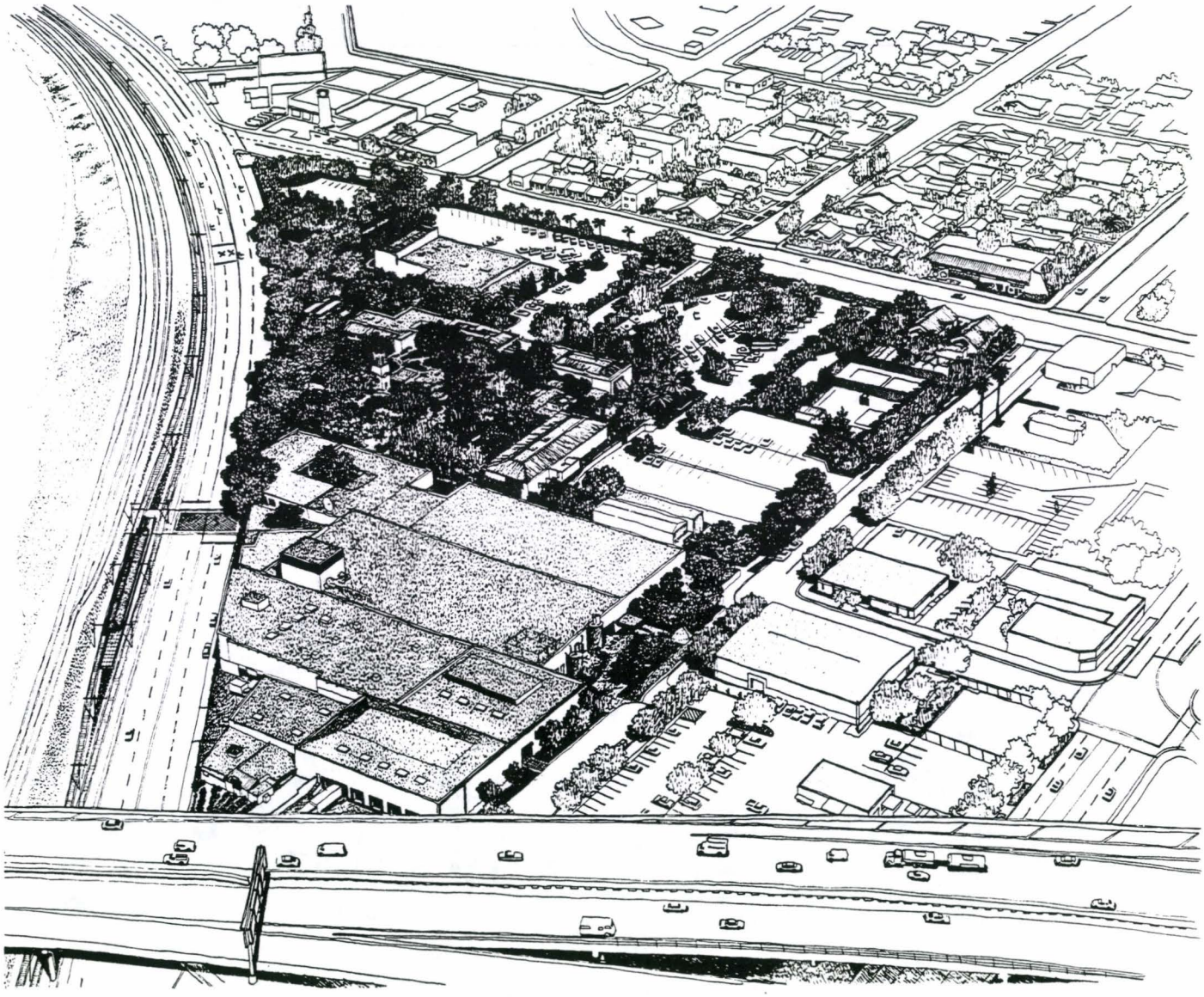
GRAPHICS BY GRUEN ASSOCIATES

FIGURE 60
Developed Context of
Burbank Airport-Hollywood Way Station



Aerial Perspective of proposed Burbank Airport-Hollywood Way Station area. The station platform would be located north of Hollywood Way . Facilities which will need to be constructed include a railroad bridge to span Hollywood Way, a 1,500-car park and ride facility on the northwest corner of the intersection, and a pedestrian overpass to access the station platform.

GRAPHICS BY GRUEN ASSOCIATES



Aerial Perspective of proposed Avenue 19 Station near Lawry's California Center. The Center could become the focal point of a potential joint development project following the construction of the rail line. In order to develop a station platform at this location, three feet of Southern Pacific right-of-way will be acquired.

In response to comments received during the Public Review Comment period, a pedestrian access to this station will be by means of a pedestrian overpass, not by crosswalk, as shown in this rendering.

GRAPHICS BY GRUEN ASSOCIATES

FIGURE 62

View of Proposed Rail Line at Lawry's California Center

Light and Glare. Light and glare impacts would be common at station locations and at-grade intersections. Impacts would include lighting at station platforms and park-and-ride facilities, lighting from high beam headlights on light rail trains, and potential glare from new structures. These new light and glare sources could affect vehicles on adjacent roadways. However, due to the existing presence of automobile and street lights on adjacent streets, the impact associated with LRT-related light sources is not expected to create a significant negative light or glare impact.

Mitigation Measures

- Any streetscape removed from the rail transit route between Colorado Street and Grandview Avenue in Northwest Glendale should be replaced and relocated on either side of San Fernando Road (refer to mitigations recommended in Section 5.8).

- Stations shall be designed to be attractive and non-intrusive on surrounding areas. Emphasis should be placed on low building maintenance and graffiti resistance. In the case where station platforms and parking structures would be constructed adjacent to architecturally-interesting buildings, design standards should be established for rail-related facilities in order to be sensitive to the style of the building.

- The lead agency shall work in conjunction with the City of Glendale to create design and development standards for the LRT alignment as it passes through the Glendale Transportation Center. The standards should take into consideration the relationship between the old rail depot and the LRT station platform and alignment.

- Urban design standards and specific landscape design considerations shall be established where the proposed rail alignment comes in close proximity to identified visually sensitive land uses.

- Station lighting should incorporate directional shielding and should be designed to reduce spill-over light and glare on adjacent sensitive land uses.

- A fixed percentage of the construction budget should be set aside, as per LACTC policy, to provide a budget for public art in station areas.

- The proposed project will also be involved with the design and funding of the San Fernando Road and landscaping area program.

Unavoidable Adverse Impacts

Implementation of the recommended mitigation measures would leave the project with no net adverse visual or aesthetic impacts.

5.11 CULTURAL AND HISTORIC RESOURCES

The potential development of the Burbank-Glendale-Los Angeles Rail Transit Project raises questions related to cultural and historic resources that may exist in the vicinity of the proposed rail alignment. In order to assess the potential affects of the proposed project on such resources, Greenwood and Associates conducted a comprehensive cultural resource survey of the area. The complete findings of this report appears under separate cover, *Cultural Resources- Archaeology and Historic Structures Report*, May 1992. The following section highlights the salient information from this document and discusses the environmental setting and impacts on archaeological resources and historic structures.

5.11.1 Archaeology

For the purposes of this investigation, the project area consisted of an approximate 80-foot wide corridor following the existing SPTC right-of-way, and those areas designated as potential parking and/or station locations. The natural landform of the subject parcels has in all cases suffered heavy mechanical modification in order to construct and maintain the railroad right-of-way, parking areas, and improved road surfaces.

Environmental Setting

The resource materials most attractive to aboriginal populations within the project area occur along the undeveloped slopes and canyons of the Santa Monica and Verdugo Mountains. These areas include chapparal and oak woodland plant communities, their associated faunal species, and source materials suitable for stone tool manufacturing. In addition, the Los Angeles River's readily accessible riparian environment and its tributary systems can be considered of equal value.

Historical development in recent decades, however, has transformed the natural environment of the Los Angeles Basin to the extent that little of the original biotic environment can be observed. While historic development has obscured habitation sites, ethnographic and historical accounts indicate extensive aboriginal occupation and exploitation of available resources in the region prehistorically. The primary occupant of the project area was a group of Native American people that have come to be known as the Gabrielino. At the time of European contact these people occupied an area that included the watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers, the Los Angeles Basin, the coast from Orange County's Aliso Creek north to Topanga Canyon, and the Channel Islands of Santa Catalina, San Clemente, and San Nicholas.

Literature and Archival Review. A review of available literature, archaeological site archives, and relevant historical maps was performed at U.C.L.A.'s Archaeological Information Center. Archival resources indicate that there have been seven archaeological surveys conducted within a one-half mile radius of the project area. None of the surveys encountered any surface evidence for the presence of prehistoric or significant historical resources within the study area.

The seven surveys which were conducted between 1980 and 1991 were the following:

- Beroza, 1980.
- Dames & Moore, 1988.
- Blodgett, 1989.
- Frierman, 1989.
- Singer & Atwood, 1989.
- Dillon, 1991.
- Wlodarski, 1991.

The archaeological surveys conducted in the vicinity of the proposed rail transit corridor have, in large part, consisted of block examinations associated with redevelopment and expansion activities. These surveys have for this reason been confined to rather limited areas of examination, and have provided little information regarding overall settlement patterns within the local coastal mountain and plain environments.

Environmental Impacts

The proposed rail transit corridor was examined by conducting a pedestrian survey of the existing SPTC right-of-way from the vicinity of South Taylor Yard to the Burbank-Glendale-Pasadena Airport at Hollywood Way. Parcels proposed for development as parking and station areas were investigated as encountered along the route.

Virtually all of the areas examined have undergone considerable mechanical disturbance with the majority of the ground surface outside the railroad right-of-way paved. One of these areas -- the site of the old Burbank Rail Depot -- was completely hidden at the time of the survey. Based on information attained from the archival review concerning this area, and the reasonable concern that subsurface remains of earlier structures may be present in the vicinity, an archaeological site record was completed for the property in the course of the field examination. In those areas within the project corridor where the ground surface was visible (i.e., adjacent to the railroad bed), evidence suggests that the landform has experienced sufficient impact. This effect on the landform obscures any surface evidence of architectural remains.

The results of the field investigation revealed that no significant cultural resources of either prehistoric or historical origin were directly encountered in the course of the study. No artifacts, flakes, or debitage, faunal remains, midden soil or features were observed. Although the negative results of the survey suggests that no significant cultural resources are, or were, present in the area investigated, the potential for undiscovered buried sites must still be considered, both in the vicinity of known historical developments and along the existing SPTC right-of-way. Because the proposed project corridor traverses the dividing line between the lower elevation slopes leading to the Verdugo Mountains and the upper edge of the Los Angeles River floodplain, the rail transit corridor and its adjacent parcels may thus be confined to areas of primarily alluvial deposits which have the potential to bury or obscure sites.

Mitigation Measures

The importation of fill materials and export of topsoil has resulted in a uniformly flat, linear topography that, in association with the wholesale development and paving of open areas, may have resulted in the removal or covering of potential archaeological deposits. In an effort to avoid impacts to unrecorded cultural resources that may be buried or obscured, the following mitigation measure is recommended:

- A qualified archaeological monitor should be in attendance during the initial phases of any land clearing in the course of project construction. Grading which should be monitored include pavement and base material removal and any subsurface excavation.

Unavoidable Adverse Impacts

Implementation of the proposed rail transit project is not expected to result in net adverse effects on cultural resources in the East Valley and North Los Angeles region.

5.11.2 Historic Resources

The historic and cultural resources documented in this analysis were identified using the following survey methodology. A preliminary field review was conducted with the project archaeologist to establish a context for the evaluation of historic architectural/cultural resources along the proposed rail transit alignment. A subsequent survey was undertaken using the boundaries set out on **Figure 3**, Planning Context Map, showing the alignment proposed from Avenue 19 to Hollywood Way. The area surrounding thee ten proposed at-grade stations was surveyed and photographed within one-quarter mile on each sid of the SPTC right-of-way. In addition, properties impacted by the park-and-ride facilities and residential communities sensitive to impact were also surveyed and photographed. These included the areas between Taylor Yard and the Northwest Glendale station; the Gardena Avenue neighborhood in South Glendale; the "Enclave" located along Thornton Avenue and the residential neighborhood north and east of the Hollywood Way-Burbank Airport station.

From these surveys, 28 properties were identified as potentially significant. These were researched using property records, historic archives, and oral interviews. Seven of the 28 were deemed to have historic-cultural significance based on the National Historic Landmarks Criteria for Evaluation established by the Keeper of the National Register of Historic Places. This criteria requires cultural resources to possess integrity; have association with persons/events important in the broad patterns of history; retain distinctive characteristics of a type, period, or method of construction; display high artistic values; have the ability to yield information important in prehistory or history; or exhibit exceptional importance if they are less than 50 years old.

Environmental Setting

As previously stated, 28 properties in the vicinity of the proposed rail alignment were examined by an architectural historian. Seven were more closely analyzed and documented on State of California Historic resources Inventory forms (refer to *Cultural Resources- Archaeology and Historic Structures Report*, May 1992). As illustrated in **Table 31**, each of these structures are in close proximity to the rail transit corridor. Although none of these structures are currently on the National Register of Historic Places, some appear eligible for listing or currently hold some local landmark status.

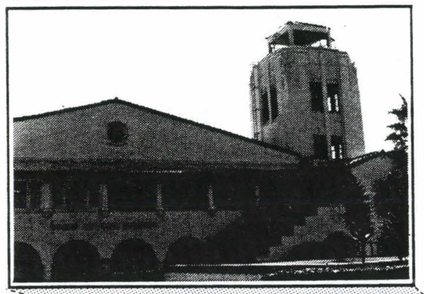
Table 31
Inventory of Historic Resources

Structure	Address	Date Built	Distance to Alignment
Grand Central Air Tower	1310 Air Way, Glendale	1928	Within 1/4 mile
City Jail Building	401 W. Avenue 19, Los Angeles	1930	Adjacent
Dayton Avenue Signal Tower	569 San Fernando Rd., Los Angeles	1932	Adjacent
Andrew Jergens Company	99 W. Verdugo Avenue, Burbank	1920	Adjacent
Glendale Rail Depot	400 Cerritos, Glendale	1923	Adjacent
Van de Kamp's Dutch Bakery	2900-30 Fletcher Dr., Los Angeles	1930	Adjacent
Valley Maid Creamery (Carden Sprinkler Company)	2909 Fletcher Dr., Los Angeles	1931	Adjacent

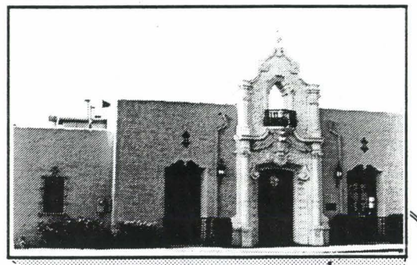
SOURCE: Portia Lee- California Archives, Historic Resources Inventory, May 1992.

Of the seven, the Andrew Jergens Company Building in Burbank does not appear eligible for separate listing or designation. The two properties in Glendale -- the Old Rail Depot and Grand Central Air Tower -- already have local designations under the City's Historic Preservation Element. The four properties in the City of Los Angeles each appear to merit potential listing. The Van de Kamp's Dutch Bakery has a Los Angeles City Historic-Cultural Monument nomination pending, while the Valley Maid Creamery Building and the Dayton Avenue Signal Tower appear eligible for inclusion on the National Register of Historic Places under Criterion C at the local level of significance. The old Los Angeles City Jail Building at Avenue 19 is listed in the City of Los Angeles Northeast Los Angeles District Plan as an eligible landmark for local listing.

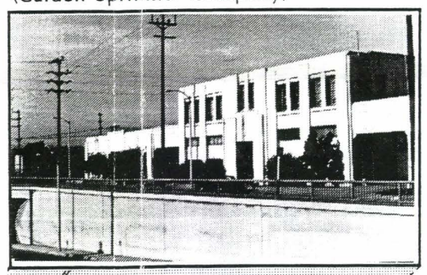
GRAND CENTRAL AIR TOWER

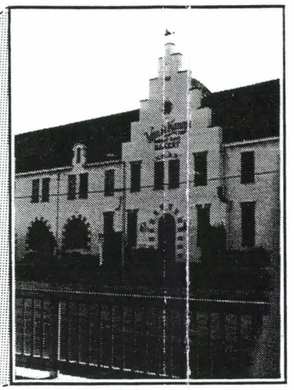


GLENDALE RAIL DEPOT

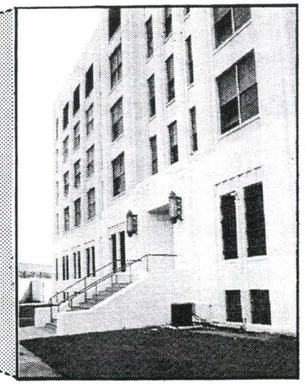


VALLEY MAID CREAMERY
(Carden Sprinkler Company)

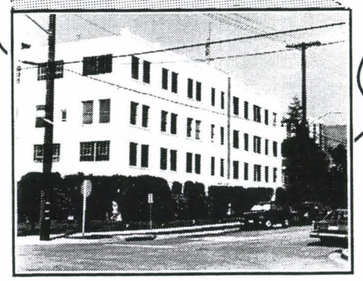




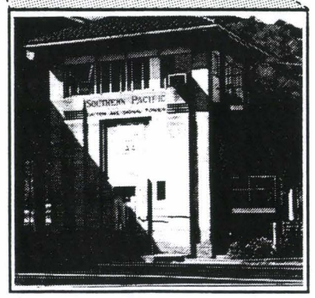
VAN DE KAMP'S
DUTCH BAKERY



LOS ANGELES CITY
JAIL BUILDING



ANDREW JERGENS COMPANY



DAYTON AVENUE
SIGNAL TOWER

NO SCALE

SOURCE: Portia Lee, California Archives, Spring 1992.

GRAPHICS BY GRUEN ASSOCIATES

FIGURE 63
Location of Historical Resources

Environmental Impacts

Four of the structures inventoried in **Table 31** and illustrated in **Figure 63** on the previous page face potential changes in the near future: the Los Angeles City Jail Building, the Dayton Tower Signal Tower, the Van de Kamp's Dutch Bakery, and the Glendale Rail Depot. In the case of the Dayton Tower Signal Tower, plans by Southern Pacific call for the structure to continue to be used as an observation tower for the next six months. Owned by LACTC, no plans for the tower have been defined passed this period. The Van de Kamp's Dutch Bakery recently received a nomination to be designated as an Historical-Cultural Monument within the City of Los Angeles. The site has been identified in this EIR (Section 3.0) as a potential joint development site for station parking. The Glendale Rail Depot is scheduled to be rehabilitated as part of the City's Master Plan for a multi-modal transportation center. Its environmental clearance is being completed by the City of Glendale. The LRT alignment will pass in front of the depot, but approach no closer than 25 feet. While each of these plans are related to the Burbank-Glendale-Los Angeles Rail Transit Project, the proposed alignment would not directly create an impact on these historic structures.

The proposed rail transit project would, however, directly impact the old Los Angeles City Jail Building. As depicted in Section 8.4.1 of this document, a thorough comparative analysis examines the engineering feasibility, project costs, and environmental impacts of three alternative alignments: 1) Through the Jail, 2) Behind the Jail, and 3) Front of Jail. Implementation of Alternative #1 would result in the taking of the old City Jail (formerly known as the Lincoln Heights Jail), the displacement of its three existing tenants, and the demolition of the structure.

Owned by the City of Los Angeles, the Northeast Los Angeles District Plan indicates that the Old City Jail Building exhibits significant architectural and cultural characteristics which would make it eligible for designation as a local Historical-Cultural Monument of the City of Los Angeles. In addition, the 1930 portion of the building exhibits features which may make it eligible for listing under the National Register of Historic Places. The demolition of the Old City Jail Building would constitute a significant impact to local historical resources.

It derives its principal historic/cultural significance from the interrelationship of its features which convey both a visual sense of architectural purpose and a continuity of use. Although the Jail appears to be a single structure, it is actually several structures built over time, joined on the interior and exterior to create a single facade. Within the context of public buildings constructed in Los Angeles during the period 1908-1940, the Jail is significant as a design which reflects historic functions and technologies, and thus yields information important to the City's municipal and penal history.

Mitigation Measures

In an effort to respond to the many commentors who voiced their concerns regarding the acquisition and demolition of the old Los Angeles City Jail Building, Section 8.4.1, Pasadena Line Junction Alternatives, has been provided to share information on the engineering and environmental analysis conducted for the structure.

In order to verify that the old Los Angeles City Jail Building site must be taken, the following measures should be implemented prior to the demolition of the structure:

- If demolition cannot be avoided, an Historic Structures Report shall be prepared. This report will document the significance of the building and its physical conditions, both historic and current, through measured drawings, photographs, written data, and text. This measure would not mitigate the impact of demolition to a level of insignificance, but is nonetheless important to assure that information regarding the structure's contribution to local history is retained.

Unavoidable Adverse Impacts

The taking and demolition of the old Los Angeles City Jail Building may be unavoidable.

5.12 CONSTRUCTION IMPACTS

This section examines the impacts that can be expected to occur as a result of the construction of the proposed rail transit alignment. Key impact areas include utility relocations, circulation detours, noise, and dust. It should be noted that impacts related to the construction of the project are short term in nature, as opposed to the long-term impacts that results from the operation of the rail transit system.

Environmental Setting

The project would be constructed at-grade throughout, with the exception of five bridges that would be built at Hollywood Way, San Fernando Boulevard, the Verdugo Wash, Colorado Street, and Brand Boulevard. As illustrated in **Table 32**, the 11.9-mile route would take nearly two years to construct. This assumes that approximately 5,000 feet of track would be constructed every eight weeks, and does not include the additional time and constraints associated with constructing the railroad bridges above various underpasses and drainage channels.

Table 32
Estimated Construction Duration by Route Segment

Segment	Distance (feet)	Estimated Construction Time (weeks)
Burbank Airport-Hollywood Way to Buena Vista	4,277	6.8
Buena Vista to Burbank City Centre	9,821	14.8
Burbank City Centre to Northwest Glendale	9,926	15.9
Northwest Glendale to Ventura Freeway	5,122	8.2
Ventura Freeway to Broadway	3,115	5.0
Broadway to Glendale Transportation Center	9,715	15.5
Glendale Transportation Center to Glendale Freeway-Fletcher Drive	4,910	7.9
Glendale Freeway-Fletcher Drive to Taylor Yard	5,280	8.4
Taylor Yard to South Taylor Yard	5,280	8.4
South Taylor Yard to Pasadena Line Junction	5,280	8.4
Total	62,726 (11.9 miles)	99.3 (nearly 2 years)

SOURCE: Gruen Associates based on LACTC, *San Fernando Valley East-West Rail Transit Project DEIR*, November 1989.

Environmental Impacts

Utility Relocations. The concept engineering phase of this study identified existing utilities which would be impacted by the construction of the proposed project. This analysis indicated that the following utilities would be totally or partially relocated: the Southern Pacific Transportation Company freight rail alignment; Western Union Telegraph underground lines; MCI Telecommunications, US Sprint, and American Telephone & Telegraph fiber optic cables; and Southern California Edison Company electrical lines. The relocation of the Southern Pacific alignment could create potential service impacts on existing and future heavy rail operation such as SP freight service, Amtrak passenger service, and Metrolink commuter rail service. An assortment of other electrical, gas, telephone, water, storm drain, and sanitary sewer lines also cross or run parallel to the proposed rail transit project. A more detailed discussion regarding the proposed project's impacts on utilities are discussed in Section 5.9 of this DEIR.

Traffic. Because of the relatively short construction duration for at-grade rail systems, it is expected that the proposed project would create few traffic-related impacts. Nevertheless, some impacts can be identified:

- At-grade intersections such as Buena Vista Street (Burbank), Sonora Avenue (Glendale), Grandview Avenue (Glendale), and Doran Street (Glendale) would experience temporary lanes closures during the day. With the exception of Doran Street, existing traffic volumes at these intersections are at acceptable levels. At Doran Street, the existing and anticipated future level of service is F. Construction of the rail line at this segment may need to be performed at off-peak, nighttime hours.

- The construction of new single- or double-track bridges where the SPTC right-of-way intersects with major streets such as Hollywood Way (Burbank), San Fernando Boulevard (Burbank), Colorado Street (Glendale), and Brand Boulevard (Glendale) could potentially create significant traffic-related impacts. The building of these spans over major arterials may require construction to be phased, thereby exacerbating other impacts such as noise. In addition, the demands of bridge construction would require the closure or rerouting of traffic when the beams and girders are set in place over these intersections.

- In addition to impacts associated with the construction of the alignment, it can be expected that the proposed project would also create impacts related to the movement of earth material and truck traffic generation to and from job sites. These impacts would be accentuated at stations with large park-and-ride facilities and/or stations with joint development potential. These sites, which include stations at Burbank Airport-Hollywood Way, Burbank City Centre, Ventura Freeway, Glendale Transportation Center, Glendale Freeway-Fletcher Drive, and Taylor Yard, would involve the movement of earth as a result of grading and minor site excavation to construct structures. The specific construction impacts created at these station sites will be addressed during the initial design phase of each station.

Noise. The exposure to noise impacts would be of relatively short duration for the proposed project, due to the at-grade alignment which requires much shorter construction times and fewer types of heavy equipment than in other types of construction. The building of the alignment's bridges could, however, create localized noise impacts at each location. The expanded period of time and the heavier construction equipment used to construct the bridges would affect residences, particularly at the Hollywood Way and Brand Boulevard construction sites.

Construction of major transportation improvements will generate temporarily and intermittently high noise levels when adjacent to sensitive receptors during project construction. Equipment such as cranes, earth movers, skip loaders, dump trucks, bulldozers, mixers, and pile drivers would be necessary for ground clearing, excavation and grading, piling placement, track work, and station construction. Noise levels likely to be experienced during the project's construction phase appears in **Table 33**. It should be noted that these levels do not take into consideration the attenuation provided by fences, buildings, or natural topography between the site of construction and sensitive receptors. For the purposes of comparing the noise levels of project-related construction noise to other sources, the dBA level of the interior of a home is 30; near freeway auto traffic, 65; normal conversation, 70; busy urban streets, 90; nearby automobile horn, 100; jet engine, 140.

Table 33
Noise Levels During Construction Phases

Construction Phase	50 Feet (dBA Leq)	500 feet (dbA Leq)
Ground Clearing	84	70
Excavation and Grading	89	75
Reinforcement of Placements	78	64
Structure Construction	85	71

Air Quality, Dust and Construction Equipment Emissions. Homes, schools, and other sensitive land uses are located in close proximity to the Southern Pacific right-of-way, and have been subjected to construction impacts at various periods. For the proposed rail transit project, properties located nearby to construction sites may be subject to similar temporary construction emission and dust impacts. The majority of suspended particulate emissions would result from such sources as excavation, station site grading, loading and conveying materials, haul truck trips, operation of heavy construction equipment on unpaved surfaces, and wind erosion of material stockpiles and exposed portions. The SCAQMD indicates that dust has the following effects: "In the respiratory tract very small particles of certain substances may produce injury by themselves, or may contain absorbed gases that are injurious."

Exhaust emissions from construction equipment may also create an impact. Project construction is expected to last approximately two years (**Table 32**). As depicted in **Table 34**, various types of equipment will create differing impacts on air quality.

Table 34
Exhaust Emission Factors for Construction Equipment

Equipment	CO	HC	NO_x	SO_x	Particulates
Dozer	1.794	0.192	4.166	0.348	0.165
Off-Highway Truck	1.794	0.192	4.166	0.454	0.256
Loader	0.572	0.250	1.890	0.182	0.172
Grader	0.151	0.040	0.713	0.086	0.061
Scraper	1.257	0.282	3.840	0.463	0.406
Roller	0.304	0.067	0.862	0.067	0.050
Forklift/Bobcat	0.434	0.160	2.010	0.133	0.143
Diesel Crane	0.675	0.152	1.691	0.143	0.139
Pile Driver	0.434	0.160	2.010	0.133	0.143
All construction equipment emission factors are measured in pounds per hour.					

Construction activities are a source of fugitive dust emissions that may have a substantial temporary impact on local air quality. Clearing, grading, excavation, and travel on unpaved surfaces will contribute fugitive dues to the area, with dust likely to settle within 500 feet of the construction site. The California Air Resources Board (CARB) estimates that each acre of soil disturbed creates about 110 pounds of dust per weekday during the construction life of a project. This value, however, will vary according to soil moisture, site content, wind speed, construction density, and other factors.

Mitigation Measures

In order to mitigate construction-related impacts along the project route, the following mitigation measures are recommended:

- Prior to the start of construction, traffic control plans, including detour plans, shall be formulated with the Cities of Burbank, Glendale, and Los Angeles, as well as with the California Department of Transportation. Unless unforeseen circumstances dictate, no major roadways would be closed to pedestrian or vehicular traffic. In addition, sidewalks and delivery routes will remain open and storefronts will be kept as visible as possible.

- A public information campaign will be implemented to provide prior notice to affected property owners and the public on specific dates and locations where construction would be taking place. Visible road signs will be provided for all detours or rerouting of travel patterns.

- Noise specifications for subsequent inclusion in the construction documents shall be prepared to ensure compliance with local noise ordinances. Whenever construction-generated noise exceeds acceptable CNEL standards during night or weekend periods, affected residents will be offered alternative lodging accommodations.

- The construction of the Verdugo Wash bridge should be undertaken during the dry season in an effort to ensure that no water in the drainage channel is exposed to construction-related dust impacts. In addition to this requirement, please refer to other construction-related mitigation measures listed below.

- LACTC will work with Southern Pacific and the Southern California Regional Rail Authority to coordinate train and construction schedules in an effort to minimize impacts on passenger train time tables.

- Minimize Construction Activity Emission:
  - Water site and clean all equipment in the morning and evening.
  - Spread soil binders on site, unpaved roads, and parking areas; reestablish ground cover through seeding and water
  - Employ activity management techniques, reduce the number of pieces of equipment used simultaneously; increase the distance between the emission sources; reduce or change the hours of construction; schedule activity during offpeak traffic hours; and require a phased-schedule for construction activities to even out emission peaks.
  - Remove silt by paving construction roads, sweeping streets, and washing trucks leaving the construction site.
  - Suspend grading operations during first and second stage smog alerts.
  - Maintain construction equipment engines by keeping them turned.
  - Use low-sulfur fuel for equipment.
  - Permanent sources of power should be used from the beginning of the project; temporary power use should be avoided.
  - Reduce or eliminate odors due to construction activity.

- Minimize Architectural Coatings & Asphalt Usage Emissions:
  - Use low-coating systems where possible.
  - Substitute reactive solvents with nonreactive solvents.
  - Use high-solid or water-based coatings.

- Reduce Construction-Related Traffic Congestion:
  - Provide rideshare and transit incentives for construction personnel.
  - Configure construction parking to minimize traffic interferences.
  - Minimize obstruction of through-traffic lanes.
  - Provide a flagperson to guide the traffic properly.
  - Schedule operations affecting traffic during off-peak hours.

Unavoidable Adverse Impacts

Although temporary, noise, dust, and vehicular and pedestrian traffic impacts would constitute a significant, short-term, adverse daytime impact throughout the residential areas in close proximity of the route.

CHAPTER 6.0
ALTERNATIVES TO THE PROPOSED PROJECT

CHAPTER 6.0
ALTERNATIVES TO THE PROPOSED PROJECT

CEQA Guidelines require the consideration of reasonable alternatives to the proposed project which would: (a) evaluate the comparative merits of the alternatives; (b) attain the basic objectives of the project; and (c) minimize the significant impacts associated with the project. This section summarizes the various alternatives previously proposed and details the related implications considered for each alternative relative to the proposed Burbank-Glendale-Los Angeles Rail Transit Project.

Because the lead agency prepares thorough feasibility studies for potential high capacity transportation corridors, the proposed rail transit alignment studied in this report is the product of previously considered alternatives. This alternatives analysis will examine those alternatives presented in the *Glendale Corridor LRT Alignment Alternatives Study* and the *Downtown Los Angeles to Sylmar/Santa Clarita Rail Transit Study*. In addition to studying these alternatives, the environmental impacts associated with a "No Project" Alternative will be analyzed.

The following lists the project alternatives which have been identified, analyzed, and environmentally documented for the proposed project:

- No Project
- Alternative Alignments
- Alternative Transit Modes
- Alternative Station Sites

6.1 NO PROJECT ALTERNATIVE

Project Description: The No Project Alternative would leave LACTC's 40-foot transportation easement and the designated parking sites in their existing condition. Under this alternative, the transportation easement would remain unused, and the existing heavy rail tracks that carry freight rail, Amtrak, and Commuter Rail Metrolink (expected to open in Fall 1992) would not need relocation within the 100-foot SPTC right-of-way. Without the light rail transit system, commuting services would continue to be provided by local and express bus service in the area.

Population and Housing: Like the proposed project, there would be no direct impact to population and housing as a result of implementation of the no project alternative.

Land Use: Execution of the no project alternative would not result in a change in the type or intensity of uses in the project area. In addition, there would be no property displacements associated with this alternative.

Air: Implementing the no project alternative would mean that a key element in the Tier I Control Strategy of the Air Quality Management Plan would not be achieved. The no project alternative would not provide for the daily reduction of .24 tons of carbon monoxide, .02 tons of total organic gases, .02 tons of reactive organic gases, .05 tons of nitrogen oxides, and .01 tons of particulate matter.

Transportation: This alternative would remove the potential savings of 37,800 vehicles miles of travel achieved by the rail transit project would be lost. Transportation mobility and access problems projected and documented by the Southern California Association of Governments would not be reduced or alleviated.

Noise: The no project alternative would not increase the intensity of use along the rail transit corridor, thereby leaving traffic generation unchanged. The absence of construction activities would also eliminate short-term noise impacts.

Earth: This alternative would not result in the removal of any soil or materials from the proposed rail transit project and its rail-related facilities. This would leave the existing topography undisturbed. Retaining the relatively low intensity of the area would minimize the number of persons who would be exposed to the risk of injury due to earthquakes.

Public Services: The no project alternative would not increase demand for or create impacts to fire, police, or school services. No change in the type or intensity of uses at the site would create no additional need for services.

Natural and Recreational Resources: Implementation of this alternative would result in the retention of the existing streetscape within the SPTC right-of-way.

Energy: Execution of the no project alternative would not result in any substantial change in electrical consumption over the existing levels. It would, however, also remove the possibility of reducing the consumption of gasoline by approximately 1,720 gallons of fuel per day.

Aesthetics: The existing visual character of the site would remain unchanged under this alternative. The existing streetscape along the SPTC right-of-way would be undisturbed, but implementation of a no project alternative would also preclude the improvements related to providing additional landscaping, adding decorative features along the corridor, and designing interesting structures that enhance the visual quality of this relatively nondescript environment.

Cultural Resources: The no project alternative would not displace and demolish the old Los Angeles City Jail building. It would also maintain the existing relationship between potentially historic structures along the rail line and the SPTC right-of-way.

6.2 ALTERNATIVE ALIGNMENTS

Project Description: Previously considered alignment alternatives studied rail transit routes that passed through the City of Glendale's Central Business District. The *Glendale Corridor LRT Alignment Alternatives Study* analyzed seven alignment alternatives. Prior to selecting the Southern Pacific rail transit corridor as the preferred right-of-way, six other alignments, primarily utilizing the Central Avenue and the Brand Boulevard corridors were examined.

As illustrated in **Figure 64**, these alignments included the following:

1) Central Avenue-Ventura Freeway
2) Brand-Glenoaks Boulevard
3) Brand Boulevard-Broadway West
4) Brand-Colorado-Broadway Loop
5) Central-Orange St-Ventura Fwy.
6) Brand-Orange St-Glenoaks



FIGURE 64 **Alternative Alignments**
SOURCE: LACTC and City of Glendale

In addition to refining these alignments, the *Glendale Corridor LRT Alignment Alternatives Study* also provided a preliminary environmental evaluation of each of the alignments. Because each of these alignments share the same goal of providing rail transit service to the Glendale Central Business District, each of these alternatives create similar impacts. The primary areas of impact that differ from impacts created by the proposed rail transit project include land use, traffic and circulation, noise, engineering constraints, aesthetic quality, and in some instances, cultural and historic resources. **Table 35** on the following page summarizes the potential environmental impacts of the six alignment alternatives, while the discussion that follows highlights the different environmental impacts between these alternatives and the proposed project.

Table 35
Summary of Impacts Created by Alignment Alternatives

Evaluation Factor	Alignment Alternative					
	1	2	3	4	5	6
TRAFFIC						
Loss of Parking	Minor	Minor	Minor	Major	Minor	Minor
Loss of Parking Lanes	Verdugo Wash	None	Pacific Avenue	Station Areas	None	None
Loss of Turning Lanes	Minor	Minor	Minor	Major	Minor	Minor
Conflict with At-Grade Intersections	Major	Major	Major	Major	Major	Major
Conflict with Signaled Intersections	Major	Major	Major	Major	Major	Major
OTHER ENVIRONMENTAL						
Noise Sensitive Receptors	29	177	29	121	13	173
Aesthetic Quality (Level of Impact)	Medium to High	High	High	High	Medium to High	Medium to High

SOURCE: LACTC and City of Glendale, *Glendale Corridor LRT Alignment Alternatives Study*, April 1990.

Alternative Alignment #1: Central Avenue-Ventura Freeway. This alignment would create impacts different from the proposed project with respect to land use, noise, traffic, and cultural and historical resources.

Land Use: This alignment has several isolated uses (residences, convalescent homes, and churches) that would be less compatible with an LRT line.

Noise: These uses can also be considered sensitive receptors, the majority of which are located south of the Glendale Galleria between San Fernando Road and Colorado Street. A total of 29 sensitive receptors were located along this route alternative.

Traffic: The primary impact focuses on conflicts between the LRT line and vehicular and pedestrian at major at-grade and signalized intersections such as Colorado Street and Broadway.

Cultural and Historic Resources: Two second order local landmarks are located along this alignment. However, of the two, only the former Christian Science Church is standing.

Alternative Alignment #2: Brand-Glenoaks Boulevard. This alignment would create impacts different from the proposed project with respect to land use, noise, traffic, cultural and historical resources, and aesthetic quality.

Land Use: This alternative would pass through a city-designated "Automotive Commercial Center" along the southern portion of Brand Boulevard. This would create a loss of on-street customer parking and can be considered an adverse impact to the auto dealerships. As the alignment travels along Glenoaks Boulevard, the LRT is less compatible with the residential land uses on each side of the alignment.

Noise: Among the sensitive uses along this alignment include two churches, over 100 residential structures, and a neighborhood park.

Traffic: Construction and implementation of the proposed project would result in major impacts to at-grade and signalized intersections in the City's Central Business District.

Cultural and Historic Resources: This alignment passes through Glendale's older commercial district where several sites have been designated by the city as historically significant. Some of the more significant landmarks are located north of Glenoaks Boulevard.

Aesthetic Quality: The presence of the LRT would modify the existing streetscape of Brand Boulevard as well as add new elements to the visual setting. Existing views of the Verdugo Mountains along northbound Brand could potentially be threatened.

Alternative Alignment #3: Brand Boulevard-Broadway West. This alignment would create impacts different from the proposed project with respect to noise, traffic, cultural and historical resources, and aesthetic quality.

Noise: A total of 29 sensitive receptors such as residences, convalescent homes, and churches are located along this alignment.

Traffic: Same as Alignment #2

Cultural and Historic Resources: Same as Alignment #2.

Aesthetic Quality: The existing built environment near the Glendale Galleria is already complex. The addition of the LRT, particularly if the route were elevated, would add a new visual element that could be construed as a physical obstacle.

Alternative Alignment #4: Brand-Colorado-Broadway Loop. This alignment would create impacts different from the proposed project with respect to land use, noise, traffic, and aesthetic quality.

Land Use: Broadway is predominately residential from Chevy Chase Drive to the Glendale city line, as is the north-south access to Colorado Street along Eagledale Avenue. These two areas should be considered less compatible due to potential disruptions of noise and reduced access.

Noise: Five churches and three schools (including Glendale High School) are on or near Broadway. A total of 121 sensitive receptors have been identified along this alignment alternative.

Traffic: This alternative would result in the greatest traffic-related impacts. It would reduce the number of on-street parking spaces along Broadway and Colorado Street, result in the elimination of turning lanes, and it would significantly impact key traffic intersections where Brand Boulevard, Glendale Boulevard, and Verdugo Avenue cross Broadway and Colorado Street.

Visual Quality: The presence of the LRT would modify the existing visual character in this area as well as add new elements to the visual setting. This is especially true of the east-west loop along Broadway and Colorado where sensitive land uses may perceive of the LRT as an intrusion, particularly if the alignment were an aerial configuration.

Cultural and Historic Resources: The proposed alignment passes through the older commercial district in Glendale where several sites have been designated by the City as significant. No first order local landmarks are on the alignment; however, seven second order landmarks are on or near the alignment. The most significant of these include the Security Bank Building, Glendale Hotel, and Harrower Lab.

Alternative Alignment #5: Central-Orange St-Ventura Freeway. The environmental issues along the Central Avenue-Ventura Freeway alignment have been detailed in the analysis of Alternative Alignment #1. The examination of this alternative will discuss only those impacts along Orange Street. This alignment would create impacts different from the proposed project with respect to land use, noise, traffic, and aesthetic quality.

Land Use: Land uses along Orange Street are almost exclusively commercial. Construction of this alignment would necessitate the elimination of on-street parking and mid-block left turn lanes, as well as reduce sidewalk widths. All of these improvements can be considered as significant impacts to businesses.

Noise: A total of 13 sensitive receptors have been identified along this route, the lowest total for any alternative alignment. These receptors include motels, theaters, and a few residences.

Traffic: Traffic along Orange Street would be impacted by means of the removal of turning lanes and the displacement of on-street parking. In addition, there may be significant traffic impacts at key at-grade and signalized intersections.

Aesthetic Quality: The presence of the LRT along Orange Street would accentuate the narrowness of the street, thereby creating both a sense of closure and clutter of the physical form along this arterial.

Cultural and Historic Resources: No official historic landmarks have been designated along this the Orange Street segment of the alignments. Impacts to the rest of the alignment would be the same as those for Alternative #2.

Alternative Alignment #6: Brand-Orange St-Glenoaks. The environmental issues along the Brand Boulevard-Glenoaks Boulevard alignment have been detailed in the analysis of Alternative Alignment #2. The environmental issues along Orange Street are detailed in the examination of Alternative Alignment #6.

Based on this evaluation, Alternative Alignment #5, the Central Avenue to Orange Street to the Ventura Freeway route, would be the project that minimizes impacts to the environment. Although this alignment would be superior to the five other CBD alignments, Alternative Alignment #5 would still result in more significant impacts to the environment than the proposed rail transit alignment that travels along the SPTC right-of-way.

6.3 ALTERNATIVE TRANSIT MODES

Project Description: In addition to previously studied alignment alternatives, the *Downtown Los Angeles to Sylmar/Santa Clarita Rail Transit Study* explored the potential of providing commuter services along the Southern Pacific Transportation Corridor by means of a variety of alternative transit modes. This alternative would involve utilizing other modes of transit that still meet the objectives of the project. These alternatives are described below.

- Commuter Rail: Characterized by "mainline railroad" transportation operation, this mode would provide urban passenger train service for short distance travel between a central city and adjacent suburbs. Service is distinguished by long average trip length, large intersection spacing, and high riding comfort. This transit mode is expected to begin operation along the SPTC right-of-way in the Fall of 1992.

- High Speed Rail: This transit mode has the capability to achieve a maximum speed of 186 miles per hour (mph). Typical of this type of technology is the TGV Atlantique, which consists of two power units separated by 10 trailers with 485 seats per train. The TGV trains are completely grade-separated, either horizontally or vertically on structures or embankments. There are, however, instances where this technology can be routed into CBD area over existing railroad tracks, and at lower speeds (France). Due to the nature of its speed, this alternative mode would bypass at-grade rail sections by means of overpasses or viaducts to maintain grade separations.

- Magnetic Levitation System (Maglev): The Maglev technology can reach a top, safe cruising speed of 310 mph since it wraps around the guideway and cannot derail. Its electromagnetic support and guidance system is based on the attracting forces of individually controlled electromagnets, and the stator packs installed on the underside of the guideway. The Maglev would travel on a grade-separated, elevated system.

Because this alternative would utilize the same right-of-way and develop the same rail-related facilities (i.e., park-and-ride lots), it can be expected that the alternative transit modes project would have similar impacts related to population and housing, land use, public services, natural and recreational resources, and cultural and historical resources. The following discussion outlines the impacts which may differ from the proposed project:

Noise: Noise assessments conducted as part of the *Downtown Los Angeles to Sylmar/Santa Clarita Rail Transit Study* indicate that at a distance of 100 feet from sensitive receptors, the Commuter Rail produces a dBA of 84 at its maximum speed of 80 mph, the High Speed Rail a dBA of 89 (186 mph), and the Maglev a dBA of 78 (310 mph). By comparison, the LRT produces a dBA of 69 while travelling at its maximum speed of 55 mph.

Transportation: Each of the modes of transportation analyzed as part of this alternative could potentially reduce traffic impacts. Because of the high speeds at which these the Maglev and High Speed Rail travel, they would be grade-separated at all at-grade intersections. However, station parking impacts would be the same as the proposed project.

Air: Implementation of this alternative can be expected to contribute to the improvement of regional air quality. However, it is assumed that the proposed light rail system would provide greater relief since it is expected to attract a higher patronage.

Earth: Development of an aerial guideway system (Maglev) or grade-separated route (High Speed Rail) could create construction impacts that would not occur as part of the proposed project.

Aesthetics: Execution of the Maglev or High Speed Rail Alternatives could potentially create physical barriers and block important vistas and viewsheds. An elevated guideway system could also create light and glare from the Maglev vehicle and station platform structures.

6.4 ALTERNATIVE STATION SITES

Project Description: As part of the iterative design process for identifying station sites, the proposed rail transit project has examined a variety of station site and facility alternatives at some of the designated station areas. The criteria for selecting station and park-and-ride locations takes into consideration the following factors:

- Ease of pedestrian access to station platforms
- Availability of land
- Connectivity to other transit modes
- Compatibility with adjacent land uses
- Engineering constraints
- Safety and security of train passengers

The station sites and their alternative site locations are indicated in **Table 36** below.

Table 36
Alternative Station Sites

Station Area	Designated Station Site	Alternative Site Locations
BURBANK AIRPORT-HOLLYWOOD WAY	Platform: North of Hollywood Way. Parking: NW corner of San Fernando Boulevard and Hollywood Way	None.
BUENA VISTA	Platform: North of Buena Vista. Parking: Caltrans property located below I-5.	*Alternative 1* Platform: South of Buena Vista Parking: Fire Station No. 13 site.
BURBANK CITY CENTRE	Platform: Between Magnolia and Olive. Parking: Front Street depot site.	None.
NORTHWEST GLENDALE	Platform: 50 feet south of intersection of Sonora and SPTC right-of-way.	*Alternative 1* Platform: 500 feet south of intersection of Sonora and SPTC right-of-way.
VENTURA FREEWAY	Platform: South of Doran Street. Parking: SE corner Doran and San Fernando.	*Alternative 1* Platform: Below Freeway. Parking: SE corner Fairmont and San Fernando. *Alternative 2* Platform: Below Freeway. Parking: Below Freeway. *Alternative 3* Platform: South of Doran. Parking: SW corner Doran and San Fernando.
BROADWAY	Platform: South of Broadway.	*Alternative 1* Platform: North of Colorado.
GLENDALE TRANSPORTATION CENTER	Platform: South of Old Rail Depot. Parking: North of Old Rail Depot.	None.
GLENDALE FREEWAY-FLETCHER DRIVE	*Van de Kamp's site Alternative* Platform: Above Fletcher Drive underpass. Parking: West of Van de Kamp's Building. *Hughes Market site Alternative* Platform: South of Glendale Freeway. Parking: Hughes Market Building #1.	None.
TAYLOR YARD: DIVISION STREET	*Division Street site Alternative* Platform: North of planned access road. Parking: East of station platform. *LACTC-owned property site Alternative* Platform: South of Arvia Street. Parking: In property.	None.
SOUTH TAYLOR YARD: AVENUE 19	Platform: South of Avenue 26 and Lawry's California Center.	*Alternative 1* Platform: Adjacent to Lawry's California Center.

The following discussion provides an explanation of the factors that led to the selection of the proposed station site rather than the alternatives that were considered. Because some station sites, such as at Burbank Airport-Hollywood Way, Burbank City Centre, and Glendale Transportation Center, met the selection criteria for stations, no alternatives were identified for these station sites. The site selection process for two other station areas, Glendale Freeway-Fletcher Drive and Taylor Yard, determined that more than one site met the selection criteria, and should be carried forward for environmental clearance (refer to Chapter 5.0). Because CEQA also states that an EIR need not consider an alternative whose implementation is remote and speculative, the alternatives proposed for the five other station areas have been rejected for the following reasons:

Buena Vista: The alternative site at this station proposed locating the station platform south of Buena Vista Street, and the station park-and-ride facility west of San Fernando Boulevard and south of Buena Vista Street on the property occupied by Burbank's Fire Station No. 13. This alternative was removed from further consideration due to the following factors: relatively small size of the property; the need to displace other land uses to accommodate the necessary number of parking spaces; and circuitous pedestrian access to the station platform.

Northwest Glendale: The alternative platform location for this station site would be situated approximately 500 feet south of the intersection of Sonora Avenue and the SPTC right-of-way. Implementation of this alternative would result in impacts related to potential land use displacements of properties along San Fernando Road and Air Way to facilitate pedestrian access. In addition, placement of the platform at this location would also raise safety concerns since it would require pedestrians to cross the heavy rail tracks at a noncontrolled intersection.

Ventura Freeway: This station site examined three alternatives in addition to the proposed station site that places the station platform south of Doran Street and the park-and-ride facility on the southeast corner of Doran Street and San Fernando Road. The three alternatives were removed from consideration because of the following factors:

- Alternative 1 proposed a platform below the freeway and the park-and-ride facility on the Southern California Gas Company site on the southeast corner of Fairmont Avenue and San Fernando Road. Concerns associated with this alternative include safety and security factors, as well as an unfriendly pedestrian environment; engineering constraints associated with the platform being designed on a curve; and construction impacts related to underground equipment below the Gas Company site.

- Alternative 2 would place all facilities below the freeway. Impacts created by this alternative would be similar to Alternative 1, but would also include greater traffic impacts, vehicular safety concerns related to the crossing of the LRT and heavy rail tracks, and site design constraints created by the freeway columns.

- Alternative 3 would locate the platform south of Doran Street and the park-and-ride facility on the southwest corner of Doran Street and San Fernando Road in the City of Los Angeles. The primary concern with this alternative focuses on impacts associated with vehicles crossing the LRT and heavy rail tracks. In addition, the site identified could not accommodate the number of parking spaces required at this station location.

Broadway: The initial site plan for this station area located the station platform at Colorado Street. This alternative was removed from consideration not for its own potential impacts but because of the benefits associated with a platform closer to Broadway: more friendly pedestrian environment, more convenient shuttle access to Downtown Glendale, and easier vehicular access.

South Taylor Yard at Avenue 19: Under this alternative, the station platform would have been located adjacent to the entrance of the Lawry's California Center. Although this would provide superior access to an important destination center along the rail transit route, it would also result in engineering constraints and potential safety hazards for pedestrians accessing the station platform.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The California Environmental Quality Act requires the identification of an environmentally superior alternative for the proposed project. If the No Project Alternative attains this designation, then an additional environmentally superior alternative should be designated if feasible.

Based upon the environmental impact categories documented in Chapter 5.0 of this EIR and the project alternatives proposed in this section, the proposed Burbank-Glendale-Los Angeles Rail Transit Project and the Alternative Transit Modes project can be considered environmentally superior to the No Project Alternative. The no development alternative of No Project can be categorized as not clearly environmentally superior, since many of the proposed mitigations reduce project impacts to non-significant levels, and since the No Project Alternative does not yield the net beneficial effects of the proposed project, including those related to air quality, energy conservation, reduced vehicle miles traveled daily, improved commuting opportunities, and its overall compatibility with planning efforts in the East Valley and North Los Angeles region.

In an effort to further explore the merits of alternative alignments into the City of Glendale's Central Business District, a comparative analysis between the proposed project and two Downtown Glendale route alternatives, Brand-Broadway and Brand-Glenoaks, has been provided in Chapter 8.0 of this Final EIR.

CHAPTER 7.0
OTHER ENVIRONMENTAL EFFECTS

CHAPTER 7.0
OTHER ENVIRONMENTAL EFFECTS

Information provided in this chapter focuses on additional environmental effects related to the proposed Burbank-Glendale-Los Angeles Rail Transit Project. The subject matters include potential growth-inducing effects, cumulative impacts of related transportation-oriented projects, and long term implications of the proposed project. In addition to this discussion, the requirements of a mitigation monitoring and reporting program are discussed.

7.1 GROWTH-INDUCING EFFECTS

CEQA directs an Environmental Impact Report to discuss a project's potential for fostering economic or population growth, or spurring the construction of housing in the nearby environment. This level of discussion is important in the cumulative sense since an increase in population may further tax existing community service facilities.

At the regional scale, no evidence exists that the institution of a rail transit system promotes a direct net increase in population growth or economic activity. Furthermore, the proposed project traverses an area which is already highly urbanized and built out. The potential exists, however, for redevelopment and infill to occur in response to the increased accessibility offered by a rail transit system. During the late 1980s and early 1990s, planners and policy makers for the Cities of Burbank, Glendale, and Los Angeles have recognized the need for this redevelopment of the project area, and have taken the initiative to plan for anticipated improvements. These efforts are evidenced by recent updates of Burbank's Land Use Element, Glendale's Land Use Plan and Housing Element, and Los Angeles' Community Plan Revision of the Northeast District Plan.

Other recent planning efforts prepared by these municipalities also support redevelopment for areas near the rail transit corridor, and give evidence of each municipality's understanding that the proposed project may facilitate redevelopment in their respective activity centers. Within the past two years, the following studies have been completed or commenced: the Burbank-Glendale-Pasadena Airport Land Acquisition and Terminal Replacement Project; Multi-Modal Transportation Facility feasibility studies for the Burbank and Glendale rail depot sites; San Fernando Road and Glendale Grand Central Industrial Business Park redevelopment feasibility plan; Taylor Yard Development Study currently being jointly prepared by the City of Los Angeles and LACTC; Taylor Yard Redevelopment Area Prefeasibility Study; County of Los Angeles Public Works Multi-Use Study; and the Los Angeles River Recreational Reconnaissance Study. In the case of most of these studies, the rail transit service provided by the proposed project is a key component. Because the rail transit system would serve as a branch line to one of the Metro Rail Project's primary routes, the proposed project can be viewed as a relatively moderate to high capacity feeder system that could potentially redistribute growth and development along its route. Therefore, the implementation of a rail transit system can be viewed as a facilitator rather than inducer of growth already anticipated in the region.

It has, however, also been suggested that the proposed rail transit project could induce the growth of major facilities along the alignment, such as the Burbank-Glendale-Pasadena Airport. As currently proposed by LACTC, the rail line has no significant, direct relationship to such facilities. While the proposed Burbank Airport-Hollywood Way Station intends to serve airport patrons with origins or destinations in Downtown Los Angeles and beyond, the rail alignment's station site planning does not focus on the major land use, but rather makes the effort to facilitate regional mobility and reduce traffic congestion by serving as the principal park-and-ride facility for commuters travelling from points farther north in the San Fernando Valley and Santa Clarita. To the extent airport patrons do use the rail project, there would be a reduction in regional traffic congestion, energy consumption, and air pollution. With respect to aircraft noise impacts, the degree to which any increase in aircraft noise actually occurs is dependent upon policies established by the Burbank-Glendale-Pasadena Airport Authority.

In summary, the degree to which potential growth redistribution would be realized depends upon the complex interplay between actual pressure for development, existing or emerging local growth management measures, and local attitudes toward such growth. All of this discussion should be viewed against a general backdrop of anticipated growth in the East Valley and North Los Angeles.

7.2 CUMULATIVE IMPACTS

The long-term implications of the project in terms of vehicular traffic, air quality, energy usage, and transit patronage are based on the Southern California Association of Governments' 2010 projections for population, housing, and employment. As such, these projections represent the best current information for the expected cumulative growth over the next 18 years. Thus, to the best of our ability to predict future growth for the region, the information contained in this EIR covers all anticipated cumulative impacts. Those impact categories examined in this EIR which can be expected to create both project and cumulative impacts include the following: Land Use, Air Quality, Transportation, Noise, Risk of Upset, Public Services, Natural and Recreational Resources, Energy Consumption, Cultural and Historical Resources, and Construction.

With respect to related transit-oriented projects, several committed and planned projects could change the anticipated cumulative impacts of the Burbank-Glendale-Los Angeles Rail Line. However, it should also be noted that cumulative development could provide net beneficial effects related to improved mobility and commuting capability in the East Valley and North Los Angeles. Net beneficial effects from cumulative development in the region would include energy savings related to reduced energy and fuel consumption, improved air quality with the reduction of auto-related emissions, and increased home-work commuting opportunities.

Table 37 on the following page describes each of the proposed transit-oriented projects and their current status. The following summarizes the effects that may result from the cumulative development of these transit-oriented projects:

Table 37
Cumulative Development of Transit-Oriented Related Projects

#	Project	Description	Status
1	Glendale Municipal Transportation Center[1]	Multi-Modal Transit facility. At full buildout would include LRT, Commuter Rail, Amtrak, SCRTD bus service, Bee Line shuttle, and Greyhound. Improvements would include 1,500 parking spaces, restoration of Rail Depot, and streetscape enhancements on Cerritos Ave.	Depot grounds acquired. Preparation of project Environmental Impact Report to begin in Fall 1992.
2	Burbank Multi-Modal Transportation Facility[2]	Multi-Modal Transit facility. At full buildout would include LRT, Commuter Rail, Amtrak, Intercity Monorail, and bus bay terminals. Improvements would include 1,300 parking spaces and pedestrian bridge over I-5.	Depot grounds acquired. Preliminary environmental work in progress.
3	Commuter Rail Metrolink:[3] Moorpark and Santa Clarita to Downtown Los Angeles	Commuter rail lines utilizing SPTC and SP Coast Mainline rights-of-way. Lines would connect cities in Ventura and Los Angeles Counties with Downtown Los Angeles.	Scheduled to begin operation in October 1992.
4	Pasadena-Los Angeles Rail Transit Project[3]	Fundable rail project under LACTC's 30-year Plan. Extends from Union Station to Sierra Madre Villa, utilizing Blue Line technology.	Funded light rail transit project. Expected development schedule: 1993-1998, with potential opening of first segment in 1996-97.
5	San Fernando Valley East-West Rail Transit Project[3]	Fundable rail project under LACTC's 30-year Plan. Extends from North Hollywood to Warner Center in Canoga Park. Would utilize either advanced aerial technology on Ventura Freeway or rail vehicle along SP Burbank Branch on Chandler Blvd. Would be constructed in two segments: 1. North Hollywood to I-405 2. I-405 to Warner Center	Pending completion of Final EIR. Expected development schedule: Segment 1: 1996-2001 Segment 2: 2010-2018
6	Burbank Intercity Monorail[2]	Aerial guideway that would interconnect Burbank-Glendale-Pasadena Airport, Burbank Media District, Burbank City Centre, and Universal City.	Initial Feasibility Study completed in September 1989. Continued Planning and Pre-Engineering work expected to be completed in Fall 1992.
7	Carpool Lane Program:[3] Fundable Plan- 10-year Implementation Program • Golden State Freeway • Ventura Freeway	Component of LACTC's 30-year Plan to build over 200 miles of carpool lanes to ease congestion of heavily used freeways. Plan supported by Caltrans.	Golden State Freeway (from Route 134 to Route 10): 1998-2000 Ventura Freeway: 1995-1999
8	Freeway Express Bus System:[3] Ventura Freeway Golden State Freeway	Component of LACTC's 30-year Plan. Express service utilizes carpool lanes. Station planned on Ventura Freeway in Glendale near Brand Boulevard.	Based on conceptual plan developed by Automobile Club of Southern California. Plan and implementation schedule will be updated by LACTC.
9	Bus Electrification Program[3]	Component of LACTC's 30-year Plan. Would supplant existing conventional bus service on high-ridership routes. Routes 190/191 and 92/93 in Glendale and Burbank are candidate corridors.	Preliminary engineering and formal route selection underway. First electric trolleybus service expected to begin operation in December 1994.

SOURCES: [1] City of Glendale
[2] City of Burbank Advanced Planning Division
[3] LACTC *30-Year Integrated Transportation Plan*

- Cumulative development would result in the further depletion of non-renewable resources, such as energy and building materials. In the case of some of these projects, development would further strain limited water resources and wastewater treatment facilities.

- Cumulative development of the Multi-Modal Transportation Centers in the Cities of Burbank and Glendale would result in a substantial intensification of use in the area, as compared to existing development. Traffic generation and associated increases in air pollutants could also be expected. Development of these centers would, however, also facilitate connections between transit facilities and the major activity centers in Burbank and Glendale.

- The majority of these transit-oriented projects comprise a portion of LACTC's *30-year Integrated Transportation Plan*. The Plan aims to reduce congestion on Southern California Highways by means of providing a balanced mix of highway, bus, rail, and transportation demand programs. Part of this integrated plan includes the opening of Commuter Rail Metrolink lines in October 1992. Although development of these and other transit projects outlined in **Table 37** could result in cumulative land use, aesthetic, public service, and construction impacts, these projects can also be expected to provide a net beneficial cumulative effect on the region's transportation system with respect to providing a variety of transit mode choices to commuters, improving home-work commuting trips, reducing daily vehicle miles travelled, and saving consumption of non-renewable energy resources.

7.3 LONG TERM IMPLICATIONS OF THE PROPOSED PROJECT

7.3.1 Relationship Between Local Short-Term Uses and Long-Term Productivity

Construction of the Burbank-Glendale-Los Angeles Rail Transit Project would result in short-term impacts which must be weighed against the achievement of long-term objectives. The short-term impacts consist primarily of required property acquisitions, displacement of current uses, construction-related activities, and the possibility of creating pressure for land use changes in the vicinity of the proposed rail transit corridor.

In the longer term, implementation of the project would help facilitate the planning goals of redistributing growth and establishing new centers throughout the East Valley and North Los Angeles region. In addition, the project would meet the purposes of the Southern California Air Quality Management District's Regional Air Quality Master Plan. If developed, the proposed project would offer an additional mode of transportation for area residents, and could potentially lead to long-term benefits such as shorter commuting trips, increased energy savings, reduced levels of pollution, and improved regional air quality.

7.3.2 Significant Irreversible Changes

The implementation of the proposed rail alignment will require the long-term commitment of non-renewable resources to the construction and operation of the project, including land, manpower, energy, and construction materials. Most significant is the long-term commitment of the right-of-way to transportation use.

7.4 MITIGATION MONITORING PROGRAM

Effective January 1989, State Legislators amended the California Environmental Quality Act to include Section 21081.6, implementing Assembly Bill (AB) 3180. As part of the environmental review procedures under CEQA, AB 3180 requires a project's responsible agency to adopt a monitoring and reporting program for assessing and ensuring efficacy of required mitigation measures applied to proposed projects. AB 3180 provides general guidelines for implementing monitoring and reporting programs. Specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final approval of the project proposal by the responsible decision-making body.

As the responsible agency for the proposed rail transit project, LACTC will establish a Mitigation Monitoring Program that carries out the mitigations recommended for eliminating or substantially lessening the project's significant impacts. LACTC will coordinate the program with the Cities of Burbank, Glendale, and Los Angeles to determine which agencies will enforce and monitor the program, and at which phase of development the monitoring and reporting will take place. The Mitigation Monitoring Program must be prepared prior to project approval.

CHAPTER 8.0
PUBLIC REVIEW OF DRAFT ENVIRONMENTAL IMPACT REPORT

BURBANK•GLENDALE•LOS ANGELES
RAIL TRANSIT PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT

CHAPTER 8.0
PUBLIC REVIEW OF DRAFT ENVIRONMENTAL IMPACT REPORT

8.1 OVERVIEW OF CEQA PROCESS

The preparation of the Final Environmental Impact Report encompasses a two-step process. These steps involve 1) review of the document by the public and 2) preparation of the Final EIR Report by the lead agency. With respect to the public review of the draft document, community participation is an essential element of the CEQA process. Lead agencies, by law, are required to seek and respond to public comments on the following grounds: they must share their expertise; they must disclose their analysis; they must check for accuracy; they must detect omissions; they must discover public concerns; and they must solicit counterproposals (CEQA Guidelines, §15200).

Following the close of the comment period, the Lead Agency interprets, analyzes, and responds to comments which apply to the content of the Draft EIR. These efforts then lead to the preparation of the Final EIR. As per the guidelines outlined in CEQA[23], this Final EIR consists of the contents of the Draft EIR, with revisions that respond to public comment, and the addition of the following three components:

(1) Comments and recommendations received, either verbatim or in summary;

(2) A listing of public agencies, organizations, and private citizens commenting on the Draft EIR; and

(3) The Lead Agency's response to significant environmental points raised in the review and consultation process.

8.2 BACKGROUND OF PUBLIC REVIEW OF DRAFT EIR

In an effort to encourage and facilitate public participation, LACTC conducted three public hearing and workshops on the Burbank-Glendale-Los Angeles Rail Transit Project. Public notice was given through local and regional newspapers; notices were mailed to civic groups and homeowner associations; and Environmental Impact Reports were mailed to elected officials and public agencies in the local vicinity of the proposed project. Announcements were also distributed in English, Spanish, Chinese, and Armenian.

The first hearing and workshop was held in the City of Glendale at the Environmental Management Center on July 15, 1992 at 780 Flower Street. The second was held at the Burbank Hilton and Convention Center on July 23, 1992 at 2500 Hollywood Way in the City of Burbank. The final hearing was held at Loreto Elementary School in the Northeast District

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[23] Remy, Thomas, Moose, *Guide to California Environmental Quality Act (CEQA)*, 6th ed. p. 197, 1992.

of the City of Los Angeles on July 28, 1992 at 3408 Arroyo Seco Avenue. In an effort to accommodate the large Spanish-speaking population in this area of the City, Spanish translation was provided at the Loreto School hearing.

Each public hearing started with an informal open house at 4:00 PM, with the official public hearing beginning at 6:00 PM. The meetings were moderated by an LACTC employee who had no association with the proposed project. A court reporter attended each hearing to make transcripts of all public comments. In addition to the opportunity to speak at the hearing, the general public was also invited to comment through written responses and through a bilingual telephone "For the Record Hotline."

In addition to these hearings, at the request of Los Angeles City Councilman Mike Hernandez and local residents, LACTC held a public presentation on September 17, 1992. This meeting was held at Aragon Elementary School and was intended to keep the Cypress Park Community intimately involved in the public process. Representatives from the Pasadena-Los Angeles Light Rail Project, Taylor Yard Specific Plan, and Metrolink were on hand, and provided detailed answers to a variety of issues.

8.3 SUMMARY OF COMMENTS AND RESPONSES TO DRAFT EIR

Opportunities to respond to the Burbank-Glendale-Los Angeles Draft EIR were afforded to the public in three formats: written comment, public testimony, and a "For the Record" telephone hotline. LACTC received 57 written comments during and after the 45-day comment period. In addition, 19 persons spoke at the three public hearings and workshops conducted during the official review period. No comments were received on the telephone hotline. **Table 38** summarizes the comments from each of the public agencies, organizations, and private citizens who raised concerns and made suggestions regarding the proposed rail transit project. Appendix III of this Final EIR provides the complete text for each comment and testimony received.

TABLE 38

SUMMARY OF SIGNIFICANT COMMENTS AND RESPONSES TO DRAFT EIR FOR THE BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
1.1.2	3	Caltrans	Include Amtrak and Metrolink as responsible agencies that should be contacted.	Comment noted. Incorporated into Final EIR.
3.1	21-22	Kevin Devilin, Private Citizen	Proposed project should utilize same technology as existing Long Beach to Los Angeles Blue Line.	Comment noted. Refer to page 21-22 of Final EIR.
3.1	---	A. Allen Havens, Private Citizen B. M. Dickerson, Private Citizen @ BURBANK HEARING	Consider low-floor rail vehicles or vehicles equipped for high/low entrances.	The proposed project configuration intends to allow eventual through service once connection is made with the existing Blue Line. Station plans call for high-platform stations, as required by Metro Blue Line vehicles.
3.2	27	A. Ted McConkey, *Burbank Ranch Homeowners* @ BURBANK PUBLIC HEARING B. Mike Hoblinski, Private Citizen C. Pat Moser, *Southern California Transit Advocates (SCTA)* @ BURBANK PUBLIC HEARING	Comments on Hollywood Way-Burbank Airport Station: All. Why does the LRT not go into Burbank Airport? What is the need for a station at Hollywood Way? Airport passengers would not be served since the project does not go into the Airport.	Although the Hollywood Way Station would serve airport patrons with origins or destinations in Downtown Los Angeles, the primary purpose of this station is to serve as the principal park-and-ride facility for commuters traveling from North Valley and Santa Clarita. Construction of this station, however, does not preclude the potential for future direct connection into the Airport.
3.2	29	A. Caltrans B. Ted McConkey, *Burbank Rancho Homeowners* @ BURBANK PUBLIC HEARING	Comments on Buena Vista Station: A. Proposed utilization of Caltrans Maintenance facility for the Buena Vista Station is unacceptable to Caltrans. Caltrans does not plan to lease any of the property to LACTC for a surface park-and-ride lot. B. Burbank Rancho Homeowners do not see the need for a station at Buena Vista Street. Identifies potential need near San Fernando Boulevard and Empire Avenue to serve planned Walmart Department Store development.	If an agreement cannot be reached between Caltrans and LACTC, the Buena Vista station will not have a park-and-ride facility and will principally serve as a local station serving nearby residential communities. The proposed Walmart location would involve a station along Victory Place north of Burbank Blvd. This location is currently isolated and inaccessible. Conditions may change if Walmart is constructed, but this is uncertain.
3.2	30	T.A. Nelson, Private Citizen	The Burbank City Centre Station should include a pedestrian bridge over the Golden State Freeway.	A pedestrian bridge is planned as part of the Burbank Multi-Modal Transportation Facility Project.
3.2 3.4.5	41	Sallie Neubauer, *Citizens Committee to Save Elysian Park* @ LA PUBLIC HEARING	Opposed to the planned number of parking spaces (500) at Fletcher Drive Station. Recommends that parking at this station site be reduced to 100 cars maximum. Recommends Ventura Freeway station parking capacity to be expanded since the site is in a predominantly industrial area.	The Glendale Freeway-Fletcher Drive station is envisioned as a potential "catch point" for North Glendale, La Cañada-Flintridge, and Montrose commuters travelling to Downtown through the Echo Park corridor. This station's park-and-ride facility could potentially reduce the existing heavy congestion along this corridor.

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
3.2 8.4.3	43 251	A. County of Los Angeles, Public Works B. Pat Moser, *SCTA* C. Elysian Valley Association D. Southern California Association of Governments (SCAG)	Comments on Taylor Yard and Taylor Yard Stations: A. Concerned with both alternative station sites within Taylor Yard and the corridor's present alignment. Location of the corridor across the middle of the remaining parcels and LACTC's property precludes the opportunity to develop the Yard's potential for flood control, recreation, and the enhanced aesthetic quality. Request greater flexibility in final station and corridor designs which will be compatible with the needs of the community and on-going planning studies. B. Division Street Station: Locate station closer to Verdugo Rd. and Eagle Rock Blvd. to enhance access for bus transfer and pedestrian passengers. C. What is distance Taylor Yard stations from San Fernando Road? D. Should the alignment be closer to San Fernando Road?	Comments noted. The location of the rail alignment through Taylor Yard, as well as all its stations, will be coordinated with LACTC's *Taylor Yard Transit Development Study*, expected to be completed at the end of February 1993. A complete discussion of the Cumulative Impact of Taylor Yard appears in Section 8.4.3 of this Final EIR.
3.2	45	A. Coalition Against the Pipeline B. Pat Moser, *SCTA*	Comments on Avenue 19-Lawry's California Center Station: A. Why is no parking planned at Lawry's? B. Avenue 19 Station should be placed as close as possible to Avenue 26 to serve needs of walk-in riders, Glassell Park residents, and facilitate bus transfers.	A. Parking has not been provided at Lawry's because the proposed project views the site as a destination center. The proposed project also does not wish to preclude any potential private development or joint ventures which could provide a more coordinated and sensitively developed rail transit parking facility in the future. B. To construct the minimum track radius required to implement an LRT station platform (6000 feet), additional right-of-way takings would be required from both San Fernando Road and Southern Pacific.
3.2	25-45	Pat Moser, *SCTA* @ GLN. PUBLIC HEARING	Station Recommendations (1) eliminate Buena Vista station (2) rename following stations: • 'Northwest Glendale' to 'Grand Central' • 'Ventura Freeway' to 'Doran Street' • 'Glendale Transportation Center' to 'Cerritos Avenue' • 'Fletcher Drive' to 'Glassell Park' • 'Division Street' to 'Cypress Park' (3) move Broadway station closer to Colorado (4) move Division Street station closer to Verdugo Road	Comments noted. The names provided for stations in the Final EIR are for identification purposes only. With respect to the proposed station relocations: 1) The Buena Vista Station is intended to serve residential commuters. 2) The Broadway location provides better shuttle service connection to Glendale's Central Business District and more convenient shuttle transfer. 3) The location of stations in Taylor Yard will be decided during the process of LACTC's *Taylor Yard Transit Development Study*.

Document Reference				
Section	Page	Responders to Draft EIR	Comment	Response
3.2	---	A. Pat Moser, *SCTA* B. Alan Fishel, Private Citizen	How will bus access be provided to various stations?	LACTC will coordinate with SCRTD and other local bus service providers to develop appropriate interface with the fixed-route bus network.
3.3.1	46-47	A. Caltrans B. Elysian Valley Association C. Darrell Clarke, Private Citizen @ GLN. PUBLIC HEARING	Comments on Patronage Forecast: A. Patronage forecast should indicate whether expected patrons are anticipated to come from transit riders, autos, or a mix. B. What statistics do you have on present Blue Line ridership? What will happen to the existing bus systems? C. Challenges the validity of anticipated number of riders per day since the alignment does not serve high density centers of Downtown Glendale.	Please refer to Section 3.3.1 of the Final EIR for an explanation of the methodology utilized to determine the patronage forecast for the proposed Burbank-Glendale-Los Angeles Rail Transit Project. In short, the patronage modelling, conducted by Schimpeler-Corradino Associates, was performed as part of a larger base transit network. The details and nuances of the modelling are outlined in the body of the text of this report.
4.8	86	Public Utilities Commission	A larger number of trains pass through the area than quoted in the EIR: two Santa Barbara trains, one Amtrak Coast train each way daily, and three commuter trains from Santa Clarita and Simi Valley each way daily as well. A large amount of freight traffic also travels through the area each day. This freight traffic currently amounts to approximately 12 trains per day.	Comment noted. The additional data provided has been incorporated into the Final EIR.
5.1	89-90	A. John Hisserich, *Northeast Los Angeles CPAC* @ LA PUBLIC HEARING B. Public Utilities Commission	Comments on Pedestrian and Vehicular Safety: A. Concern over safety of pedestrians and vehicles crossing the tracks. Mentions examples of Blue Line vehicle-train collisions. Recommends maximizing grade separations and maximizing safety considerations. B. Passenger safety should be a paramount consideration in areas where passengers would congregate or where the passengers of either the light rail system or Amtrak would be required to cross "live" tracks. Examples include Lawry's California Center and Hollywood Way-Burbank Airport.	LACTC considers the safety of pedestrians and motorists as a primary point of importance. At the rail transit project's at-grade crossings, automatic crossing gates will be provided, along with warning lights and bells. Operators will be required to sound a horn in advance of each crossing, and trains will be equipped with a top-mounted "cyclops" light that has recently been introduced on the Long Beach to Los Angeles Blue Line. In the case where significant conflicts may arise between pedestrians/motorists and train vehicles, LACTC will consider the potential for constructing grade-separated crossings to ensure the safety of pedestrians and motorists. As for the Avenue 19 station, the plan for an at-grade pedestrian crossing has been eliminated.
5.1	89-90	Metrolink	Potential impacts to Metrolink access at Burbank and Glendale Stations. LRT should provide grade-separated pedestrian access across the light rail tracks.	Comment noted. Stations at these locations propose to connect passengers to the center-loading Metrolink and Amtrak platforms by means of a pedestrian bridge or tunnel. This response appears in greater detail in Sections 3.4.2, 3.4.4, and 5.1 of this report.

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
5.2.1 8.4.3	95 251	Friends of the Los Angeles River	Development at Taylor Yard should await the results of planning studies underway for the area.	Comment noted. The elements of the proposed project located within Taylor Yard will be coordinated and implemented within the larger framework of the *Taylor Yard Transit Development Study* that is expected to be completed by the end of February 1993.
5.2.2	97	Alan Havens, Private Citizen	Four or possibly five tracks will be located in the R.O.W. in the future (2 LRT and 3 SP/Metrolink). Elsewhere in the EIR, it is indicated that additional right-of-way will be needed for project implementation in this section. This fact should be so indicated in the caption to Figure 59, p. 151. The EIR should explain terms of the SP-LACTC R.O.W. purchase agreement. It cannot be demonstrated that the LRT line as described is feasible and practicable.	Comments noted. The additional right-of-way necessary is located within the 100-foot SPTC corridor. Refer to page BG-23 of the project's *Engineering Plan & Profiles* which appear under separate cover. The terms of the LACTC-SPTC agreement appear in the Land Use section (5.2) of the Final EIR. In short, the terms allow for the use of the 40-foot LACTC R.O.W., while retaining the existing SP facilities. LACTC is currently negotiating to purchase the entire 100-foot right-of-way, in which case the existing Shared Use Agreement will have no effect.
5.3	106-107	South Coast Air Quality Management District	Use the 1991 Monitoring Data in the Air Quality Setting.	At the time the Draft EIR was prepared, the 1991 SCAQMD data was not available. The Final EIR includes this data.
5.3	110	South Coast Air Quality Management District	Discussion of TSM and TDM does not include all potential traffic reduction measures; programs should be provided for improved bus transit plans, park-and-ride lots, preferential parking for ridesharers.	Comment noted. Recommended mitigation measures are incorporated into the Final EIR. In addition to those recommended, LACTC should coordinate with SCRTD and other local bus service providers to improve bus service and bus transfer at LRT stations.

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
5.4	128	Caltrans	Insufficient traffic analysis conducted for the I-5/Buena Vista NB ramps, the I-5/San Fernando SB ramps, SR-134/Doran NB ramps, SR-134/Fairmount SB ramps, and I-5/ Verdugo at Front Street ramps.	The following summarizes the response to comments to Caltrans' concerns. The full response appears in Section 5.4 of the Final EIR: • Buena Vista-Golden State Freeway: Because of the small size of the proposed parking facility, it is unlikely this station will attract enough vehicle-oriented patrons to the station via the Golden State Freeway. A more likely exit would be at Hollywood Way. • Ventura Freeway: The freeway intersections, both currently unsignalized, experience fairly light traffic volumes. Given the modest traffic volumes at these intersections, it appears doubtful that these intersections would reach the significance threshold criteria. • Front Street-Golden State Freeway: Because the alignment parallels the freeway, few rail transit patrons will access the Burbank City Center via the Front Street ramp.
5.4	128-131	Los Angeles Department of Transportation (LADOT)	Circulation analysis performed for the five stations in the City of Los Angeles does not appear to fully describe impacts and possible mitigation measures for those impacts. Main issues of concern: Fletcher Drive/San Fernando Road intersection, Hughes Market Station access, Avenue 19 narrowing, relationship to proposed Alameda Bypass, and other miscellaneous reference changes.	Please refer to Section 5.4 of the Final for a full response to the comments of LADOT regarding traffic-related impacts and study methodology.
5.4	---	Pat Moser, *SCTA* @ LA PUBLIC HEARING	The EIR should also consider the traffic impacts of park-and-ride and kiss-and-ride patrons accessing each site by Division Street.	Because the Taylor Yard stations will be refined during the *Taylor Yard Transit Development Study* process, additional analysis of the Division Street station would be unnecessary at this time.

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
5.5	132	Los Angeles Unified School District (LAUSD)	None of the locations selected for noise analysis were District schools. To determine how District schools could be impacted from the operation of the LRT, measurements should be taken at these schools.	The air quality and noise estimates conducted at the site of Pater Noster High School (now Ribet Academy) should be considered representative of future air quality and noise impacts since this school site is the closest to the alignment (600 feet). Glassell Park, Fletcher Drive, and Aragon schools are located further from the proposed LRT line, thereby indicating that impacts at these schools should be less than those at Pater Noster. In an effort to answer the LAUSD's questions and concerns, additional analysis of construction and operation impacts have been performed at Atwater School and Irving Middle School. The findings from this analysis appears in the body of the text of the Final EIR.
5.5	---	Los Angeles Unified School District	The CNEL is the most appropriate metric to use for residential land uses because of sensitivity to nighttime noise. However, for non-residential land uses, such as schools, daytime Leq's should be used.	The comment is correct. However, the CNEL metric was used for all noise analysis in the Draft EIR. Using the CNEL metric is considered a more conservative approach to noise impact and mitigation, generally resulting in noise levels 1-2 dB higher than daytime Leq's.
5.5	---	Elysian Valley Association	Experienced loud rumbling, shaking of ground at Lawry's California Center that resulted from passing Southern Pacific freight trains.	The comment refers to the vibration of a freight train. At a distance of 100 feet, these trains create vibration levels of approximately 78 dB, while an LRT creates a maximum vibration level of approximately 66 dB. It is generally accepted that vibration levels of 72 dB cause sleep disturbance; thus, no significant impacts are anticipated from the proposed project.
5.6.1	139 142 143	Alan Havens, Private Citizen	Clarification of Smaller Rail for LRT: EIR states that smaller gauge rails are used for LRT. This is incorrect. Gauges for LRT are the same as SP trains. Rails used by LRT lines today are not much lighter in weight than those used by main line railroads. The term 'light rail' refers to lower capacity than rapid transit, not to lightweight cars or track.	Comment noted. Please refer to the "Miscellaneous" comments of Robert Richmond and the response to the comment.
5.6.4	146	County of Los Angeles, Public Works	Existing hazardous waste management (HWM) facilities in L.A. County are inadequate to handle the hazardous waste currently being generated. The proposed commercial/industrial development may generate hazardous waste, which would adversely impact existing HWM facilities. Mitigation measures should be provided.	Comment noted. Mitigation Measures for Hazardous Waste disposal have been incorporated into Section 5.6.4 of the Final EIR.

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
5.6.4	144	Caltrans	EIR provides no mention of the known potential hazardous material contamination problem at the Old Burbank Station site.	The hazardous material contamination at the Old Burbank Rail Depot Station site is currently being remediated as part of the Commuter Rail Metrolink project, which is expected to open in late October 1992. According to representatives of the City of Burbank, remediation of hazardous materials will be completed prior to the commencement of service of Metrolink.
5.7.3	152	Los Angeles Fire Department	Make following corrections to Table 27: • Fire Station #4- Task Force Station, Truck & Engine Company, Hazardous Materials Squad, Staffing = 14 • Fire Station #50- Task Force Station, Truck & Engine Company, Battalion Two Headquarters, Staffing = 12.	Comments noted. Changes have been made to Table 27 in the Final EIR.
5.7.3	153-154	Glendale Fire Department	Incorporate miscellaneous reference changes and proposed mitigations to environmental setting for Fire.	Comment noted. Incorporated into Final EIR.
5.8.1	158	Burbank Parks and Recreation	There is an omission of one tree species located along the SPTC right-of-way from Buena Vista to Hollywood Way: Lagerstroemia indica (Crape Myrtle); include in Table 29.	Comment noted. Incorporated into Final EIR.
5.8.1	160	Friends of the Los Angeles River	Possible impacts to the Southwestern Pond Turtle were identified, but no mitigation measures were proposed. One appropriate measure appears to be expansion of its local habitat.	The Draft EIR has attempted to identify all possible sensitive species that may exist in the project area. The riparian habitat of the Arroyo Verdugo Wash and Los Angeles River would not be threatened or significantly impacted since the proposed project is to be constructed over the concrete channel section of the Arroyo Verdugo Wash. The Southwestern Pond Turtle's area of potential habitation is located more than 500 feet from the Arroyo Verdugo Wash Bridge.
5.8.2	---	Los Angeles Parks and Recreation	Strongly suggest coordination with LACTC to discuss ways to minimize impacts to City of Los Angeles recreational facilities.	Comment noted.
5.9.1	164-165	Southern California Edison Company	The new rail alignment and Division Street site alternative within Taylor Yard are very close to a double circuit 66kV transmission line located northwest of the proposed site. The Van de Kamp Bakery alternative is located on the east side of Fletcher Drive. Paralleling Fletcher Drive on the east side is a double circuit 66kV transmission wood pole line. Some poles may require relocation and due to the tight area, steel poles may be required.	The LRT trackway and OCS Systems are designed to minimize impacts to existing utilities. Where an overhead conflict is unavoidable, the utility company, in coordination with LACTC, would need to raise its wires or request other appropriate measures to mitigate this impact.

Document Reference		Responders to Draft EIR	Comment	Response
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5.9.1	165	Burbank, Public Service	Add mitigation stating that overhead electric line construction and underground electric supply and communication systems shall meet the State of California Public Utilities Commission General Order Nos. 95 and 128 requirements.	Comment noted. Incorporated into Final EIR.
5.9.1	165	Burbank, Public Service	Light rail passes over 17 City water mains. Pipes must be protected against vertical loading and impact. Corrosion caused by stray currents resulting from track returns is also a concern.	Comment noted. The City's recommended mitigation has been incorporated into the Utilities Section of the Final EIR.
5.9.1	---	Alan Havens, Private Citizen	SP has crossover privileges with at-grade rail crossings of LACTC track on the 40-foot easement to access customers.	LRT tracks can safely cross freight spurs safely, provided that the freight is regulated and installs appropriate track interlocks. The condition exists on the Long Beach to Los Angeles Blue Line in two locations: North of Firestone Boulevard and at the remnant of the SPTC Santa Monica Branch south of Washington Boulevard.
5.9.1	---	A. Southern California Association of Governments (SCAG) B. Alan Havens, Private Citizen	Comments on track and right-of-way capacity: A. Provide detail on track and right-of-way requirements for Metrolink and the SPTC; under terms of the right-of-way purchase agreement with SP, the SCRRA may need to vacate the freight tracks which will be used initially, and locate at least one commuter rail track on their 40-foot easement within one or two decades. The EIR should also discuss track capacity issue, as related to high-speed rail proposal of Los Angeles/Fresno/Bay Area-Sacramento High Speed Rail Study. Discuss relative roles of commuter and light rail on this corridor (their function in relation to such service expansion), which should be answered. B. Identifies problem with construction of two LRT tracks on the 40-foot easement purchased from Southern Pacific Transportation Company as potential preemption of operating reverse-peak commuter rail service to be shared between SP and Metrolink. Recommends provision for additional track capacity north of Taylor Yard and south of Burbank to allow provision of future triple tracking, sidings, etc. for main line train use. Recommends downtown Glendale alignment with use of stretch between Glendale old rail depot and Northwest Glendale for right-of-way set aside purposes.	The Southern Pacific right-of way is currently double-tracked from Taylor yard to Buena Vista, and single-tracked from Buena Vista north. Within the double-tracked section, it is possible to construct the LRT within the 40-foot R.O.W. Between Buena Vista and Hollywood Way, there will still be room for Metrolink to construct a second track on SP property. Since the Shared Use Agreement requires the second track to be built on LACTC property beginning in 2006, it may become necessary at that time to modify the LACTC-SP agreement, as it applies to this 1.3-mile segment. However, LACTC is currently negotiating to purchase the entire 100-foot R.O.W. In that case, neither the existing Shared Use Agreement nor R.O.W. impacts will have any effect on LRT or Metrolink operation. Because much of the 100-foot R.O.W would be utilized for SPTC Freight, Amtrak, Metrolink, and LRT service, there appears to be little room for an at-grade high-speed rail line. This implies that any plans for such a facility will have to be closely coordinated with the owners of the R.O.W.

Document Reference		Responders to Draft EIR	Comment	Response
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5.9.2	166	Elysian Valley Association	Provide information that explains how the estimated consumption of 1,720 gallons of fuel per day was determined. Where are the facts to support this?	Please refer to Footnote #19 in Section 5.9.2. The calculation is based on a fuel consumption factor of approximately 22 miles per gallon.
5.10	168-169	Elysian Valley Association	Miscellaneous document change to aesthetics section regarding description of the community as predominantly industrial.	Comment noted. Incorporated into Final EIR.
5.10	176	Metrolink	The proposed project is involved with the design and funding of the San Fernando Road fence and landscaping area. That element needs to be noted in the EIR.	Comment noted. Incorporated into the Aesthetics section of the Final EIR.
5.10	---	Los Angeles, First Council District: Mike Hernandez	In an agreement reached previously with LACTC and a Steering Committee, urban design guidelines studied the effects of development along the corridor. These guidelines that focus on economic development strategies as well as environmental impacts must be incorporated into any final EIR.	Comment noted. The guidelines referred to in this comment will be developed as part of LACTC's *Taylor Yard Transit Development Study*.
5.11	179	Los Angeles Conservancy	Explain methodology utilized in surveying historic resources for the Draft EIR. The report should explain the criteria by which properties were identified. The lack of this explanation makes it difficult to understand how these historic resources are identified. The report also fails to specifically identify structures, other then the Lincoln Heights Jail, which are to be demolished for the rail project, consequently, it is uncertain whether these buildings are historic resources, requiring mitigation measures.	The following response has been incorporated into the Historic Resources Section of the Final EIR: A preliminary field review was conducted with the project archaeologist to establish a context for the evaluation of historic and cultural resources along the proposed project route. A subsequent survey was performed from Avenue 19 to Hollywood Way, utilizing the project Planning Context Map (Figure 3) as the basis for analysis. The route alignment, station areas, and the surrounding areas, within ¼ mile, were surveyed and photographed. From these surveys, 28 properties were identified as potentially significant. Seven were deemed to have historic and/or cultural significance based on the National Historic Landmarks Criteria for Evaluation established by the Keeper of the National Register of Historic Places.

Document Reference		Responders to Draft EIR	Comment	Response
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5.11.2 8.4.1	--- 227	A. Los Angeles Conservancy B. Sallie Neubauer, *Citizens Committee to Save Elysian Park* @ LA PUBLIC HEARING C. Mount Washington Association D. Bill Hunter, *SCTA* @ LA PUBLIC HEARING E. Pat Moser, *SCTA* F. Alan Havens, Private Citizen	Comments on the proposed demolition of the Old Los Angeles City Jail: A. Concerned about the possible demolition of the Old City Jail, formerly the Lincoln Heights Jail, and abandonment of the Dayton Tower Signal Tower. The Final EIR should analyze alternative alignments, including one that runs to the west of the proposed alignment. B,C. Concerned and opposed to the demolition of the Old Los Angeles City Jail. Recommend that alternative alignments be studied and depicted in the Final EIR. D,E,F. Opposed to the demolition of the Old Los Angeles City Jail. Recommend that a second bridge be constructed over the Los Angeles River and design of the alignment should be placed to the west of the structure. Or study the potential of the line continuing to Avenue 26, turning north, and connecting to the SPTC right-of-way at the northern terminus of Avenue 26.	Please refer to Section 8.4.1 of this Final EIR for a comparative engineering and environmental analysis between the proposed "Through the Jail" alignment that would displace and demolish the Old City Jail Building and two alternative segments that would save the historic structure: • "Behind the Jail" Alignment • "Front of Jail" Alignment
5.12	186-189	South Coast Air Quality Management District	Provide an estimate of construction related emissions. Quantify all sources of construction emissions and propose mitigation measures.	Comment noted. The Final EIR reflects the comments of this agency and includes empirical data that depicts exhaust emissions from construction emissions as well as for fugitive dust emissions, and provides additional measures to mitigate impacts.
5.12	188-189	Friends of the Los Angeles River	Prevent construction-related debris from reaching the LA River and Arroyo Verdugo Wash. Primary concern should focus on wildlife that exists there.	Comment noted. The Final EIR reflects additional construction mitigation measures that minimizes impacts on sensitive land uses.

Document Reference		Responders to Draft EIR	Comment	Response
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6.2 8.4.2	193 237	A. SCAG B. Southern California Rapid Transit District (SCRTD) C. Bill Hunter, *SCTA* @ LA PUBLIC HEARING D. Charles Hobbs, *SCTA* @ GLN. PUBLIC HEARING E. Pat Moser, *SCTA* F. Alan Fishel, Private Citizen G. Alan Havens, Private Citizen H. John Heller, Private Citizen I. Michael Dickerson, Private Citizen @ BURBANK PUBLIC HEARING J. Ron Fechter, Private Citizen K. T.A. Nelson, Private Citizen	Comments on proposed Project Alignment Alternatives: • Connection to Downtown Glendale Central Business District A,B. Recommend Brand Boulevard-Downtown Glendale alignment. Density, population, ridership, and destinations are in Downtown Glendale. Recommend that Final EIR provide a more detailed comparison between the proposed project and its alternatives. All. Rail line should serve Downtown Glendale, preferably Brand Boulevard. Suggested alignments included: • Brand-Glenoaks • Brand-Orange-Glenoaks • Brand (or Central)-Broadway • Glendale Boulevard-Montrose R.O.W. • Downtown-Echo Park-Glendale Boulevard F. What would the cost difference be between having the line run at-grade up Brand Boulevard vs. the Southern Pacific R.O.W.? Further analysis should also include population and destination models to compare the two alternatives. G. Comparison of Trip Generators: A land use comparison between the central area of Glendale and the San Fernando Road transit alignment considered in the EIR is very instructive in evaluating possible LRT alternatives.	Please refer to Section 8.4.2 of this Final EIR for a comparative analysis between the proposed Southern Pacific right-of-way alignment and two alternative rail transit routes that would serve Glendale's Central Business District: • Brand to Broadway to SPTC R.O.W. • Brand to Glenoaks Boulevard to SPTC R.O.W
6.2	194-195	Los Angeles Conservancy	Project Alternatives #4, #5, and #6 of Section 6.2 do not list potential impacts to historic resources.	The information has been derived from field surveys and the City of Glendale's *General Plan: Historic Preservation Element*. The responses appear in the body of the text of the Final EIR.
6.3	---	A. SCAG B. James Norton, Private Citizen	Comments of Project Mode Alternatives: • Expansion of Commuter Rail Metrolink service A,B. The EIR should provide information whether an expanded commuter rail operation, with several additional station stops, and some reverse peak commute service, would satisfy commuting needs of the community.	An extensive comparison of LRT and Commuter Rail service was included in LACTC's *Downtown Los Angeles to Sylmar/Santa Clarita Rail Transit Corridor Study*. Based on this analysis, commuter rail provides an effective short-term improvement, but LRT is the most effective long-term solution in this corridor due to the following factors: its lower projected cost per rider; capability to serve more stations; and superior ability to facilitate desirable land use and development.

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7.1	204	Los Angeles, Fifth Council District: Zev Yaroslavsky	The Draft EIR fails to consider two potential environmental impacts of this line: (1) Relation between this line and the Land Acquisition and Replacement Terminal Project proposed by the Burbank Airport; and (2) the potential for this line to increase use of the Airport, thus increasing the noise impact of that Airport on surrounding communities.	The proposed project has no significant, direct relationship to the proposed Burbank-Glendale-Pasadena Airport project. Although the Hollywood Way station does intend to serve airport patrons, its primary use will be by commuters traveling from the North Valley and Santa Clarita. To the extent airport patrons do use the rail project, motor vehicular traffic (i.e., rental cars, taxis) will be reduced, thus furthering regional air quality goals. The proposed rail transit system is viewed as a facilitator rather than an inducer of airport growth. The degree to which the number of flights and resulting noise increases is dependent on policies established by the Airport Authority.
7.2 8.4.3	--- 251	Elysian Valley Association	Concerned with cumulative impact of Taylor Yard. Page 57 of the Draft EIR shows a map (Figure 38) of Glassell Park-Taylor Yard. Why aren't the buildings to be built and already constructed depicted on this map?	Section 8.4.3 of this Final EIR provides a cumulative impact analysis of development at Taylor Yard, and its potential impact on the surrounding community.
Misc.	Technical Edits	A. County of Los Angeles, Public Works B. Caltrans C. SCAG	All. Miscellaneous document changes.	Comments noted. Changes recommended by these agencies have been incorporated into the Final EIR.
Misc.	255-256	Alan Havens, Private Citizen	Previous LACTC Policy Concerning Duplicate Facilities: Five years ago, the question arose over the use of Proposition A funds for commuter rail lines that roughly parallel identified Measure A urban rail corridors. The policy established at the time was that funds could be used for commuter rail if urban rail improvement would not take place within ten years after the inception of commuter service. In this case, the LRT corridor would follow exactly the same corridor as the Metrolink service.	Under Proposition A, 35 percent of the funds are earmarked toward construction of rail transit systems along specified corridors. LACTC later approved expenditure of these funds for commuter rail in Proposition A corridors where urban rail improvements were not planned to occur within ten years. However, this policy was not intended to restrict future LACTC actions should additional funding become available. At the time of approval of the Metrolink system, there were insufficient Proposition A funds to construct the proposed rail transit project within 10 years. The approval of Proposition C has made it possible to construct a number of urban rail lines sooner than previously anticipated.

Document Reference		Responders to Draft EIR	Comment	Response
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Misc.	255-256	A. Elysian Valley Association B. Bryan Allen, Private Citizen @ LA PUBLIC HEARING	Comments on Public Review Process: A. Public review process does not afford enough review time, relies too much on workshops, and develops no community awareness. B. Does not agree with current public hearing process. Recommends the following suggestions: (1) Subject all testimony to review by a professional not involved in the EIR Preparation; (2) Establish a subdivision in Final EIR's comment response section entitled "Environmental Enhancement Issues" to suggest enhancements of previous environmental conditions; (3) Establish Appendix in Final EIR in which all substantive and nonenvironmental comments receive response as if required by CEQA; (4) Establish a standard that the quality of every response shall be the same (5) Subject every response to comment to scrutiny by LACTC staff member not associated with the subject EIR.	Chapter 8, particularly Section 8.4.4, describes the public review process. As requested Appendix III has been added to include all written and oral comments received, including those not directly related to the EIR. The public hearing transcripts are also shown, and include instructions provided at the start of each hearing, to the effect that comments should focus on the contents of the Draft EIR. In terms of the process for responding to comments, CEQA requires a good-faith, reasoned analysis in order for responses to be considered adequate. The internal process used to develop the responses does not determine adequacy; it is the content of the comments which must demonstrate a good-faith, reasoned analysis.
Misc.	---	Robert Richmond, *SCTA* @ BURBANK PUBLIC HEARING	Light Rail vs. Rapid Transit? Disputes that light rail lines qualify as rapid transit systems. Argues that light rail cannot be defined as rapid transit because it is not fast enough, safe enough, nor reliable enough.	Rapid transit (or heavy rail) is faster and can carry more passengers than LRT systems. But the light rail can also be a serious contender as a rapid mover of people. The proposed LRT would tend more to resemble a full heavy rail rapid transit system since the alignment will have few grade crossings, utilizes high platform loading, and travel at relatively high speed due to the long straight track sections.
Misc.	---	A. Glendale-Office of the Mayor B. Burbank-Glendale-Pasadena Airport Authority C. Beitler Commercial Realty D. Burb. Chamber of Commerce E. Copy Central F. Giddens G. Mount Washington Association H. Ryan Herco Product Corp. I. SYDS Electrical Company J. Warner Bros. K. Luc Benoit, Private Citizen L. Christogper Carroll, Private Citizen M. Pamela Corradi, Private Citizen N. Ted Damon, Private Citizen @ BURBANK PUBLIC HEARING O. Kevin Devilin, Private Citizen	These public agencies, groups and organizations, and private citizens have expressed their support for the proposed Burbank-Glendale-Los Angeles Rail Transit Project.	Comment noted.

Document Reference		Responders to Draft EIR	Comment	Response
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Misc.	---	US Sprint	Reserves comments on impacts to US Sprint facilities until final design of the project is submitted for review.	Comment noted.
Misc.	---	City of Glendale, Public Service	Requests review of any plans for proposed construction along the right-of-way to determine if said construction interferes with any facilities.	Comment noted.
Misc.	---	City of Burbank, Public Works	Need for maintenance consideration for streets, sidewalks, alleys, and attendant features such as signals due to increased demand on transportation and circulation elements.	Comment noted.
Misc.	---	A. A. Moreno, Ishmael Chavez, Gustavo Moreno, Guadalupe Rodriguez, Private Citizens B. J.C. Licon, Private Citizen C. P. Reynoso, Private Citizen	All. Request that no more maintenance facilities be built or proposed in the community.	Comment noted. Comment does not involve contents of this project, but rather refers to the Supplemental EIR currently being prepared for the Pasadena-Los Angeles Rail Transit Project.
Misc.	---	Elena Honquria, Private Citizen	Pasadena-Los Angeles Rail Transit Project comments regarding Marmion Way Station and conditions on Los Angeles-Long Beach Blue Line: safety, graffiti, etc.	Comment noted. Comment does not involve contents of this project. However, as stated in Section 5.7.2, the existing Long Beach to Los Angeles Blue Line experiences very little crime. Conditions of graffiti and blight in the corridor were already present prior to construction of the line. The increased activity and law enforcement presence due to the Blue Line is thought to have a positive impact on reducing blight in the surrounding area.
Misc.	---	Elysian Valley Association	Major excavations and grading at Taylor Yard have already been done without people along the routes being notified.	Comment noted. Comment does not involve contents of this project, but rather refers to the construction of the Commuter Rail (Metrolink) Maintenance Facility and Yard being constructed in Taylor Yard.
Misc.	---	A. City of Burbank, Community Development B. Pacific Bell C. U.S. Dept. of Transportation, Federal Railroad Administration	No comment.	None.
Misc.	---	City of Burbank, Fire Prevention Bureau	No restriction, no special provision required.	None.

8.4 ADDITIONAL ENVIRONMENTAL ANALYSIS

CEQA Guidelines, Section § 15132, require the lead agency to respond in the Final EIR to significant environmental points raised in the review and consultation process. Concerns brought to attention most frequently by those submitting official comments (**Table 38**) included pedestrian safety, air quality, noise, traffic and circulation, utilities, and construction impacts. Responses to these concerns have been addressed and incorporated into the body of the text of the Final EIR for the Burbank-Glendale-Los Angeles Rail Transit Project.

In addition to these topics, other concerns raised during the public review process require additional research and documentation. These concerns focus on specific elements of the Draft EIR, and were brought to attention by multiple parties. Because these issues require more detailed attention, the following additional environmental analysis will more specifically address these topics:

- Section 5.11.2: Old Los Angeles City Jail Taking and Demolition
  Pasadena Line Junction Alignment Alternatives

- Section 6.2: Project Route Alignment Alternatives
  Downtown Glendale-Brand Boulevard Project Route Alternatives

- Section 7.2: Cumulative Impact Analysis
  Taylor Yard Transit Development Studies and Impact Analysis

- Miscellaneous Comments: Response to Comments
  Public Review Process, LACTC-Southern Pacific Shared Use Agreement, and Conflict in Duplicative Service along San Fernando Road SPTC right-of-way

8.4.1 Pasadena Line Junction Alternatives

The proposed Burbank-Glendale-Los Angeles Rail Transit Project Draft EIR indicated that "after thorough analysis of various alignment alternatives, the engineering feasibility for the proposed project recommends that the most effective alignment connecting the Burbank-Glendale-Los Angeles rail line to the Pasadena-Los Angeles Blue Line would be through the site of the Old City Jail Building" (Burbank-Glendale-Los Angeles Draft EIR, p. 160). In an effort to provide full disclosure of preliminary engineering conducted for this segment of the alignment, as well as respond to the comments received regarding the displacement and demolition of the Old Los Angeles City Jail Building, the following additional environmental analysis for the Pasadena Line Junction has been prepared.

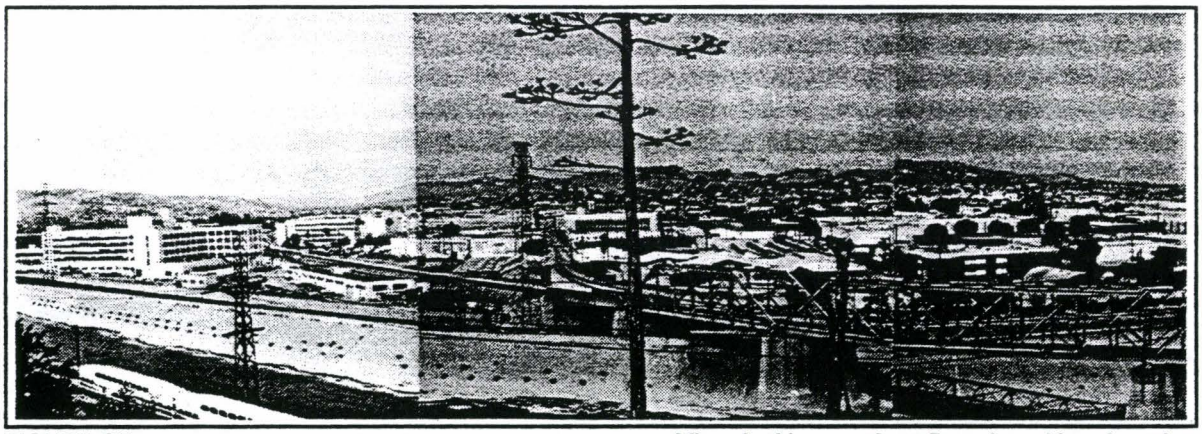


FIGURE 65 View looking north at Pasadena Line Junction

The additional environmental analysis for the Pasadena Line Junction provides a comparative analysis between the originally proposed alignment that traverses through the site currently occupied by the Old City Jail Building (formerly the Lincoln Heights Jail) and two route segment alternatives that would avoid the displacement and demolition of the jail: 1) a "Behind the Jail" alternative, and 2) a "Front of Jail" alternative. In addition to these alignments, two other alternatives were submitted during the public review process: an at-grade Avenue 26 Junction and a Los Angeles River West Bank alignment. While both these alternatives demonstrate merit in their ability to save the Old Los Angeles City Jail Building, they have been considered infeasible for the following reasons:

- At-Grade Avenue 26 Junction: Construction of this alternative would conflict with the previously adopted location for the Pasadena-Los Angeles Rail line's Avenue 26 station. This alignment would continue north of the Pasadena Line right-of-way and branch northwesterly at Avenue 26. It could potentially result in land use displacements, traffic and circulation impacts, pedestrian safety concerns, and noise impacts to nearby residential communities. The at-grade configuration would also reduce the operating

speed of the rail line, while also being constrained by the physical limitations of the street right-of-way.

- Los Angeles River West Bank: This alignment was adopted as the yard lead in the Final EIR for the Pasadena-Los Angeles rail line. The route would branch from the Pasadena-Los Angeles Line south of the Los Angeles River and cross the river further north near the Riverside Drive overpass. Beyond Riverside Drive, however, the route is blocked by the new Metrolink maintenance facility in Taylor Yard.

As depicted in **Table 39** and **Figure 66**, **67**, and **68**, the additional environmental analysis that focuses on the Old City Jail site compares the three segment alternatives by examining three key factors: engineering feasibility, project costs, and environmental impact. The following discussion summarizes these findings.

Table 39
Comparative Analysis Between
Pasadena Line Junction Alternatives

Category	Alternative #1: "Through the Jail"	Alternative #2: "Behind the Jail"	Alternative #3: "Front of Jail"
ENGINEERING FEASIBILITY[1]	• Best engineering feasibility; maximizes the alignment's at-grade configuration.	• Poor engineering geometry. • Could result in scheduling and operational conflicts with design of the Pasadena rail line. • Requires straddle bent structures over existing Southern Pacific tracks. • Requires relocation of large, overhead tower transmission lines. • Columns to be constructed very close to the edge of the Los Angeles River. • Turnout at junction would be located on bridge, thereby requiring a complex structure.	• Requires straddle bent structures above Avenue 19.
COSTS[2]	$55 million	$64 million	$ 54 million
ENVIRONMENTAL IMPACT[3]	• Land Use Displacement • Land Use Relocation • Property Acquisition • Historic Resources Demolition	• Utility Relocation • Water- Waterways, Flood Control, and Drainage • Natural Resources (Los Angeles River) • Conflict with proposed San Fernando Road on-ramp, component of proposed LADOT Alameda Bypass. • Visual impact on parkland.	• Land Use Displacement • Historic Resources • Street Displacement • Impacts to Street Parking and Existing Circulation • Conflict with proposed San Fernando Road on-ramp, component of proposed LADOT Alameda Bypass.

SOURCES:
[1] Bechtel Corporation. [2] LACTC-Rail Construction Corporation. [3] Gruen Associates.

NOTE: Project Cost Estimates reflect the amount only for the Pasadena Line Junction to Taylor Yard segment of the alignment.

Alternative #1: Through the Jail

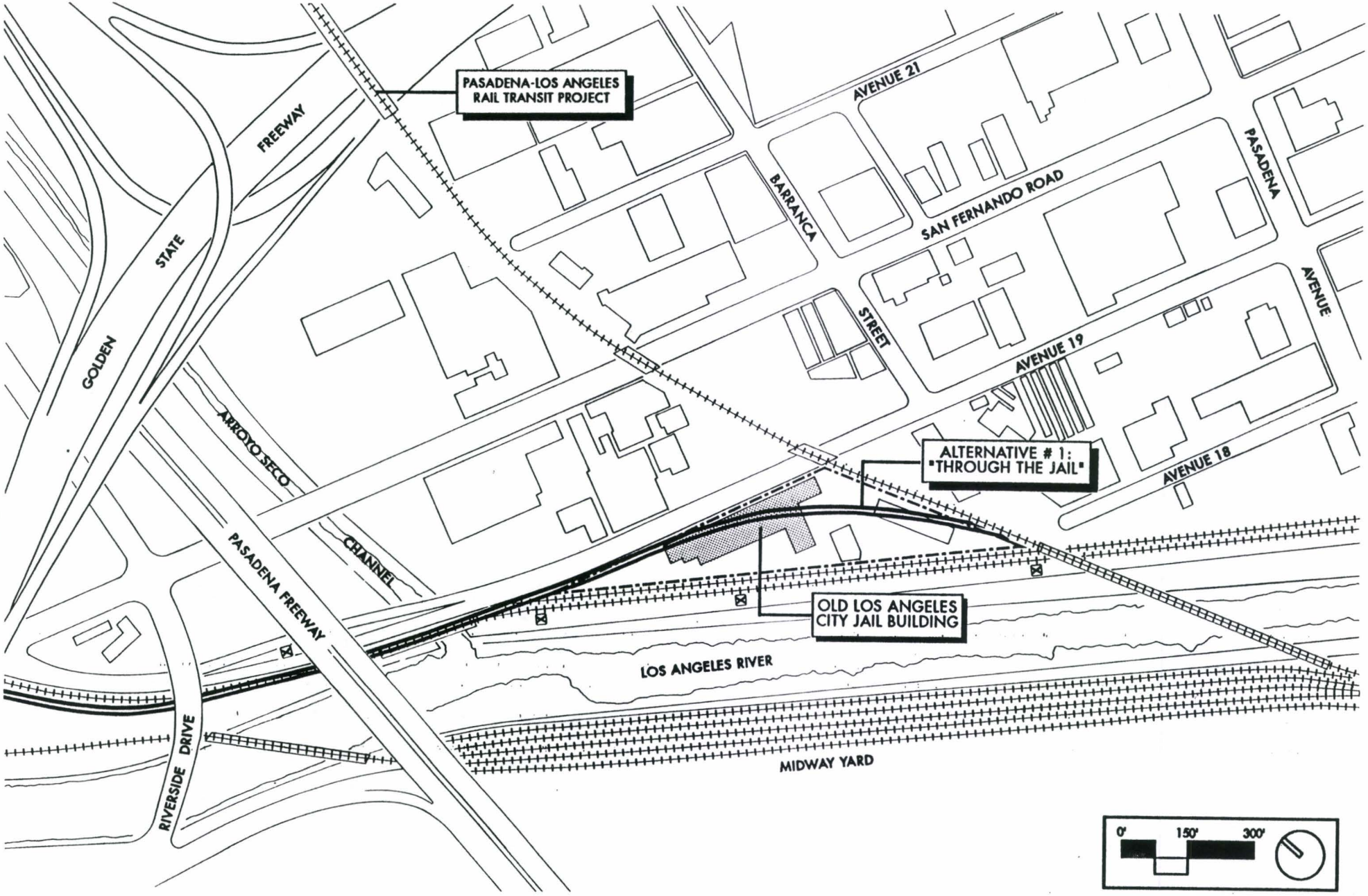
Engineering Feasibility. South of Taylor Yard, the existing Southern Pacific right-of-way follows the east bank of the Los Angeles River, passing behind the Old Los Angeles City Jail Building. In this location, the right-of-way is too narrow to accommodate light rail in addition to the existing double-track railroad; furthermore, there is insufficient clearance between the jail structure and the railroad to allow construction of light rail on the jail property. For these reasons, the Draft EIR proposed removal of the jail structure and LADOT maintenance yard. This alternative would provide ample right-of-way construction of the light rail in an at-grade configuration.

Project Costs. Based on estimates prepared by LACTC's Rail Construction Corporation Program Management Division, construction of the "Through the Jail" alignment from the Pasadena Line Junction to Taylor Yard would cost $55 million. This cost would be incurred by the proposed project if the light rail maintenance facility is located outside of Taylor Yard. Selection of the maintenance yard site is currently being studied as part of the Pasadena-Los Angeles Rail Transit Project Supplemental EIR.

Environmental Impact. As indicated in the Draft EIR, the "Through the Jail" alternative would result in significant unavoidable adverse impacts in the categories of land use and historical resources.

- Land Use: The "Through the Jail" alignment would result in the displacement of the Bilingual Foundation for the Arts, the Los Angeles Youth Athletic Club, the Lincoln Heights Division of the Community Youth Gang Services, and a Los Angeles Department of Transportation (LADOT) Maintenance and Storage Facility (with mitigation measures to provide relocation for the existing occupants). This property taking would acquire 1 parcel of 4.17 acres, and displace a total of 4 community and public facility establishments occupying approximately 88,000 square feet and employing nearly 60 persons.

- Historical Resources: Construction of this alignment would result in the displacement and demolition of the Old Los Angeles City Jail Building. The structure was built in 1930 and is currently owned by the City of Los Angeles. While not on any local, state, or national roster, the building does exhibit architecturally significant features which would make it eligible for designation as a local Historical-Cultural Monument of the City of Los Angeles. In addition, the structure may also be eligible for listing under the National Register of Historic Places.



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SOURCE: Pacific Aerographics, January 1992.

GRAPHICS BY GRUEN ASSOCIATES

METRO

BURBANK • GLENDALE • LOS ANGELES
RAIL TRANSIT PROJECT EIR

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 66

Alternative #1:
"Through the Jail " Alignment

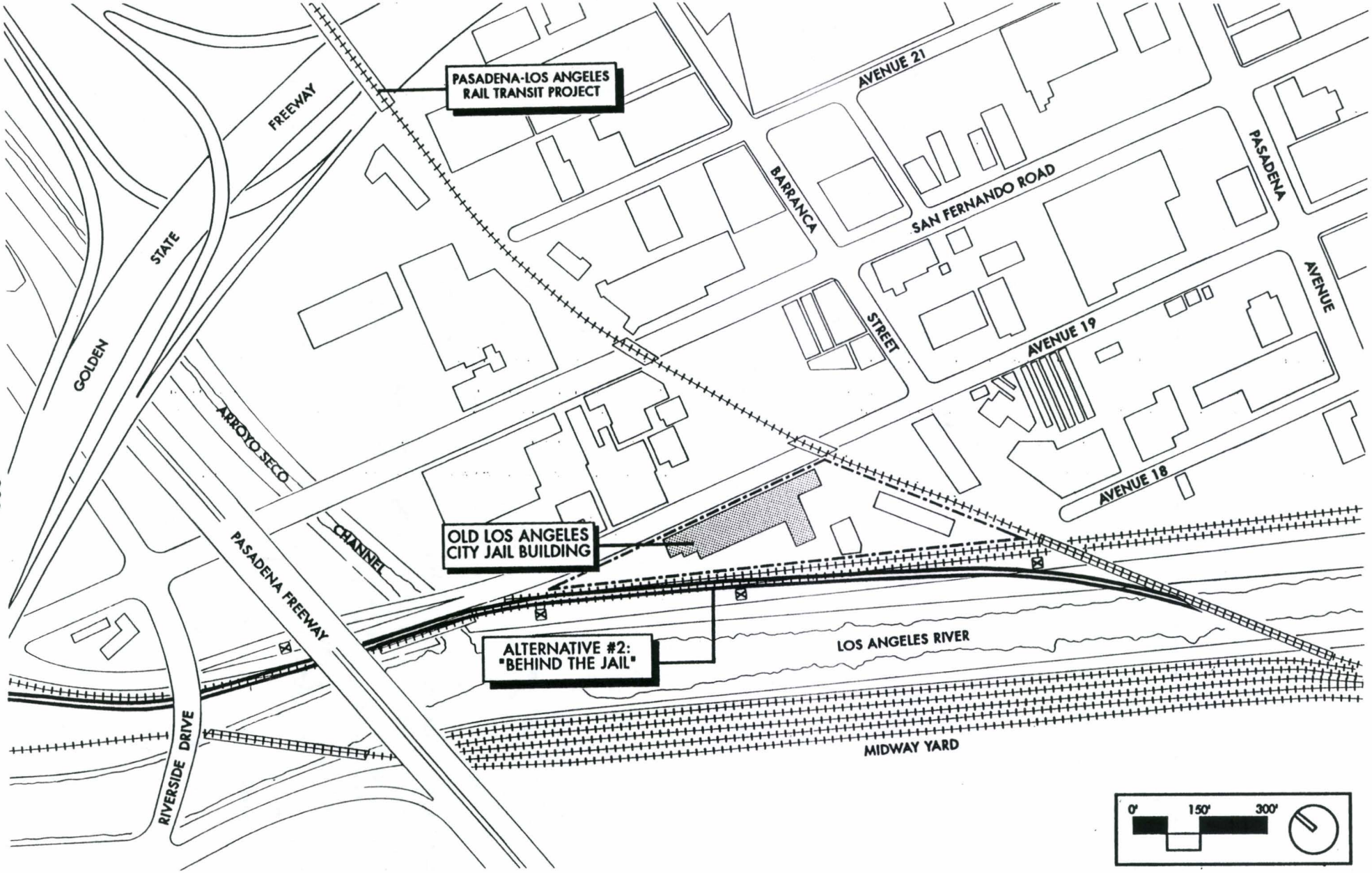
The principal historic/cultural significance of the Jail derives from the interrelationship of its features which convey both a visual sense of architectural purpose and continuity of use. Although the Jail appears to be a single structure, it is actually several structures built over time, joined on the interior and exterior to create a single facade. The building has the integrity required for landmark listing, i.e., the ability to convey its significance through its location and association. Within the context of public buildings in Los Angeles during the period 1908-1940, the Jail can be considered significant as a design which reflects historic functions and technologies, thus yielding information important to both the City of Los Angeles' municipal and penal history.

With respect to the structure itself, the south end of the building appears to have greater architectural significance since it retains, in near completeness, its design and materials. In addition, the building is also a good example of the Art Deco Moderne style: simple ornamentation, symmetry and balance in its facade, sunken panel windows, and stepped central tower. While these features contribute to the overall quality of the structure, it should also be noted that close inspection of the building reveals that its interior is filled with asbestos, thereby creating potential health hazards for its tenants.

Alternative #2: Behind the Jail

Engineering Feasibility. The conclusions from the Pasadena Line Junction engineering feasibility study determined that the "Behind the Jail" alignment **(Figure 67)** resulted in the poorest engineering geometry and also posed scheduling and operational conflicts with the design of the Pasadena-Los Angeles Rail Transit Project. Although the alignment would save the Old Los Angeles City Jail Building from demolition, the circumstances that make this alignment difficult, with respect to engineering considerations, are the complexities associated with its construction. This alternative would require straddle bent structures over the existing Southern Pacific railroad, with new columns constructed within or near the edge of the Los Angeles River. The alignment would also traverse below an existing overhead transmission line easement; the utility lines will require relocation due to conflicts at the transmission towers. Additionally, the junction turnout would be located on the bridge spanning the river, thereby requiring a more complex structure that could affect the Southern Pacific tracks on the west bank. The potential for constructing a second bridge at this location has also been studied, but is considered infeasible since it would not significantly improve operations for the Burbank-Glendale-Los Angeles rail line and would result in higher project costs.

Project Costs. Because the "Behind the Jail" alignment would not require the acquisition of the Old City Jail Building, project costs would be reduced by $10 million from the base cost of the Taylor Yard segment of the proposed rail alignment. However, the construction of a new bridge over the Los Angeles River, an aerial structure configuration over the Southern Pacific railroad, and the relocation of overhead transmission lines would cost an estimated $19 million, resulting in a net increase of approximately $9 million to the cost of the project.



SOURCE: Pacific Aerographics, January 1992.

GRAPHICS BY GRUEN ASSOCIATES

BURBANK • GLENDALE • LOS ANGELES
RAIL TRANSIT PROJECT EIR
LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 67

Alternative #2:
"Behind the Jail" Alignment

Environmental Impact. The most significant difference between the Through the Jail alignment and Alternative #2 is the retention of the Old City Jail Building and the tenants within it. Although this would remove unavoidable adverse impacts from the categories of land use displacement and historical resources, Alternative #1 would still result in impacts associated with utility relocation, waterways (flood control and drainage), and perhaps natural resources.

- Utilities: The "Behind the Jail" alignment would pass below a major transmission line easement just north of the Pasadena Line Junction. In order to construct this segment of the route, the overhead utility lines will require relocation. This not only results in a significant impact to existing utility systems, but also increases the cost of the proposed rail transit project.

- Waterways: Construction of straddle bent structures and other complex forms at the junction could potentially locate new columns within or near the Los Angeles River. These new columns could impact existing drainage and flood control, and would require the approval of the United States Army Corps of Engineers prior to construction.

- Natural Resources: A search of the California Natural Diversity Database revealed no special flora or fauna within or near the habitat of the Los Angeles River in this segment of the alignment. This, however, does not mean that non-listed species do not live in this section of the river. As depicted in the Draft EIR, the Southwestern Pond Turtle, a Category 2 Candidate for Special listing species, has been sighted in the Los Angeles River, and its preferred habitat conditions can be found just north of Riverside Drive in the riparian corridor section of the river.

- Recreational/Aesthetics: The aerial structure over the Los Angeles River and the Southern Pacific Railroad would significantly impact the view from the Los Angeles River and Elysian Park, both located to the west of the project.

- In addition to these impacts, the aerial configuration of this alignment, as it crosses over the Arroyo Seco, would conflict with the proposed San Fernando Road on-ramp for the Alameda Bypass planned by LADOT.

The impacts from this alternative could potentially be reduced by implementing the following mitigation measures:

- Coordinate with local utilities to relocate existing transmission towers and overhead power lines.

- Replace any natural habitat which would be impacted by construction of the proposed rail transit alignment.

- Implement design treatment on the alignment's aerial guideway to minimize aesthetic impacts associated with view corridors and the character of the City Jail Building.

Alternative #3: Front of Jail

Engineering Feasibility. The findings from the Pasadena Line Junction engineering feasibility analysis reveal that the "Front of Jail" alignment would be superior to Alternative #2, but inferior to the "Through the Jail" alternative. As a means of trying to satisfy the criteria of 1) saving the Old City Jail Building, and 2) minimizing project costs, the "Front of Jail" alignment locates the junction closer to Avenue 19, and travels along Avenue 19 on an aerial guideway, utilizing property located across the street from the jail. Although the alignment meets both goals, it results in impacts as described in this section.

Project Costs. Because the "Front of Jail" alignment would avoid the taking of the Old City Jail Building and the relocation of its tenants, project costs would be reduced by $10 million from the base cost of the Taylor Yard segment of the proposed rail alignment. However, the cost is increased by $9 million to provide for an aerial guideway and acquire the property across the street from the jail. This results in a net project cost estimate of $54 million -- $1 million less than the "Through the Jail" alignment -- for this segment of the route alternative.

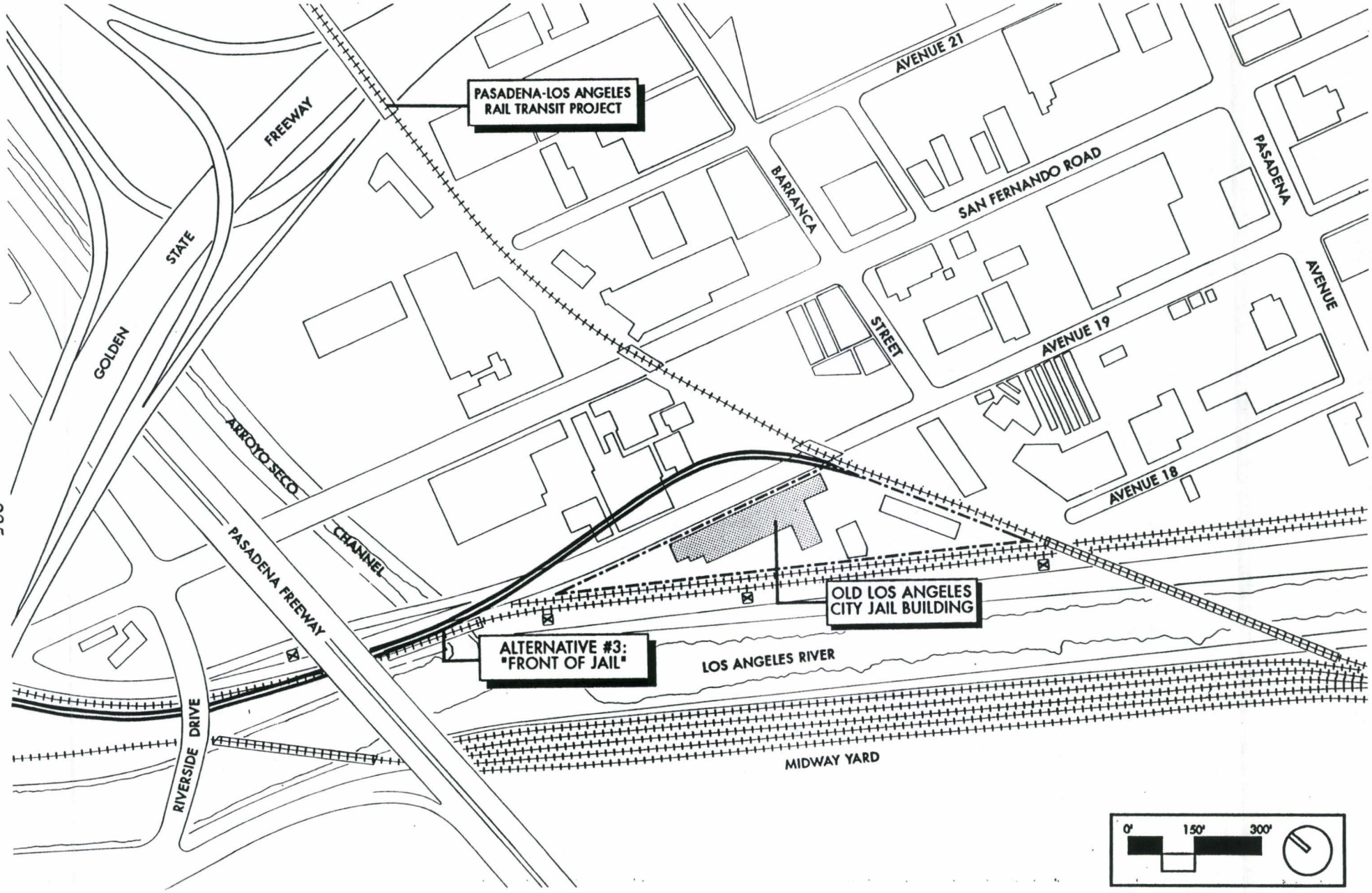
Environmental Impact. As illustrated in **Figure 68**, because the "Front of Jail" alignment utilizes Avenue 19 for a portion of its route, this alternative would result in impacts associated with land use displacement, historic resources, street right-of-way displacements, and impacts to street parking and existing circulation.

- Land Use Displacement: This alignment avoids the old City Jail Building, but results in displacement of the An Hing Corporation, M & M Wholesaling, and Bakery Installations, Inc. This would result in the displacement of approximately 40 workers.

- Historic Resources: The south end of the Old Los Angeles City Jail clearly has the greater architectural significance since it has escaped alterations over time. Because the "Front of Jail" alignment would travel on an elevated guideway east of Avenue 19, the building's architectural character could be considered affected due to the displacements of land uses across the street, as well as the construction of an aerial guideway which would dominate the urban form along Avenue 19.

- Street Right-of-Way Displacements: In order to construct this alignment, portions of Avenue 19 would need to be vacated or reconfigured.

- Street Parking and Local Circulation: The construction of straddle bent structures would utilize curb area on the east side of Avenue 19, thereby displacing parking lanes and impacting Avenue 19's circulation pattern. Because the street experiences low traffic volumes, the impacts to the circulation system can be considered insignificant. However, the loss of on-street parking along this section could impact community services (uses within the Old City Jail Building).



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SOURCE: Pacific Aerographics, January 1992.

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FIGURE 68

Alternative #3:
"Front of Jail" Alignment

- In addition to these impacts, the aerial configuration of this alignment, as it crosses over Avenue 19 near the Arroyo Seco, would conflict with the proposed San Fernando Road on-ramp for the Alameda Bypass planned by LADOT.

The impacts for this alternative could be potentially be reduced by implementing the following mitigation measures:

- LACTC would relocate displaced businesses into a situation which is, at minimum, comparable with what currently exists. This would, however, result in significant impact since the displacement of any resident, community service, or business use constitutes an unavoidable adverse impact.

- LACTC would create new off-street parking spaces to replace those developed to construct this project alternative. This would be located on surplus property acquired on the east side of Avenue 19.

- In an effort to reduce the visual impact of the aerial guideway as it passes in front of the old City Jail Building, LACTC would enhance the physical appearance of the area by dedicating open space on the surplus property acquired on the east side of Avenue 19.

Conclusion

The purpose of this comparative analysis has been twofold. First, it presents the engineering feasibility analysis conducted for the Pasadena Line Junction; and second, it explores possibilities for saving the Old Los Angeles City Jail Building, while minimizing the rail transit project's additional impacts on the environment.

Based on the findings of the comparative analysis, the "Behind the Jail" alternative has been removed from further consideration. Although this alternative alignment would preserve the Old City Jail from demolition, it would result in environmental impacts that include relocation of major overhead utility lines; construction of straddle bent structures and other complex forms within or near the Los Angeles River; disruption of views from the Los Angeles River and Elysian Park; and potential conflicts with an on-ramp for LADOT's proposed Alameda Bypass. In addition, this alignment would increase project costs by approximately $9 million.

With respect to the two other route alignments, the "Front of Jail" and "Through the Jail" alternatives both exhibit contrasting opportunities and constraints.

- The "Front of Jail" alignment would reduce project costs by approximately $1 million. It would also save the Old City Jail Building from demolition and improve the visual quality on the east side of Avenue 19. However, this alternative would displace various commercial and industrial businesses employing approximately 40 workers. Construction of its straddle bent structures would also impact circulation and parking on Avenue 19,

and its aerial configuration would conflict with an on-ramp to Alameda Bypass as the alignment crosses over the Arroyo Seco.

- As proposed in the Draft EIR, the "Through the Jail" alternative requires the demolition of the Old Los Angeles City Jail Building. The majority of the building is vacant, but some portions are occupied by the Bilingual Foundation for the Arts, the Los Angeles Youth Athletic Club, and the Lincoln Heights Community Youth Gang Services. The alignment, however, maximizes the potential for an at-grade alignment that would facilitate construction of the Alameda Bypass, and the mitigation measure regarding business relocation has been strengthened to allow coordination between the lead agency, the City of Los Angeles First Council District, and the existing tenants of the structure.

Although these two alignment alternatives have very different environmental impacts and engineering configurations, they both appear feasible for construction. In each case, project implementation would result in significant unavoidable adverse impact. As such, the lead agency carries forward a course of action on this issue as part of the Final EIR's certification, findings, and mitigation monitoring program.

8.4.2 Downtown Glendale-Brand Boulevard Project Route Alternatives

During the public review period, a number of comments were received from public agencies, groups and organizations, and interested private citizens regarding the proposed project's SPTC right-of-way route. In each case, the comments focused on the desire to see the proposed light rail line travel through the City of Glendale's Central Business District (**Figure 69**) before reconnecting to the SPTC right-of-way and continuing onto Burbank.

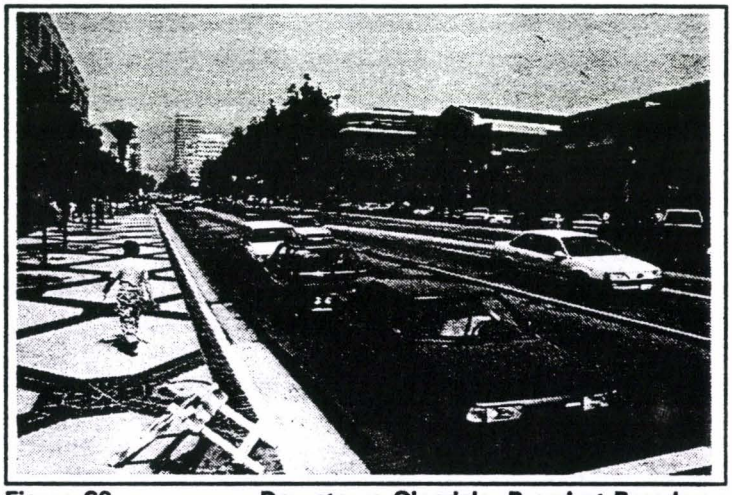


Figure 69 **Downtown Glendale, Brand at Broadway**

The additional environmental analysis conducted for the Downtown Glendale-Brand Boulevard Project Route Alternatives examines the potential for constructing the light rail line through the City's Central Business District. In addition to the route alternatives proposed in Chapter 6 of the Draft EIR, various other alignments were suggested during the public comment period. These alignments included the following route alternatives:

- Brand Boulevard to Glenoaks Boulevard: This alignment exhibits some merit and is studied in greater detail in this discussion.

- Brand Boulevard to Orange Street to Glenoaks Boulevard: This alignment has been removed from consideration due to the relatively narrow right-of-way and physical limitation of Orange Street.

- Brand Boulevard or Central Avenue to Broadway: A Central Avenue alignment would utilize a considerably narrower right-of-way than Brand Boulevard, thereby posing severe operational restraints to an at-grade LRT alignment. However, a Brand to Broadway alignment could potentially be feasible and is studied in greater detail in this discussion.

- Taylor Yard to Glendale Boulevard-Montrose R.O.W.: This alignment deviates from the proposed route south of Fletcher Drive and follows the former Union Pacific right-of-way. Although it partially serves the Central Business District, this route has been removed from further consideration because it bypasses the Glendale Transportation Center and misses the potential for a direct connection with Metrolink and Amtrak trains.

- Downtown Los Angeles to Echo Park to Glendale Boulevard: The alignment should be considered a separate project, not as an alternative to the proposed project. LACTC is initiating a separate study of the Glendale Boulevard corridor.

The additional environmental analysis for the Downtown Glendale-Brand Boulevard Project Route Alternatives provides a comparative analysis between the proposed project's alignment along the Southern Pacific Transportation Corridor R.O.W. (SPTC R.O.W.) and two alignments which would serve Glendale's Central Business District: 1) Brand Boulevard to Broadway to SPTC R.O.W., and 2) Brand Boulevard to Glenoaks Boulevard to SPTC R.O.W. As illustrated in **Table 40** and **Figures 70, 71, 73,** and **74,** the analysis compares the proposed project with the two route alternatives in terms of potential trip generators, operations, costs, and environmental impacts that occur in the segment between the Glendale Transportation Center and the Northwest Glendale Station.

Proposed Project Route Alternative: SPTC Right-of-Way

Route. As illustrated in **Figures 33** and **34,** the proposed rail transit alignment would travel within the 100-foot SPTC right-of-way, utilizing LACTC's 40-foot transportation easement. Extending from the Pasadena Line Junction to the Burbank-Glendale-Pasadena Airport, the 11.9-mile route runs parallel to San Fernando Road and borders both the Cities of Los Angeles and Glendale.

Potential Trip Generators. The right-of-way is generally adjacent to industrial areas, with a mix of single- and multi-family neighborhoods directly adjacent to these warehousing and manufacturing uses. The City of Glendale is currently studying the potential of establishing a redevelopment project area along the San Fernando Road corridor, extending from the Glendale Transportation Center to Grand Central Industrial Business Park, and comprised of a mix of industrial, commercial, business office park, and residential uses. In an effort to establish a transit-oriented environment along this corridor, the light rail transit project is viewed as a potential facilitator for revitalization and economic growth along San Fernando Road and in the Northwest Glendale region.

Operations. In this discussion, operations refer to the transit route's efficiency and speed to transport patrons. As illustrated in **Table 40,** the proposed SPTC transit route provides the most efficient service from the Burbank-Glendale-Pasadena Airport to the Glendale Transportation Center (13 minutes) and Downtown Los Angeles-Union Station (23 minutes). Service to the City's Central Business District can still be achieved via a local circulator system connection at the Glendale Transportation Center. Based on the existing schedule for the Glendale Beeline shuttle system, patrons could reach Downtown Glendale in 30 minutes from the Burbank Airport. This travel time could be significantly reduced with reduced headways and larger vehicle capacity.

Table 40
Comparative Analysis Between
Proposed Project and Project Route Alternatives

Category	Proposed Project: SPTC R.O.W.	Alternative Alignment #1: Brand-Broadway	Alternative Alignment #2: Brand-Glenoaks
ROUTE[1]			
Total Route Length	11.9 miles	12.7 miles	13.3 miles
Right-of-Way	Southern Pacific (SP) R.O.W.	Street and SP R.O.W.	Street and SP R.O.W.
No. of Stations	10: Refer to Figure 3.	11: Same as proposed project. Delete Broadway. Add stations at Brand-Chevy Chase and the Glendale Galleria.	13: Same as proposed project. Delete Broadway and Ventura Freeway. Add stations on Brand at Chevy Chase, Glendale Galleria, and Lexington, and on Glenoaks at Monterey and Concord.
Potential Trip Generators[2]	San Fernando Road Redevelopment Corridor; Southwest and South Glendale Residential Areas	Glendale Galleria; Central Business District; San Fernando Road Redevelopment Corridor; Southwest and Southeast Glendale Residential Areas.	Glendale Galleria; Central Business District; Southwest, Southeast, and Northwest Glendale Residential Areas.
OPERATIONS[1]			
Train Speed	• Maximum of 55 miles per hour (mph) • Average of 45-55 mph between Glendale Transportation Center and Ventura Freeway	• Maximum of 35 mph in street-running section (full signal preemption assumed) • Maximum of 35 mph, with average of 15 mph in street-running section (no signal preemption)	No signal preemption; operations would be similar to streetcar scenario on Long Beach-Los Angeles Blue Line. • Maximum of 35 mph, with average of 15 mph • Average of 11 mph between Glendale Galleria and Glenoaks (as in downtown Long Beach)
Travel Times from BGP Airport: to Downtown Glendale..... to Glendale Trans. Center..... to Union Station.....	 30 minutes (via Beeline Shuttle connection) 13 minutes 23 minutes	 12-17 minutes (depending upon signal preemption) 16-21 minutes (depending upon signal preemption) 26-31 minutes (depending upon signal preemption)	 21 minutes 28 minutes 39 minutes
Travel Times from Union Station: to Downtown Glendale..... to Burbank Airport.....	 27 minutes (via Beeline Shuttle connection) 23 minutes	 15-18 minutes (depending upon signal preemption) 26-31 minutes (depending upon signal preemption)	 18 minutes 39 minutes
COSTS[3]			
Cost Estimate (Taylor Yard to Glendale)	$260 million	$295 million	$330 million (all at-grade) $410 million (partial aerial or subway)
ENVIRONMENTAL IMPACT: Between Glendale Transportation Center and Northwest Glendale[2,4]			
Potential Impacts	Pedestrian Safety; Land Use Displacement; Traffic and Circulation; Natural Resources; Utility Relocation; Aesthetics	Pedestrian Safety; Land Use; Noise; Physical R.O.W. Limitations; Traffic and Circulation; Historic Resources; Aesthetics	Pedestrian Safety; Land Use Displacement; Noise; Physical R.O.W Limitations; Traffic and Circulation; Natural Resources; Historic Resources; Aesthetics
Potential Beneficial Effects	Land Use Compatibility; Enhanced Visual Quality; Potential to facilitate growth along planned San Fernando Road Redevelopment Study Area Corridor.	Compatible Regional and Commercial Uses; Direct service to Central Business District; Retains much of Brand Boulevard Streetscape	Compatible Regional and Commercial Uses; Direct service to Central Business District; Improved access for North Glendale residents

SOURCES: [1] Manuel Padron & Associates. [2] Gruen Associates. [3] LACTC-Rail Construction Corporation. [4] City of Glendale and LACTC, *Glendale Corridor Rail Transit Project Final Report.*

Project Costs. Based on estimates prepared by LACTC's Rail Construction Corporation Program Management Division, construction of the proposed rail transit alignment from Taylor Yard to Glendale would cost $260 million.

Environmental Impacts. Between the Glendale Transportation Center and the Northwest Glendale Station, the proposed project would result in significant environmental impacts in the categories of pedestrian safety, land use displacement, traffic and circulation, natural resources, utility relocation, and aesthetics.

- Pedestrian Safety: Because of the lack of an existing pedestrian environment along San Fernando Road, as well as the six at-grade track crossings in this segment of the alignment, the proposed transit route could result in conflicts between pedestrians, motorists, and train vehicles.

- Land Use Displacement: Construction of the Ventura Freeway Station would result in the displacement of 12 parcels (2.71 acres), 8 businesses, and an estimated 62 employees from the existing uses located on the southeast corner of Doran Street and San Fernando Road.

- Traffic and Circulation: Although the proposed project results in very few traffic and circulation-related impacts, the traffic analysis revealed that the intersection of San Fernando Road and Doran Street would require project mitigations such as street widening in order to accommodate a new left turn lane for the eastbound approach on Doran Street.

- Natural Resources and Aesthetics: Over 30 Ornamental and Bradford Pear trees currently located within the SPTC right-of-way would be displaced by the construction of the proposed light rail alignment. The removal of these species affects both the biological plant life and visual quality of the corridor.

- Utility Relocation: Construction of this segment of the proposed project would result in the relocation of the following utilities: SPTC Freight Rail and Commuter Rail Metrolink alignments; Western Union Telegraph underground lines; MCI, US Sprint, AT&T fiber optic cables; and Southern California Edison electrical lines.

Beneficial Effects. In order to determine a project's total consequence on the environment, an examination of its potential beneficial effects should also be considered. In the case of the proposed project, this segment of the route alternative is consistent with local area plans; enhances the visual quality an otherwise non-descript area; and serves to potentially facilitate the anticipated growth of the San Fernando Road Redevelopment Corridor.

Route Alternative #1: Brand-Broadway

Route. As illustrated in **Figures 70** and **71** (pages 244-245), the Brand-Broadway transit alignment would divert from the Southern Pacific right-of-way just south of the Old Glendale Rail Depot and continue at-grade along Cerritos Avenue to Brand Boulevard. The 12.7-mile alignment would turn north on Brand Boulevard and continue along the Old Pacific Electric Red Car route until it reaches Broadway. The alignment would then turn west on Broadway and reconnect to the Southern Pacific right-of-way. Two stations are planned along this route alternative at Chevy Chase and Brand and at the Glendale Galleria; the Broadway Station would be deleted under this alignment.

Potential Trip Generators. By utilizing a Brand Boulevard alignment, this alternative would provide improved transit access to the high density residential neighborhoods in South Glendale, as well as establish a direct connection to the Glendale Auto Mall, Glendale Galleria, and the southern portion of the Downtown Central Business District. In addition, a limited portion of the proposed San Fernando Road Redevelopment Corridor would also be served by this route alternative.

Operations. The Brand-Broadway route alignment would provide superior travel times into Downtown Glendale from the Burbank Airport if the alignment is operated as a signal-preempted system. Under such a system, service to Glendale's Downtown Area would be achieved in approximately 12 minutes. Without signal preemption, the same segment would be traveled in 17 minutes. With respect to travel times to the Glendale Transportation Center and Downtown Los Angeles-Union Station, the signal preempted Brand-Broadway route would have comparable running times to the SPTC right-of-way alignment. If Route Alternative #2 were to operate without signal preemption, travel to the Glendale Transportation Center and Downtown Los Angeles would result in a 60 to 75 percent increase in travel time.

Project Costs. Because the Brand-Broadway alignment would add another mile to the length of the line as well as an extra station (11 total vs. 10 for the proposed project), LACTC's Rail Construction Corporation Program Management Division estimates that this at-grade alignment would increase costs by $35 million dollars, bringing this segment's estimated project cost to $295 million.

Environmental Impacts. As outlined in the *Glendale Corridor LRT Alignment Alternatives Study*, the proposed route alternative would potentially result in impacts to pedestrian safety, land use, noise, traffic and circulation, historic structures, and aesthetics. The findings from this study, as well as from this additional environmental analysis, are summarized below:

- Pedestrian Safety: This route alternative travels through diverse areas in the City of Glendale. While South Brand is vehicle-oriented, the Glendale Galleria serves as a node that encourages pedestrian activity. As such, this route alternative could result in conflicts between pedestrians, motorists, and train vehicles.

- Land Use: In general, the Brand-Broadway alignment is compatible with its surrounding land uses. However, a few sensitive land uses can be found along Broadway that could be impacted by the presence of a rail alignment. The most prominent of these would be a private ambulance dispatch and four convalescent homes. The obstruction of access on Broadway would constitute an adverse impact and would require special treatment.

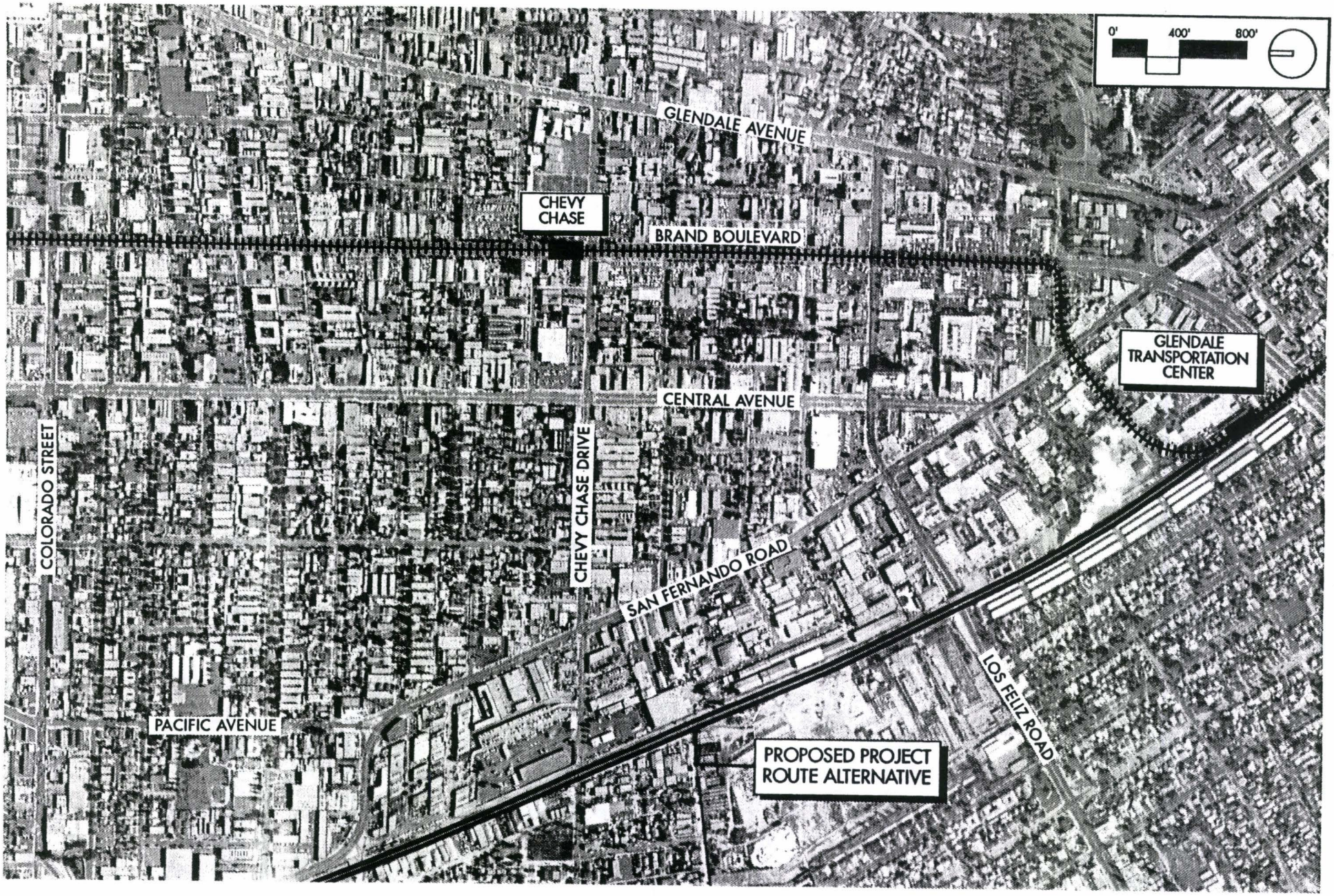
- Noise: The proposed route alternative passes by a number of sensitive receptors that include the Cerritos Elementary School and Roosevelt Junior High School. Along Broadway, there are also eleven adjacent residential structures, four convalescent homes, and a church.

- Traffic and Circulation: The proposed Brand-Broadway alignment would result in significant vehicular traffic impact within the City of Glendale because of its exclusive transit median within the center of city streets. Among the significant impacts would include:

  - The prohibition of mid-block left turns into driveways would significantly impact the Glendale Auto Mall District.
  - At station areas along Brand Boulevard, the parking lane would be reduced to a 7-foot width, and parallel parking would replace diagonal parking.
  - As an at-grade alignment, this route alternative would significantly impact the already high traffic volumes of the Central Business District, particularly near Colorado Street and Broadway.
  - The narrow right-of-way along Broadway would result in one 12-foot and one 11-foot traffic lane on each side of the route alignment.
  - Parking lanes cannot be provided on Broadway.
  - Left-turn lanes cannot be provided at cross streets on Broadway.

- Aesthetics: The implementation of a light rail system along this route alternative would constitute a significant addition to the visual setting near the Central Business District. Construction between Colorado Street and Broadway would require the removal of the Brand Boulevard streetscape, resulting in the displacement of significantly mature Sycamore, Jacaranda and Carrotwood trees. In addition, the presence of overhead catenary wires could be considered a disruption to the existing visual form of Brand.

- Historic Resources: Significant historic sites that could be affected by the Brand-Broadway alignment are the Masonic Temple located at the intersection of Colorado Street and Brand, and the Security Pacific Bank Building at the intersection of Broadway and Brand. Both are designated local landmarks of the City of Glendale.



SOURCE: I.K. Curtis, Inc., December 1989.

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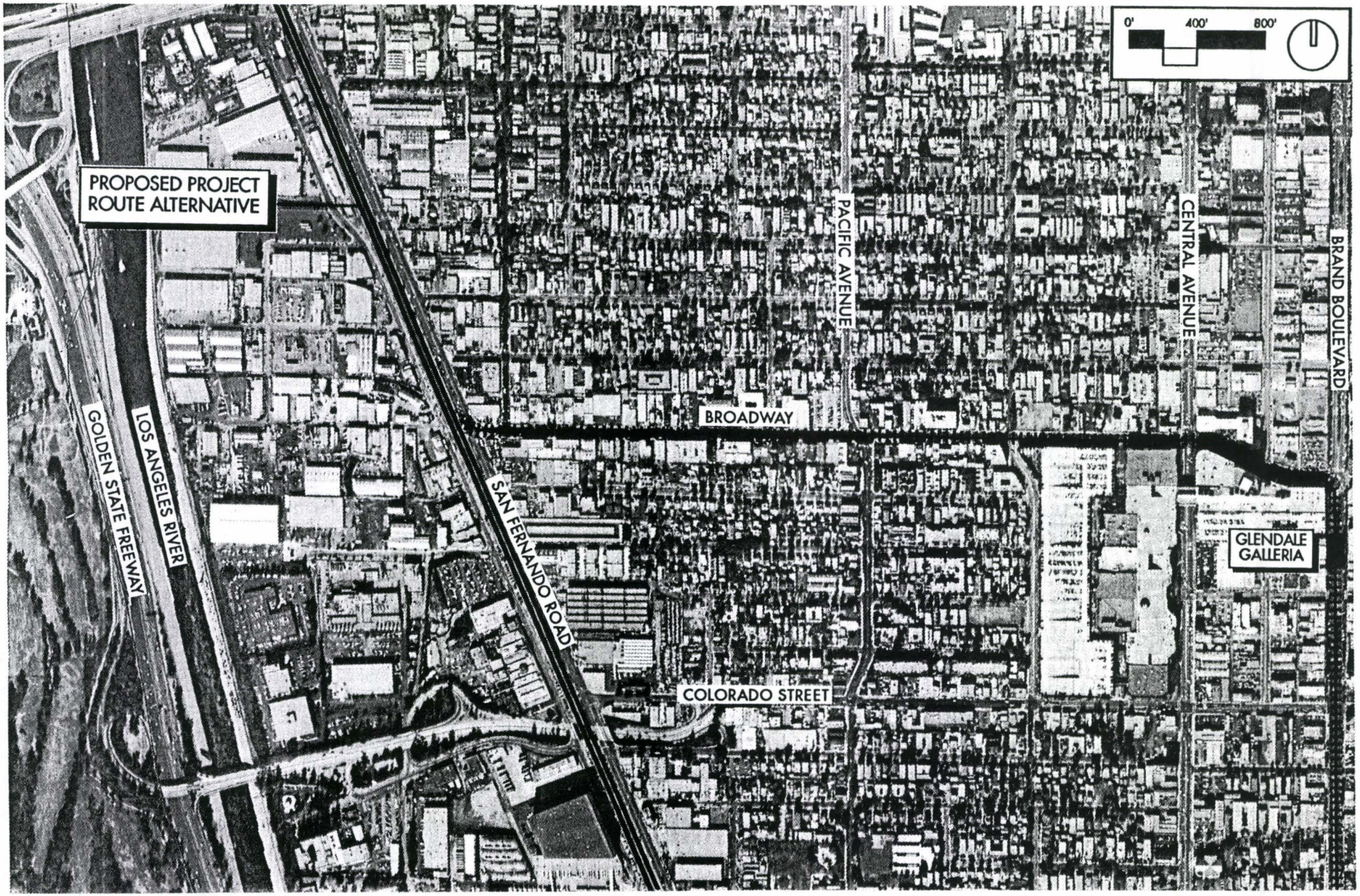
FIGURE 70

SEGMENT 1: South Brand
Alternative Alignments #1 and #2



SOURCE: I.K. Curtis, Inc., December 1989.

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FIGURE 71

SEGMENT 2: Brand-Broadway
Alternative Alignment #1

As illustrated in **Figure 72,** the proposed route alternative would also be physically limited by the existing development and the reconfigured "S"-like configuration of Broadway between Central Avenue and Brand Boulevard. Placement of an at-grade light rail alignment in this street section could compromise access into the Main Glendale Galleria parking structure. In addition to these constraints, the remainder of the route on Broadway, east of Central, is relatively narrow.

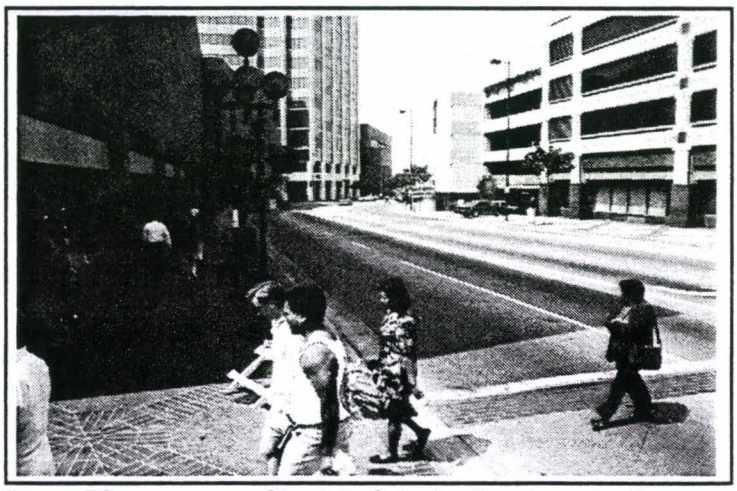


Figure 72 **Glendale Galleria: Broadway looking east**

Beneficial Effects. Although this route alternative would create impacts to the environment, it would also provide beneficial effects. The Brand-Broadway alignment would support compatible regional and commercial uses such as the Glendale Galleria and Central Business District; establish a direct regional transit connection into Downtown Glendale; and retain much of the character of Downtown Glendale by diverting the alignment back to the Southern Pacific right-of-way at the Glendale Galleria.

Route Alternative #2: Brand-Glenoaks

Route. As illustrated in **Figures 70, 73** (page 248), and **74** (page 249), the 13.3-mile Brand-Glenoaks transit alignment would also divert from the Southern Pacific right-of-way just south of the Old Glendale Rail Depot and continue at-grade along Cerritos Avenue, then turn north on Brand Boulevard. The alignment would continue through the Central Business District until reaching Glenoaks Boulevard. The line would then head west utilizing the median of the street as the LRT right-of-way. Upon reaching Pelanconi Park, the alignment would turn southwest on Cleveland Avenue and reconnect to the Southern Pacific right-of-way. Five stations not proposed as part of the SPTC right-of-way alignment are planned along this route alternative at: 1) Chevy Chase and Brand, 2) the Glendale Galleria, 3) Lexington and Brand, 4) Monterey and Brand, and 5) Concord and Glenoaks.

Potential Trip Generators. A Downtown Glendale alignment would provide improved transit access to the high density residential neighborhoods in South Glendale, but also increase regional mobility for residential neighborhoods in the North Glendale . In addition, the alignment would establish a direct connection to major destination centers such as the Glendale Galleria and Downtown Central Business District office towers.

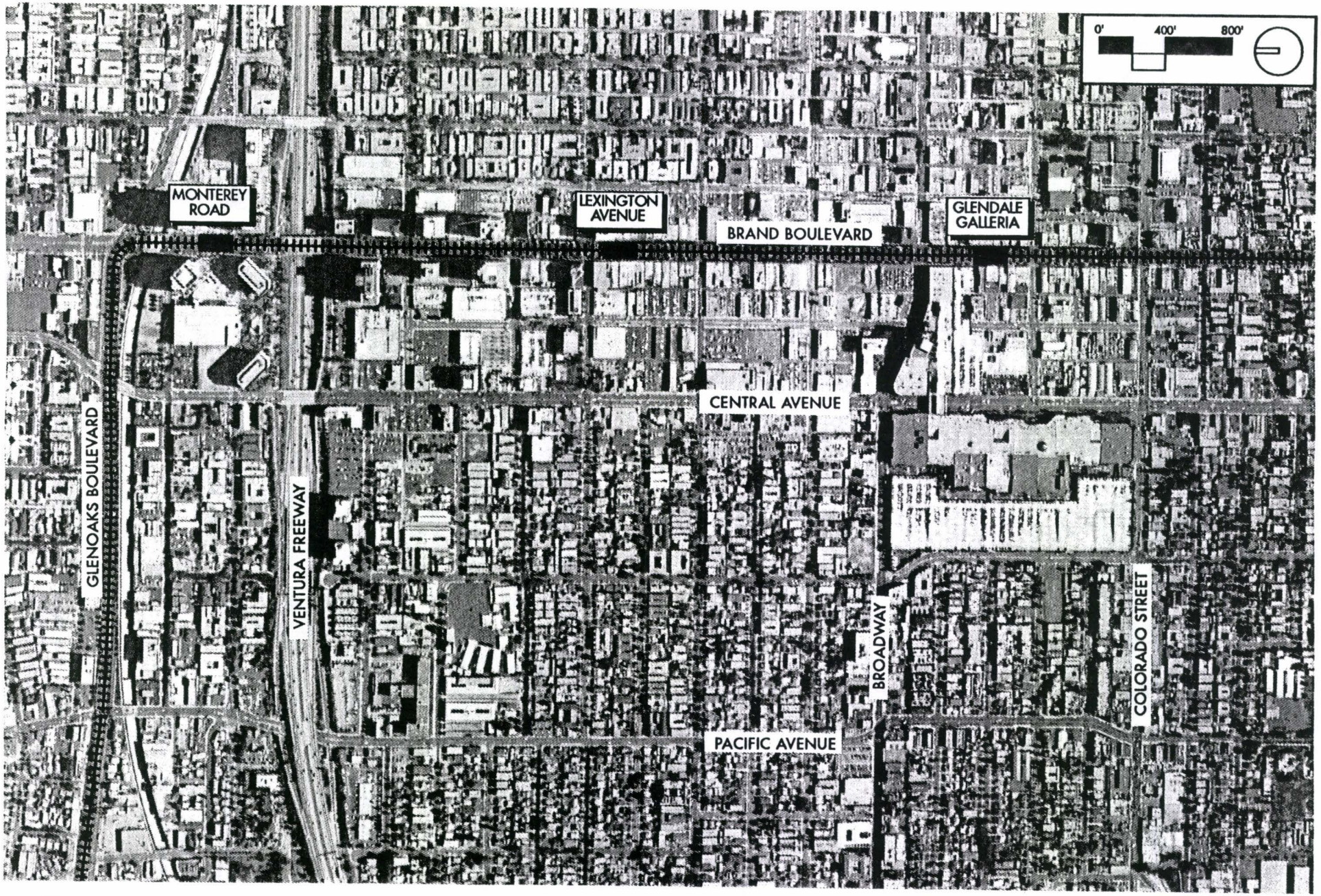
Operations. By utilizing a Brand Boulevard alignment through the entire central business district, operations for this route alternative would function similarly to streetcar-style sections of the Los Angeles to Long Beach Blue Line. As is the case along Washington Boulevard and in Downtown Long Beach, the LRT would operate without signal preemption and run at an average speed of 11 mph, with a maximum of 35 mph. As a result, travel times for the Brand-Glenoaks alignment would significantly increase from the Burbank Airport to the Glendale Transportation Center (28 minutes vs. 13 minutes for the proposed project) and to Downtown Los Angeles (39 vs. 23). In addition, travel time on the Brand-Glenoaks alignment would result in a time savings of less than 10 minutes when contrasted against the proposed rail transit route's local circulator transfer system connection to Downtown Glendale.

Project Costs. The Brand-Glenoaks alternative would increase project costs by an estimated $70 million for a completely at-grade system and by approximately $150 million if portions of the alignment were to be built as a subway or aerial structure in order to minimize significant traffic impacts and increase train speed. The added costs associated with this alignment largely stem from the additional 1.4 miles of track, 5 station platforms, and operational costs. In total, the Brand-Glenoaks route alternative would cost between $330-$410 million to construct. It should be noted, however, that the at-grade estimate does not include the cost of purchasing right-of-way on Glenoaks Boulevard between Pacific Avenue and Brand Boulevard, where the old Pacific Electric right-of-way no longer exists.

Environmental Impacts. The *Glendale Corridor LRT Alignment Alternatives Study* outlines potential environmental impacts associated with the Brand-Glenoaks alignment. These impacts are related to pedestrian safety, noise, land use displacements, traffic and circulation, natural resources, historic structures, and aesthetics. The findings from this study, as well as from this additional environmental analysis, are summarized below:

- Pedestrian Safety: Like the Brand-Broadway alignment, this route alternative travels through diverse areas in the City of Glendale. Because the alignment would traverse through areas that generate both high levels of pedestrian activity and vehicular movement, the Brand-Glenoaks alignment could result in conflicts between pedestrians, motorists, and train vehicles.

- Noise: This route alternative would significantly impact several sensitive receptors located adjacent to the alignment, particularly the residential neighborhoods located along Glenoaks Boulevard. These sensitive receptors include Cerritos Elementary School, Roosevelt Junior High School, two churches, over 100 residential buildings, and Pelanconi Park.



SOURCE: I.K. Curtis, Inc., December 1989.

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FIGURE 73

SEGMENT 3: Brand-Glenoaks
Alternative Alignment #2

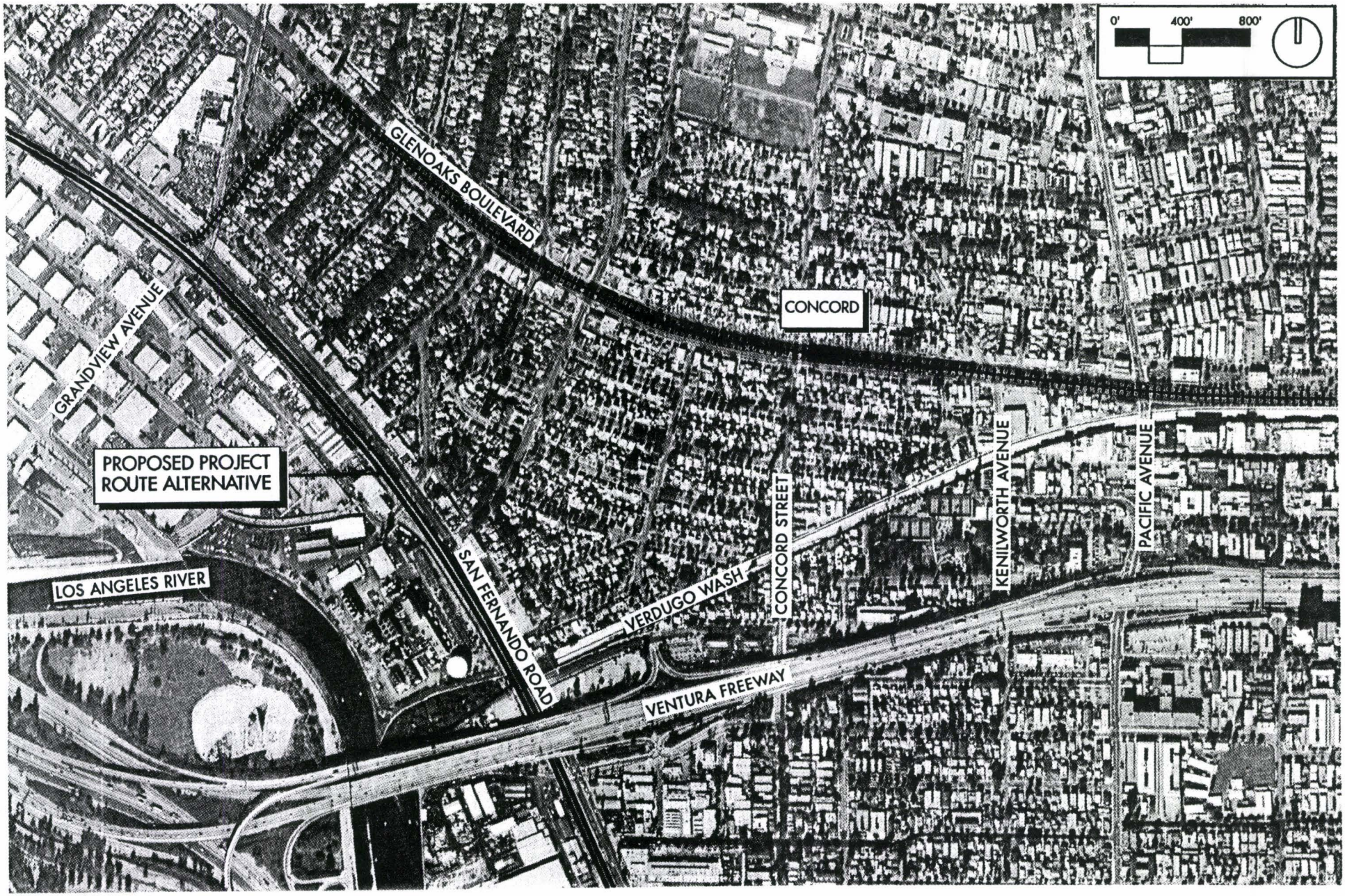

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FIGURE 74

SEGMENT 4: Brand-Glenoaks
Alternative Alignment #2

- Land Use Displacements: As it passes through Downtown Glendale, this alignment would be generally compatible with the area's regional and commercial uses. However, as the alignment proceeds west on Glenoaks (**Figure 75**), it enters an area that is almost entirely residential, and therefore less compatible with a rail alignment. In addition, the at-grade version of the rail alignment would require additional right-of-way between Brand and Pacific Avenue since the Old Pacific Electric Red Car right-of-way no longer exists.

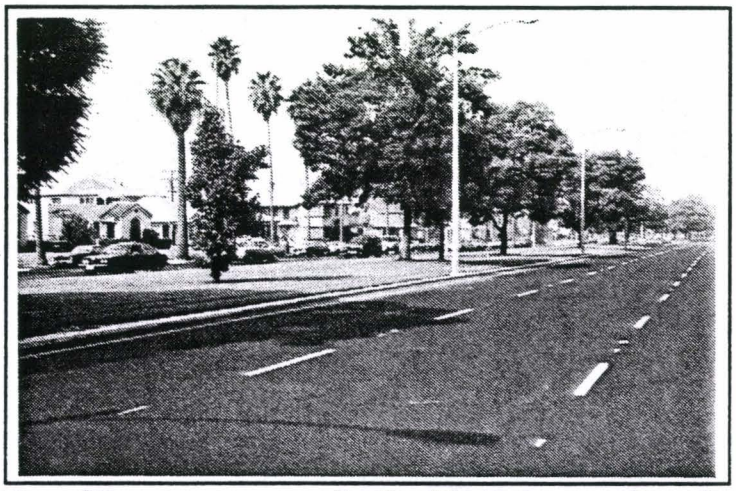


Figure 75 **Residential structures on Glenoaks**

- Traffic and Circulation: The proposed Brand-Glenoaks alignment would result in significant vehicular traffic impact along Brand Boulevard. However, impacts along Glenoaks would be reduced since the alignment would travel through the existing roadway median. Among the significant impacts would include:

  - Prohibition of mid-block left turns into driveways would significantly impact the Glendale Auto Mall District.
  - At station areas along Brand Boulevard, the parking lane would be reduced to a 7-foot width, and parallel parking would replace diagonal parking.
  - As an at-grade alignment, this route alternative would significantly impact the already high traffic volumes of the Central Business District, particularly near Colorado Street and Broadway.
  - Glenoaks, between Central and Pacific Avenues: The street needs to be modified to accommodate two traffic lanes in each direction.
  - Left turns on Glenoaks across the LRT track would need to be restricted or eliminated.

- Historic Resources: The Brand-Glenoaks alignment passes through the older commercial district in Glendale where several sites have been designated by the City of Glendale as local landmarks. These include the Masonic Temple (Colorado and Brand), Security Bank Building (Broadway and Brand), Egyptian Village Cafe (Wilson and Brand), and the Alex Theatre (California and Brand).

- Natural Resources and Aesthetics: The presence of a landscaped median and wider pedestrian areas created during redevelopment give Downtown Glendale a definition and identity that could be significantly altered by the imposition of a light rail line. In

addition, while the median of Glenoaks Boulevard affords ample right-of-way to construct an LRT line, it is also heavily landscaped with mature trees. Development of this alternative would result not only in the physical alteration of the Glenoaks portion of the alignment, but would also displace significantly mature street trees that include Sycamores, Jacarandas, Carrotwoods, and Liquidambars.

- As indicated in the land use section of this discussion, the Brand-Glenoaks alignment would be physically constrained by the lack of available right-of-way on Glenoaks Boulevard between Brand and Central Avenue. This is a result of the abandonment and reuse of the Pacific Electric Red Car right-of-way for street improvements.

Beneficial Effects. Although the Brand-Glenoaks alignment would result in the most significant impacts to the environment, it still provides beneficial effects in the form of compatibility with regional and commercial uses in Downtown Glendale; providing a direct regional transit connection into the City's Central Business District; and improving the potential for regional mobility for residents in the North Glendale area.

Conclusions

The comparative analysis between the proposed Southern Pacific right-of-way alignment and the Brand Boulevard route alternatives reveals that each of the three alignments studied have very distinct opportunities and constraints. However, the proposed project, despite its shortcomings with respect to providing direct service to Downtown Glendale and other potential trip generators, would create fewer significant impacts than either Route Alternative #1 or #2. As detailed in the *Glendale Corridor LRT Alignment Alternatives Study*, *Burbank-Glendale-Los Angeles Rail Transit Project Draft EIR*, and in this additional environmental analysis, the Brand-Broadway and Brand-Glenoaks alignments would have significant traffic, noise, and visual quality impacts on the environment. The construction of either alternative alignment would dramatically change the character of their surrounding areas. The placement of the alignment in the median of Brand Boulevard would change the identity of the Central Business District. Location of the alignment along Brand or Broadway would also impact adjacent residential and community service buildings. In selecting the Southern Pacific right-of-way alignment, the transit route could serve as the principal facilitator of the growth planned for by the City of Glendale along the San Fernando Road corridor and Northwest Glendale area, while still serving Downtown Glendale via a local circulator system connection at its Ventura Freeway, Broadway, or Glendale Transportation Center stations.

In addition to these considerations, the proposed at-grade route alternatives would also cause a $35-$70 million increase in project costs, and add an extra 8 to 13 minutes in travel time, assuming operations similar to the Blue Line. These issues are most extreme with the Brand-Glenoaks alternative; additionally, the at-grade Brand-Glenoaks alignment would cause major displacement where the old Pacific Electric Red Car right-of-way has been lost. With respect to the Brand-Broadway alternative, the increased run time could be mitigated through the use

of signal preemption; this would, however, exacerbate already heavy traffic congestion in the Central Business District, particular in the area near the Glendale Galleria.

Nevertheless, it should be noted that the proposed Southern Pacific right-of-way alignment does not preclude the potential for a future direct service connection into Downtown Glendale. Based on LACTC's *Glendale Corridor Rail Transit Project Final Report*, a loop connector serving the entire Brand Boulevard corridor would cost $3 million for a shuttle bus alternative, and up to $70 million for a fixed-route trolley. In addition, the proposed layout for the Glendale Transportation Center station (**Figure 13**) has been designed to allow for the possibility of a future LRT branch line into the City's Central Business District.

The proposed SPTC right-of-way route alternative for the Burbank-Glendale-Los Angeles Rail Transit Project, combined with a local circulator system, would provide a high level of access to Downtown Glendale, while simultaneously providing a high-quality regional connection for through trips. Implementation of the proposed project alternative would also be in keeping with the adopted position of the City of Glendale, which calls for development of a local circulator system linking to the regional trunk system.

8.4.3 Taylor Yard Cumulative Impact Analysis and Development

During the public review process, a number of comments were received regarding the Burbank-Glendale-Los Angeles Rail Transit Project's context in relation to other projects in Taylor Yard. Comments questioning its interrelationship with plans for the Los Angeles River and build out of Southern Pacific land. The following analysis summarizes the planned developments within Taylor Yard, describes the efforts of coordinating land use, design, and transportation issues in LACTC's Taylor Yard Transit Development Study, and concludes with a recommended course of action for the proposed rail transit route's design and construction in Taylor Yard.

Planned Developments Within Taylor Yard

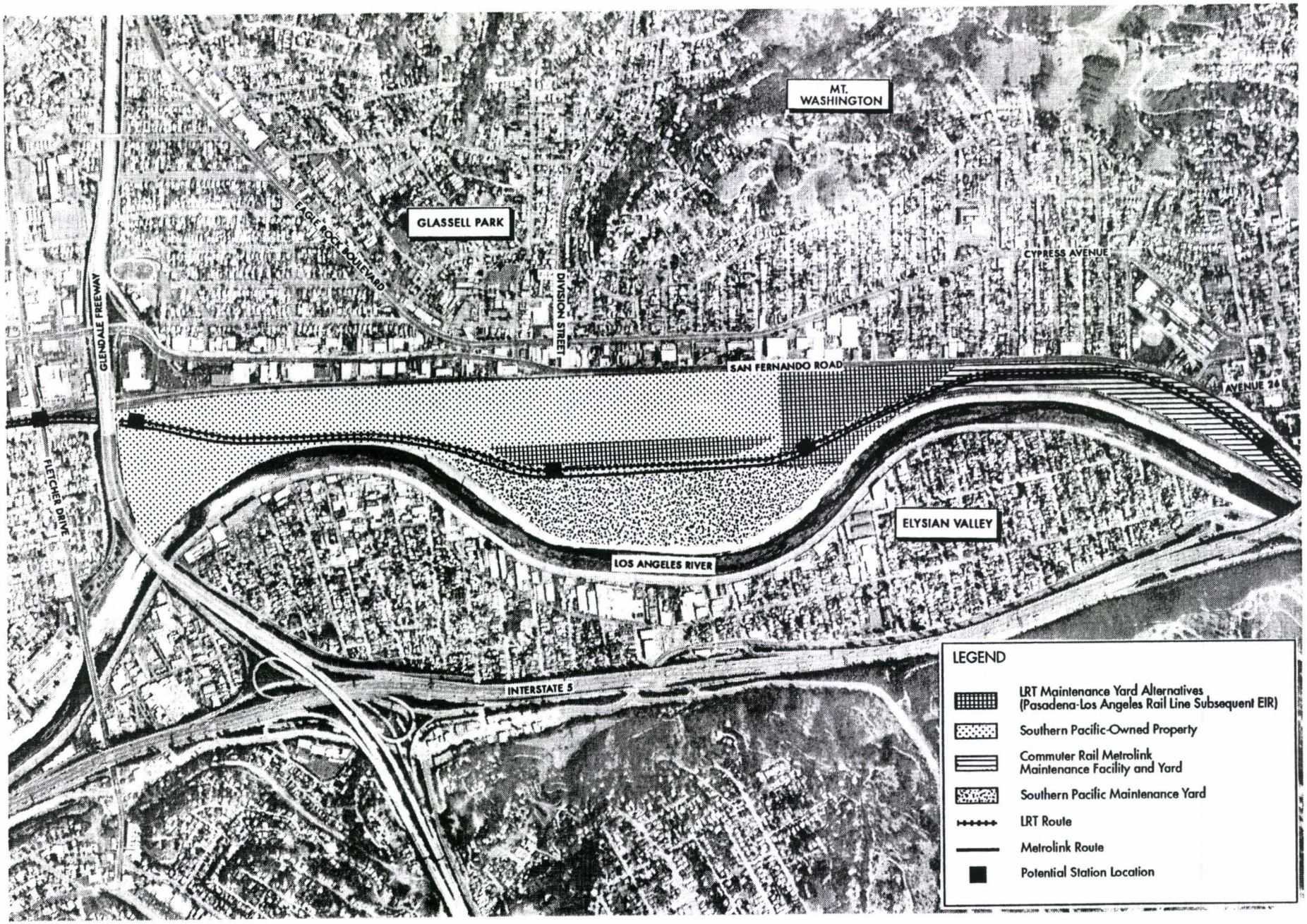
As illustrated in **Figure 76**, the 174 acres of Taylor Yard are comprised largely of vacant land owned in part by both the Southern Pacific Transportation Company and LACTC. During the Spring and Summer of 1992, the Southern California Regional Rail Authority (Metrolink) began construction of a Maintenance and Facility Yard located in the southern section of Taylor Yard, opposite of Lawry's California Center and Seymour Cypress Park. The facility has been constructed in anticipation of the commencement of Commuter Rail Metrolink service in October 1992. In addition to Metrolink and the proposed rail transit project, the following represents some of the known development plans that were discovered during the public review process:

- The County of Los Angeles Public Works Department, under a grant from the State's Department of Resources, is currently conducting a multi-use study, under the Urban Stream Restoration and Flood Control Act, to investigate Taylor Yard's potential for flood control, habitat creation and enhancement, recreation, groundwater recharge, transportation, and water quality improvements.

- The Los Angeles Chapter of the AIA will conduct two public workshops during Fall 1992. The workshops will function similarly to design charattes. The series will attempt to clearly define potential alternative land use and design guidelines, identify practical and feasible solutions, and recommend implementation strategies.

- The Los Angeles City Council has instructed the Community Redevelopment Agency (CRA) to prepare an initial redevelopment study for the area bounded by the Glendale Freeway to the north, Figueroa Street to the south, Cypress Avenue to the east, and the Los Angeles River to the west. The purpose of the study is to determine opportunities and constraints for revitalization of the area, particularly within Taylor Yard.

- By late October, LACTC intends to begin preparing a Taylor Yard Transit Development Study. The study will monitor the work conducted during the AIA Design Workshops, and use it as a springboard for preparing economic, urban design, and environmental alternative use strategies. The following discussion describes the goals and objectives of this study in more detail.



SOURCE: Pacific Aerographics, February, 1990.

GRAPHICS BY GRUEN ASSOCIATES

METRO

BURBANK • GLENDALE • LOS ANGELES
RAIL TRANSIT PROJECT EIR

LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 76

Taylor Yard
Development Context

Taylor Yard Transit Development Study

Since the early 1900s, Taylor Yard has served as a rail storage, maintenance, and repair facility for freight train service. Since that time, various activities associated with the operations, maintenance, repair, and storage of railcars have occurred within the yard. However, within the last ten years, Taylor Yard has experienced significantly reduced levels of activity, with only the maintenance structures located on the western portion of the site receiving much use. More recently, Southern Pacific has sought ways to develop Taylor Yard with uses other than rail operations. Consequently, various proposals to develop the now vacant portions of the yard have been initiated, and community interest has sparked the open planning process sponsored by the City of Los Angeles First Council District, with participation from Southern Pacific, the City of Los Angeles, LACTC, CRA, and the AIA.

The objective of the Taylor Yard Transit Development Study will be to develop a community-based vision for the reuse and revitalization of the yard. The study will identify and analyze alternative use strategies (low, medium, and high intensity) for Taylor Yard in coordination with other planning and design studies being conducted. The planning area will encompass the entire 174-acre site and analysis will also recognize the area's unique social and physical context, particularly the adjacent communities of Glassell Park, Cypress Park, Mount Washington, Elysian Valley, and Elysian Park. The study will take into consideration the social, economical, and political climate of the area, and assume that the following facilities will be present:

- The Burbank-Glendale-Los Angeles Rail Transit Project rail alignment.
- Two or three LRT station areas serving the Taylor Yard area.
- An additional set of rail tracks that would support freight service, Amtrak, and Commuter Rail Metrolink.
- Commuter Rail storage, maintenance, and repair facility.

According to LACTC, the study will commence in late October 1992 and be completed by the end of February 1993.

Course of Action

The comments that addressed the need for greater coordination between the various plans being prepared for Taylor Yard are well-founded. An alignment through Taylor Yard clearly benefits the transit-dependent communities that surround the 174-acre site. However, in order for the alignment and its stations to best suit the needs of the area, the determination of the alignment's location should be refined and designed within the larger context of land use, open space, and infrastructure considerations.

Therefore, it is recommended that the following course of action be taken. The Final Burbank-Glendale-Los Angeles Rail Transit Project EIR will clear an alignment that travels within the existing LACTC transportation easement, and the proposed alternative stations sites at the Glendale Freeway-Fletcher Drive, Division Street-Arvia Street, and Avenue 19 Stations will also be cleared at their designated locations. However, should the findings from the Taylor Yard Transit Development Study recommend alternative alignments and/or station locations work better with the Taylor Yard development context, these recommendations will supersede the proposed alignment and proposed station sites cleared as part of this Environmental Impact Report. The recommended alternatives must also undergo the CEQA review process, and a Supplemental EIR will need to be prepared for this segment of the route.

8.4.4 Miscellaneous Response to Comments

In addition to those subjects that address the content of the Draft EIR, a number of comments required responses since they bring up questions that challenge the validity and/or feasibility of the proposed rail transit project. These comments focused on three subjects: the public review process, 2) the LACTC-Southern Pacific Shared Use Agreement for the SPTC right-of-way, and 3) the potential conflict in Duplicative Service between LRT and Metrolink.

Public Review Process

Comment. Various organizations and private citizens raised concerns regarding the public review comment. Many of these commentors asserted that the process does not afford enough review time, relies too heavily on workshops, develops no community awareness, and does not explain to the public that they must comment on the content of the EIR in order to receive a response.

Response. Chapter 8 has been added to the document, in order to describe the public review process for this project. As requested, an appendix has also been added which includes all written and oral comments received, including those not directly related to this EIR. The public hearing transcripts are also shown, and include instructions provided at the start of each hearing, to the effect that comments should focus on the contents of the Draft EIR. Every attempt was made to respond to comments not related to the EIR, although, where noted, these issues must await completion of other studies.

In terms of the process for responding to comments, CEQA requires a good-faith, reasoned analysis in order for responses to be considered adequate. The internal process used to develop the responses does not determine adequacy; it is the content of the comments which must demonstrate a good-faith, reasoned analysis. CEQA does not require discussion of environmental enhancement measures, but only requires mitigation measures for each significant adverse effect of the proposed project.

LACTC-Southern Pacific Shared Use Agreement

Comment. Public agencies and private citizens wanted clarification on the details of LACTC's Shared Use Agreement with Southern Pacific. Without knowledge of the contents of the agreement, it brings up questions of whether construction of this alignment within the SPTC right-of-way is feasible.

Response. The Southern Pacific right-of-way is currently double-tracked from Taylor yard to Buena Vista, and single-tracked from Buena Vista north. Within the double tracked-section, it is possible to implement the proposed project on the 40-foot LACTC right-of-way, while preserving the existing facility. Between Buena Vista and Hollywood Way, there will still be room for Metrolink to construct a second track on the SP property, but not on the LACTC

property. Since the SP agreement calls for the second track to be constructed on the LACTC property starting in 2006, it might be necessary at that time for the Commission and SP to modify their Shared Use Agreement as it applies to this 1.3 mile segment. However, the Commission is currently negotiating to purchase the entire 100-foot right-of-way, in which case the existing Shared Use Agreement will have no effect.

Duplicative Service

Comment. Five years ago, the question arose over the use of Proposition A funds for commuter rial lines that roughly parallel identified Measure A urban rail corridors. The policy established at the time was that funds could be used for commuter rail if urban rail improvement would not take place within ten years after the inception of commuter service. In this case, the LRT corridor would follow exactly the same corridor as Metrolink service.

Response. Under Proposition A, 35% of the funds are earmarked towards construction of a rail transit system along specified corridors. The Commission later approved expenditure of these funds for commuter rail in Proposition A corridors where urban rail improvements were not planned to occur within ten years. However, this policy was not intended to restrict future Commission actions should additional funding become available. At the time of the approval of the Metrolink system, there were insufficient Proposition A funds to construct the Burbank/Glendale/Los Angeles line within the next ten years. The approval of Proposition C has made it possible to construct a number of urban rail lines sooner than previously anticipated.

APPENDICES

BURBANK•GLENDALE•LOS ANGELES
RAIL TRANSIT PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT

APPENDIX I:
INITIAL STUDY AND NOTICE OF PREPARATION

The initial study and Notice of Preparation for the Burbank-Glendale-Los Angeles Rail Transit Project Environmental Impact Report was sent to the State Clearinghouse on 26 September 1991. The State Clearinghouse assigned the project SCH Number 91101017. The review period for the project began in early October 1991 and continued through December 1991.

The contents of the Initial Study and Notice of Preparation appeared in the proposed project's Draft EIR, and are hereby incorporated into this document by reference.

APPENDIX II:
RESPONSES TO THE NOTICE OF PREPARATION

The following list of government agencies, officials, and citizens have voiced their concerns and comments regarding the Burbank-Glendale-Los Angeles Rail Transit Project EIR. These correspondents have been arranged in chronological order below. The contents of their responses appeared in the proposed project's Draft EIR, and are hereby incorporated into this document by reference.

List of Written Respondents to Initial Study and Notice of Preparation

#	Agency	Date
1	Burbank-Glendale-Pasadena Airport	October 1, 1991
2	Shell Pipeline Corporation	October 9, 1991
3	City of La Cañada Flintridge	October 15, 1991
4	Los Angeles Unified School District	October 16, 1991
5	City of Burbank Fire Department	October 21, 1991
6	City of Burbank Public Service Department	October 22, 1991
7	City of Burbank Community Development Department	October 23, 1991
8	City of Los Angeles Council District #1	October 25, 1991
9	California Regional Water Quality Control Board	October 25, 1991
10	Los Angeles Police Department	October 28, 1991
11	Southern California Rapid Transit District	October 29, 1991
12	City of Burbank Public Works Field Services Division	October 31, 1991
13	County of Los Angeles Department of Health Services	November 1, 1991
14	City of Burbank, Supervising Civil Engineer	November 4, 1991
15	South Coast Air Quality Management District	November 5, 1991
16	City of Los Angeles Department of Water and Power	November 7, 1991
17	City of Los Angeles Department of City Planning	November 8, 1991
18	State of California Department of Conservation	November 13, 1991
19	Metropolitan Water District of Southern California	November 13, 1991
20	City of Los Angeles Fire Department	November 20, 1991
21	County of Los Angeles Department of Public Works	November 21, 1991
22	City of Glendale Fire Prevention Bureau	December 17, 1991
23	City of Glendale Planning Division	December 17, 1991
24	City of Glendale Police Department	December 26, 1991

APPENDIX III:
RESPONSES TO DRAFT EIR

The following list of government agencies, groups and organizations, and private citizens have voiced their concerns, comments, and suggestions regarding the Draft Environmental Impact Report for the Burbank-Glendale-Los Angeles Rail Transit. The letters from these correspondents have been arranged in chronological order below. In addition, the salient information from each of these letters have been summarized in Section 8.3 of this report.

List of Written Respondents to the Burbank-Glendale-Los Angeles Rail Transit Project EIR

#	Responders to Draft EIR	Date
Public Agencies		
1	City of Burbank Public Works Department	July 8, 1992
2	Southern California Regional Rail Authority- METROLINK	July 9, 1992
3	City of Glendale Public Service Department	July 10, 1992
4	City of Burbank Community Development Department	July 14, 1992
5	City of Burbank Public Service Department	July 23, 1992
6	City of Burbank Park and Recreation Department	July 24, 1992
7	City of Los Angeles Department of Recreation and Parks	July 28, 1992
8	South Coast Air Quality Management District	July 31, 1992
9	US Department of Transportation Federal Railroad Administration	July 31, 1992
10	City of Los Angeles Fire Department	August 3, 1992
11	City of Burbank Fire Department	August 5, 1992
12	Los Angeles Unified School District	August 7, 1992
13	City of Los Angeles Fifth Council District: Zev Yaroslavsky	August 10, 1992
14	Governor's Office of Planning and Research	August 10, 1992
15	Los Angeles Department of Transportation (LADOT)	August 10, 1992
16	Southern California Rapid Transit District	August 10, 1992
17	State of California Department of Transportation (Caltrans)	August 10, 1992
18	County of Los Angeles Department of Public Works	August 11, 1992
19	Burbank-Glendale-Pasadena Airport Authority	August 13, 1992
20	Southern California Association of Governments	August 13, 1992
21	City of Los Angeles First Council District: Mike Hernandez	August 14, 1992
22	State of California Public Utilities Commission	August 14, 1992
23	City of Glendale Fire Department	August 17, 1992
24	City of Glendale- Office of the Mayor	August 28, 1992

List of Written Respondents to the Burbank-Glendale-Los Angeles Rail Transit Project EIR		
#	Responders to Draft EIR	Date
Groups/Organizations		
1	Elysian Valley Property Owners, Renters, and Businessmen's Association	July 15, 1992
2	Mount Washington Association	July 22, 1992
3	US Sprint	July 22, 1992
4	CAP: Coalition Against the Pipeline	July 26, 1992
5	Elysian Valley Property Owners, Renters, and Businessman's Association	July 26, 1992
6	Burbank Chamber of Commerce	August 4, 1992
7	Copy Central	August 4, 1992
8	Friends of the Los Angeles River	August 5, 1992
9	Beitler Commercial Realty Services	August 6, 1992
10	Giddens Electrical Contractors and Engineers	August 6, 1992
11	SYDS Electric Company Contractors and Engineers	August 6, 1992
12	Los Angeles Conservancy	August 12, 1992
13	Pacific Bell	August 13, 1992
14	Warner Bros.	August 13, 1992
15	Southern California Edison Company	August 14, 1992
16	Ryan Herco Products Corporation	August 17, 1992
17	CIGNA	September 1, 1992

List of Written Respondents to the Burbank-Glendale-Los Angeles Rail Transit Project EIR		
#	Responders to Draft EIR	Date
Private Citizens		
1	A. Moreno, I. Chavez, G. Moreno, G. Rodriguez	July 1992
2	Christopher Carroll	July 1992
3	Luc Benoit	July 1992
4	Pat Moser	July 1992
5	Ron Fechter	July 3, 1992
6	Kevin Devilin	July 14, 1992
7	Darrell Clarke	July 15, 1992
8	J.C. Licon	July 23, 1992
9	T.A. Nelson, Consultant Engineer	July 23, 1992
10	P. Reynoso	July 23, 1992
11	John Heller	July 28, 1992
12	Alan Fishel	July 29, 1992
13	Mike Hoblinski	July 31, 1992
14	Alan D. Havens	August 5, 1992
15	James W. Norton	August 6, 1992
16	Pamela Corradi	August 7, 1992

The following list of government agencies, groups and organizations, and private citizens have voiced their concerns, comments, and suggestions regarding the Draft Environmental Impact Report for the Burbank-Glendale-Los Angeles Rail Transit during the project's Public Hearing and Workshop review process. The comments from these speakers have been arranged in speaking order. In addition, the salient information from each of these letters have been summarized in Section 8.3 of this report.

Speakers during the Burbank-Glendale-Los Angeles Rail Transit Project's Public Hearings and Workshops

#	Speaker	Representing
City of Glendale Public Hearing and Workshop: Wednesday, 15 July 1992.		
1	Pat Moser	Southern California Transit Advocates
2	Alan Fishel	Private Citizen
3	Darrell Clarke	Private Citizen
4	Charles P. Hobbs	Southern California Transit Advocates
City of Burbank Public Hearing and Workshop: Thursday, 23 July 1992.		
5	Robert Richmond	Southern California Transit Advocates
6	Pat Moser	Southern California Transit Advocates
7	Ted McConkey	Burbank Rancho Homeowners
8	Michael Dickerson	Private Citizen
9	Ted Damon	Private Citizen
10	Alan Fishel	Private Citizen
City of Los Angeles Public Hearing and Workshop: Tuesday, 28 July 1992.		
11	Sallie W. Neubauer	Citizen Committee to Save Elysian Park
12	John Hisserich	Northeast Los Angeles Community Advisory Committee
13	Pat Moser	Southern California Transit Advocates
14	Bob Jamieson	Mount Washington Association
15	Alan Fishel	Private Citizen
16	Bill Hunter	Southern California Transit Advocates
17	Bryan Allen	Private Citizen
18	John Heller	Private Citizen
19	Elena Honquria	Private Citizen

CITY OF BURBANK
275 EAST OLIVE AVENUE, P.O.BOX 6459, BURBANK, CALIFORNIA 91510-6459

CITY OF BURBANK
DEVELOPMENT REVIEW COMMENTS
PUBLIC WORKS DEPARTMENT

ATTN: Lothar Von Schoenborn, **Project Planner**

DR #: _____ **PROJECT:** Burbank-Glendale - LA Light Rail Line - DEIR

LOCATION: _____

APPROVED BY: _____ **DATE:** _____

TITLE: Public Works Director

ENGINEERING DIVISION

Additional Comments:

☒ Public Works comments in responce to NOP have essentially been addressed in the DEIR with one exception viz:

The increase need for maintenance of streets, sidewalks and alleys and attendant features such as traffic signals and storm drains due to increased demand on transportation/circulation elements have not been addressed.

For additional information or questions, please contact Chuck Gustafson, Supervising Civil Engineer, at (818) 953-9524.

Checked by: Winston Manson-hing Date: August 3, 1992

SANITARY ENGINEERING DIVISION

General Requirements:

☒ No comments.

For additional information or questions, please contact Paul Thyamagondalu, Supervising Sanitary Engineer, at (818) 953-9530.

Checked by: Mario Zabat Date: July 8, 1992

TRAFFIC ENGINEERING DIVISION

General Requirements:

■ No comments.

For additional information or questions, please contact Ron Morris, Traffic Engineer, at (818) 953-9530.

Checked by: Mel Hill Date: July 21, 1992

FIELD SERVICES DIVISION

Required Information Missing on Plans:

■ Others No impacts.

For additional information or questions, please contact John Hamilton, Assistant Public Works Director/Field Services at (818) 953-9622.

Checked by: George Reed Date: July 7, 1992

Ralph Costanzo July 7, 1992

LRL/DEIR

Los Angeles County
Transportation Commission

Orange County
Transportation Commission

Riverside County
Transportation Commission

San Bernardino
Associated Governments

Ventura County
Transportation Commission

METROLINK

INTER-OFFICE MEMO

July 9, 1992

To: Peter DeHaan

From: Richard Stanger 

Subject: Draft EIR for Glendale-Burbank Line

I have reviewed the EIR for possible impacts to Metrolink and freight facilities. Generally, the report was not specific enough for me to determine track-related impacts. I feel sure, however, that there will be physical impacts that should be addressed and costed in any engineering work.

There does appear to be impacts to Metrolink access at the Glendale and Burbank Stations. The light rail facility is at-grade cutting off Metrolink access to the larger station site and points beyond. The light rail should provide needed grade-separated pedestrian access across the light rail tracks.

The proposed station at Lawry's is in a tight spot. This line section should be studied carefully before a clear decision is made to locate the station there. The light rail project is also involved with the design and funding of the San Fernando Road fence and landscaping area. That design element needs to be noted in the document.

The Metrolink staff will be happy to work with the light rail project as it proceeds.

Southern California
Regional Rail Authority

818 West Seventh Street
Suite 1100
Los Angeles, CA 90017

Tel: 213/623-1194
Fax: 213/489-1469

PDS13

CITY OF Glendale CALIFORNIA

119 North Glendale Ave., Suite 600, Glendale, CA 91206—4496 • (818) 548-2107

221426

July 10, 1992

Public Service
Department
WATER — LIGHT
POWER

Ms. Judith Schwartze
Manager, Government & Public Affairs
Los Angeles County Transportation Commission
818 West Seventh Street
Los Angeles, CA 90017

Dear Ms. Schwartze:

Subject: Burbank, Glendale, Los Angeles
Rail Transit Project
Draft E.I.R. SCH #91101017

Thank you for permitting Glendale's Public Service Department to review the Draft Environmental Impact Report for the Burbank, Glendale, Los Angeles Rail Transit Project.

Public Service maintains various electric and water facilities at select locations along the Southern Pacific Transportation Right of Way. It would be appreciated if your agency would permit Public Service to review any plans for proposed construction along the right of way to determine if said construction interferes with any of our facilities.

Glendale is very supportive of this project and looks forward to its completion.

Should you have any questions or require support in the E.I.R. process, please call Raul A. Mora at (818) 548-2055.

Very truly yours,

Michael P. Hopkins

Michael P. Hopkins, P.E.
Director of Public Service

RAM:kc
bglarail

PRINTED ON RECYCLED PAPER

city of burbank - community development department

MEMORANDUM

DATE: July 14, 1992

TO: Gary Yamada, Zoning Administrator

FROM: John Cheng, Deputy Building Official *Cheng*

SUBJECT: Draft Environmental Impact Report of Burbank-Glendale-Los Angeles Light Rail Line

We have no comment.

BSF:JC:sc

RECEIVED JUL 2 7 1992

City of Burbank Public Service Department Water-Light-Power

MEMORANDUM

DATE: July 23, 1992

TO: Gary Yamada, Development Review Committee Chairman

FROM: Ronald V. Stassi, General Manager

SUBJECT: **Draft EIR for Burbank-Glendale-Los Angeles Light Rail Line**

Overhead electric line construction and underground electric supply system and communication systems shall meet the State of California Public Utilities Commission General Order No. 95 and 128 requirements respectively.

Ronald V. Stassi
General Manager

RVS:MJK:gc

City of Burbank Public Service Department Water-Light-Power

MEMORANDUM

DATE: October 22, 1991

TO: Gary Yamada, Zoning Administrator

FROM: Kevork Parseghian, Assistant Civil Engineer

SUBJECT: **Burbank-Glendale Light Rail Line**

The proposed light rail line passes over the city water mains at approximately 17 different locations. These pipes have to be protected against vertical loading and impact. They may have to be installed in steel casings at all crossings.

A more important factor is the corrosion caused by stray currents resulting from track returns. Underground pipes are corroded by electrolytic action from unidirectional stray currents in the ground.

If proper measures are not taken to prevent this corrosion, the PSD Water Division will be in continuous trouble. Most likely remedial action will be active (i.e. impressed current) cathodic protection.

PF:KP:dal
\K\KevMem.dal

RECEIVED JUL 2 7 1992

CITY OF BURBANK
PARK AND RECREATION DEPARTMENT
MEMORANDUM

DATE: July 24, 1992

TO: Gary Yamada, Chairman, Development Review Committee

FROM: Janice G. Bartolo, Deputy Director of Parks and Recreation/Park Services

SUBJECT: Review of Burbank-Glendale-Los Angeles Light Rail Line, Draft Environmental Impact Report (DEIR)

Upon review of the subject document, I would like to express a concern regarding the reference made to plant life on Page 140.

There is an omission of one tree species, which is the Lagerstroemia indica (Crape Myrtle) located along the SPTC right-of-way from Buena Vista to Hollywood Way. These trees number in excess of 150 and should not be omitted from proposed mitigation measures.

Please contact me if I can be of further assistance.

JB:al

cc: Mary Alvord
Lothar Von Schoenborn
Jeff Zoumbaris

PDS13

CITY OF LOS ANGELES
CALIFORNIA

COMMISSIONERS

DEAN D. PREGERSON
RICHARD J. RIORDAN
WILLIAM R. ROBERTSON
DOMINICK W. RUBALCAVA
J. STANLEY SANDERS

TOM BRADLEY
MAYOR

DEPARTMENT OF
RECREATION AND PARKS
200 NO. MAIN ST.
13TH FLOOR
LOS ANGELES, CALIF. 90012
485-

JACKIE TATUM
GENERAL MANAGER

22335

MICROFILMED
COPY IN RM

July 28, 1992

L.A. County Transportation Commission
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017
Attn: Judith Schwartze

Dear Ms. Schwartze:

We have reviewed the draft Environmental Impact Report for the Burbank-Glendale-Los Angeles Rail Transit Project. Several City park and recreational facilities are adjacent to or nearby the proposed route, i.e., Griffith Park, Elysian Park, Chevy Chase Park, and Cypress Park. These facilities may be permanently impacted by this use. Discussion of these issues and proposed mitigation measures are minimal in this document, simply addressing the noise issue. We would strongly suggest coordination with your agency to discuss ways to minimize impacts on these sites, as well as ways to enhance these facilities for the benefit of the many commuters on this proposed route. As was mentioned in your document, a shuttle bus from the station near Griffith Park could improve access to the park facilities.

Should you have any questions regarding this information, please contact Alonzo A. Carmichael of my staff at (213) 485-2451.

Very truly yours,

JACKIE TATUM
General Manager

/s/

FRANK S. CATANIA
Director of Planning and Development

FSC/AAC:hc

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South Coast
AIR QUALITY MANAGEMENT DISTRICT
21865 E. Copley Drive, Diamond Bar, CA 91765-4182 (714) 396-2000

July 31, 1992

Ms. Judith Schwartze
Los Angeles County
Transportation Commission
818 West 7th Street # 1100
Los Angeles, CA 90017

Dear Ms. Schwartze:

Subject: Draft EIR for the Burbank-Glendale-Los Angeles Rail Transit Project
SCAQMD NO. LAC920605-02

The South Coast Air Quality Management District (District) is responsible for adopting, implementing, and enforcing air quality regulations in the South Coast Air Basin. The District reviews and analyzes environmental documents for projects that may generate significant adverse air quality impacts and thereon, advises the Lead Agency.

The District has reviewed the Draft Environmental Impact Report (Draft EIR) for the Burbank-Glendale-Los Angeles Rail Transit Project and finds that the proposed project may have net overall (cumulative) air quality benefits. There appear, however, to be some short- and long-term adverse air quality impacts from the project which have not been fully addressed in the Draft EIR.

The attached staff assessment presents a detailed discussion of the District's analysis of the Draft EIR. Attachment 2 provides a list of mitigation measures. The District appreciates the opportunity to comment on the proposed Burbank-Glendale-Los Angeles Rail Transit Project, and requests that a copy of the Lead Agency's response to our comments be sent to us prior to the adoption of the Final EIR. If you have any questions regarding these comments, please contact Connie Day, Program Supervisor, at (714) 396-3055.

Sincerely,

Cindy S. Greenwald
Planning Manager
Office of Planning and Rules

CSG:CAD:PF
Attachments

ATTACHMENT 1
SCAQMD'S ASSESSMENT OF THE BURBANK-GLENDALE LOS ANGELES RAIL TRANSIT CORRIDOR: DRAFT EIR

Project Description

The proposed 11.9-mile Burbank-Glendale-Los Angeles Light Rail Transit Corridor (Corridor) will extend from the Pasadena-Los Angeles rail line junction to Hollywood Way near the Burbank-Glendale Airport, via Southern Pacific Transportation Corridor (SPTC) right-of-way. The Corridor will serve the cities of Glendale, Burbank, the communities in northeast Los Angeles and Sun Valley. Ten at-grade rail stations are proposed along the 11.9-mile route. Seven park-and-ride facilities with 5,700 parking spaces are proposed to meet the needs of bus, automobile and pedestrian traffic in the vicinity of the rail stations. The Corridor will function as a branch of the proposed Pasadena-Los Angeles rail project, thus providing a direct rail link between the Glendale-Burbank area and Chinatown and Union Station, in downtown Los Angeles. The rail technology used in the Corridor will be similar to the technology currently used on the Long Beach to Los Angeles light rail transit line. Power for the trains will be provided by two 195 horsepower electric motors. The projected daily ridership of the corridor is 38,000 in the year 2010.

Air Quality Setting

The Draft EIR characterizes the air quality setting using the 1990 monitoring data from the District's Glendale and Los Angeles air monitoring stations. The Final EIR should use the 1991 monitoring data in the air quality setting. The most recent data is provided in Attachment 3.

Air Quality Impacts

The District concurs with the Draft EIR that the project may have overall (cumulative) air quality benefits. There are, however, short- and long-term project impacts which should be fully addressed in the Final EIR. Those impacts can generally be seen as resulting from two separate aspects of the project, construction and operation. The impacts from each are discussed below.

Impacts from Construction

The impacts from construction will result from grading, excavation and relocation of storm drains, sewer mains, utility and water lines. Trenching work along the route and the closure of street intersections may cause additional vehicular impacts. The Draft EIR does not provide an estimate of the construction related emissions which will occur during the scheduled two year construction period. The Final EIR should quantify all sources of construction emissions and propose mitigation measures to reduce those emissions. The proposed mitigation monitoring plan should discuss which mitigation measure will be implemented, by whom, and within what time frames.

Air Quality Impacts from Operation

The Draft EIR has estimated that the project will result in reduced vehicle miles traveled (VMT) in the project area. The projected reduction in VMT is 37,800 per

day at buildout. The Draft EIR anticipates a decrease of 480 pounds per day of carbon monoxide, 100 pounds per day of nitrogen oxides, 20 pounds per day of particulates, and 40 pounds per day of reactive organic gases due to the project.

Traffic delays will nevertheless occur at nine intersections along the route due to the rail preemption at rail crossings. Traffic idling at these intersections as they wait for the train to pass will emit increased emissions. The Draft EIR proposes several mitigation measures such as street widening, lane restriping, elimination of street parking, and relocation of public facilities to reduce traffic delays and congestion. Carbon monoxide (CO) exceedences will be experienced at one intersection even after the implementation of those mitigation measures. Eight other intersections will experience high levels of CO.

A full assessment of traffic delays at the major intersections should be made taking into account the frequent traffic increases experienced at the special event centers such as Gene Autry Museum and the Los Angeles Zoo. Grade separation at the major intersections with level of services E or worse, in particular, should be considered to reduce emissions to the level of insignificance. The Final EIR should propose additional mitigation measures to improve traffic flows at the major intersections.

Traffic Impacts at Rail Stations

The potential traffic impacts at the proposed rail stations have not been fully analyzed in the Draft EIR. The stations at the Burbank City Center and the Glendale Transportation Center will experience a considerable increase in traffic levels. The discussion of Transportation System Management (TSM) and Transportation Demand Management (TDM) does not include all potential traffic reduction measures. Those programs should provide for improved bus transit plans, park-and-ride lots, and preferential parking for ridesharers.

Improvements to traffic signalization and efficient management of parking at the rail stations should also be discussed in detail. Bicycle parking facilities, pedestrian walkways, and nonpeak-hour maintenance should be considered in the Final EIR.

Energy Needs

The Final EIR should analyze direct and indirect enery-saving measures at the rail station sites, including efficient heating and cooling systems, passive solar design and increased thermal integrity of buildings. Additional mitigation measures are provided in Attachment 2 and should be included in the Final EIR where feasible.

Conclusion

The Draft EIR states that the project will result in beneficial air quality impacts due to the reduction of VMT in the area. While overall (cumulative) air quality improvement will result from the expansion of mass transit in the South Coast region, significant local air quality impacts will occur. The Draft EIR does not adequately address those impacts. The Final EIR should address all significant adverse impacts discussed in this document and implement additional feasible mitigation measures to reduce the impacts from this project to the greatest extent possible.

ATTACHMENT 2
MITIGATION MEASURES FOR THE
BURBANK-GLENDALE-LOS ANGELES
RAIL TRANSIT CORRIDOR

1. **Minimize Construction Activity Emissions:**

   - o Employ construction activity management techniques, reduce the number of pieces of equipment used simultaneously; reduce or change the hours of construction; schedule activity during off-peak traffic hours; and require a phased-schedule for construction activities to even out emission peaks.
   - o Suspend grading operations during second stage smog alerts.
   - o Maintain construction equipment engines by keeping them tuned.
   - o Use low-sulfur fuel for equipment.
   - o Use permanent sources of power rather than temporary generators.
   - o Reduce or eliminate odors due to construction activity.

2. **Reduce Construction-Related Traffic Congestion:**

   - o Provide rideshare incentives, and transit incentives for construction personnel.
   - o Configure construction parking to minimize traffic interferences.
   - o Schedule operations affecting traffic during off-peak hours where feasible.

3. **Limit Emissions From Vehicle Trips:**

   - o Provide local shuttle and regional transit systems, transit shelters, bicycle lanes, storage areas and amenities, and ensure efficient parking management.
   - o Work with citizen groups and businesses in the region to implement TDM goals.
   - o Coordinate TSM and TDM programs.
   - o Provide grade separation at major intersections if traffic delays are anticipated.

4. **Minimize Energy Requirements:**

   - o Implement energy conservation measures beyond state and local requirements.
   - o Introduce glazed windows, wall insulation, and efficient ventilation methods; install window systems to reduce thermal gain and loss.
   - o Incorporate appropriate passive solar design and solar heaters.
   - o Replace incandescent indoor lighting with fluorescent lamps, and outdoor lighting with halogen lights.

5. Limit Emissions From Architectural Coatings and Asphalt Usage:

- o Use low-emission coating systems where possible.
- o Substitute reactive solvents with nonreactive solvents.
- o Use high-solid or water-based coatings.

U.S. Department
of Transportation
**Federal Railroad
Administration**

**Federal Railroad Admin.
Post Office Box 1139
Sacramento, CA 95812-1139**

July 31, 1992

Judith Schwartze
Manager
Los Angeles County Transportation Commission
818 West 7th Street
Los Angeles, California 90017

Dear Ms. Schwartze:

The Federal Railroad Administration has reviewed the Draft Environmental Impact Report and has no comment.

Sincerely,

H. T. Paton
Regional Director

PD 400

CITY OF LOS ANGELES
CALIFORNIA

223503

BOARD OF
FIRE COMMISSIONERS
485-6032

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TOM BRADLEY
MAYOR

DEPARTMENT OF FIRE
200 NORTH MAIN STREET
LOS ANGELES, CA 90012

DONALD O. MANNING
CHIEF ENGINEER
AND
GENERAL MANAGER

August 3, 1992

Judith Schwartze, Manager
Government and Public Affairs
Los Angeles County Transportation Commission
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017

Dear Ms. Schwartze:

Draft Environmental Impact Report
Burbank, Glendale, Los Angeles Rail Transit Project

The following items are of major concern to this Department and they should be included in the Final Environmental Impact Report:

5.7.3 FIRE, TABLE 27, PAGE 132

The following corrections apply to Table 27:

Fire Station No. 4
Task Force Station - Truck and Engine Company
Hazardous Materials Squad
800 North Main Street
Staffing - 14

Fire Station No. 50
Task Force Station - Truck and Engine Company
Battalion Two Headquarters
3036 Fletcher Drive
Staffing - 12

As part of the plot plan approval process, any security gates obstructing a fire lane or access road shall be installed to the satisfaction of the Fire Department.

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For any additional information, please contact our Hydrant Unit, at (213) 485-5964.

DONALD O. MANNING
Chief Engineer and General Manager

Dal L. Howard, Assistant Fire Marshal
Bureau of Fire Prevention and Public Safety

DLH:ASM:cec:3140E

cc: Mike Hernandez, First Council District
Joel Wachs, Second Council District
John Ferraro, Fourth Council District
Richard Alatorre, Fourteenth Council District
Battalion Chief Robert L. Aaron
Environmental Affairs Commission
Fire Department Planning Section

GY

CITY OF BURBANK

MEMORANDUM

RECEIVED AUG 0 7 1992

DATE: August 5, 1992

TO: Gary Yamada, Development Review Committee

FROM: J. L. Martinez, Fire Safety Analyst

SUBJECT: **REVIEW OF BURBANK-GLENDALE-LOS ANGELES LIGHT RAIL LINE, DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)**

No restrictions, no special provisions required. The owner and his architect and/or engineer are responsible for ensuring that all applicable provisions of fire and life safety codes are fully complied with.

Thank you for your cooperation.

Michael W. Davis
Chief of Fire Department

By J.L. Martinez
J.L. Martinez, Fire Safety Analyst
Fire Prevention Bureau

JLM:dh
c:\wp51\files\jorge\deir

Los Angeles Unified School District

WILLIAM R. ANTON
Superintendent of Schools

ROBERT BOOKER
Chief Business & Financial Officer

Business Services Division

DAVID W. KOCH
Division Administrator, Business Services

C. DOUGLAS BROWN
Deputy Administrator, Business Services

BOB NICCUM
Director of Facilities Planning & Real Estate

Environmental Review File
Various School Sites

MICROFILMED
COPY IN RMC

224171

August 7, 1992

Judith Schwartze, Manager
Government and Public Affairs
LATCTC
818 W. 7th Street
Los Angeles, CA 90017

Dear Ms. Schwartze:

Re: Burbank-Glendale-Los Angeles Rail Transit Project

Thank you for the opportunity to comment on the environmental impact report (EIR) for the above-referenced project.

The District has several concerns about the project's potential impact on schools both during construction and when the rail line is operational. Under Section 5.7.1, Schools, you acknowledge that "some of the campuses in close proximity to the proposed rail line could experience impacts related to air, noise, traffic and pedestrian movement." We ask that the DEIR discuss each of these impacts in relation to particular schools, so that appropriate mitigation can be determined.

Construction Phase

District staff is especially concerned about Glassell Park School, Fletcher Drive School, Irving Middle School, and Aragon School, as these schools may be impacted during the construction of the Taylor Yard and the Glendale Freeway station/park and ride facilities. On page 163, the document states that the movement of earth material, truck traffic generation to and from job sites, grading and site excavations will create impacts at stations with large park and ride facilities, as well as at Taylor Yard. To the extent that these construction activities impact students' exposure to noise levels, vehicular movement, contaminated soils, and air emissions, we ask that they be addressed during this environmental review process, and not during the initial design phase of each station, as is suggested on page 163.

Special attention should be given to Taylor Yard because of the cumulative (construction) projects proposed for that locale. Glassell Park School may be particularly sensitive to escalations in noise levels because it is at a higher elevation than Taylor Yard, and because of prevailing winds in the direction of the school which will carry noise which would otherwise decrease with distance.

The attached comments from the District's Environmental Health and Safety Branch address these issues. Please perform the requested assessments and provide specific mitigation measures to address any impacts. Janice Sawyer, Safety Officer, (213) 742-7371, can provide any additional information you may require.

The routing of local traffic to accommodate truck traffic going to and from the construction sites is another concern. Please comment on whether vehicular access to schools will be affected. If so, please review the problem this would cause in case of emergency evacuations of schools.

Operational Phase

When the rail project is operational, will access to the schools in the vicinity of the stations be impacted because of increased traffic? Please address this issue.

None of the locations selected for noise analysis were District schools. To determine how Glassell Park School, as well as any other potentially affected District schools, could be impacted from the operation of the light rail transit, measurements should be taken at those schools. Please refer to the attached comments from the Environmental Health and Safety Branch. By separate mail, we will send you a copy of the District's Noise Standards. If an impact is found, please provide appropriate mitigation.

The school boundaries for Irving Middle School cross the proposed rail alignment. As shown on the enclosed boundary map and the pedestrian route map, many students come from the western side of San Fernando Road. We are very concerned about the safety of the students who have to walk to school. Ray Martinez, the District's field coordinator for that area, can provide additional information on safe student walk routes. He may be reached at (213) 742-7241. Please address this issue in the final EIR and provide additional mitigation measures, if required.

If we can furnish any additional information, please contact Joan Friedman or Elizabeth Harris at (213) 742-7581. We ask that we be provided at least ten days in which to review the response to comments prior to the hearing for certification of the Final EIR.

Very truly yours,

Elizabeth J. Harris
California Environmental Quality Act Officer
for the Los Angeles Unified School District

Attachment

c: Ms. Quezada
Mr. Slavkin
Dr. Anton
Dr. Booker
Ms. Stockwell
Mr. Leichty
Mr. Koch
Mr. Brown
Mr. Niccum
Ms. Wong
Mr. Rector
Mr. Martinez
Mr. Warnick
Ms. Shambra
Ms. Yoshii
Ms. Wilkins

INTER-OFFICE CORRESPONDENCE
Los Angeles Unified School District

TO: Joan Friedman, Realty Agent
Facilities Planning and Real Estate Branch

Date
August 5, 1992

FROM: Janice Sawyer
Environmental Health and Safety Branch

SUBJECT: BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT

Per your request, the Environmental Health and Safety Branch has reviewed the draft environmental impact report for the above-referenced project. Our review revealed the following concerns:

- The Community Noise Equivalent Level is the most appropriate metric to use for residential land uses because of sensitivity to nighttime noise. However, for non-residential land uses, such as schools, daytime Leq's should be used.

- Because schools are sensitive land uses, noise measurements should have been taken at representative District sites.

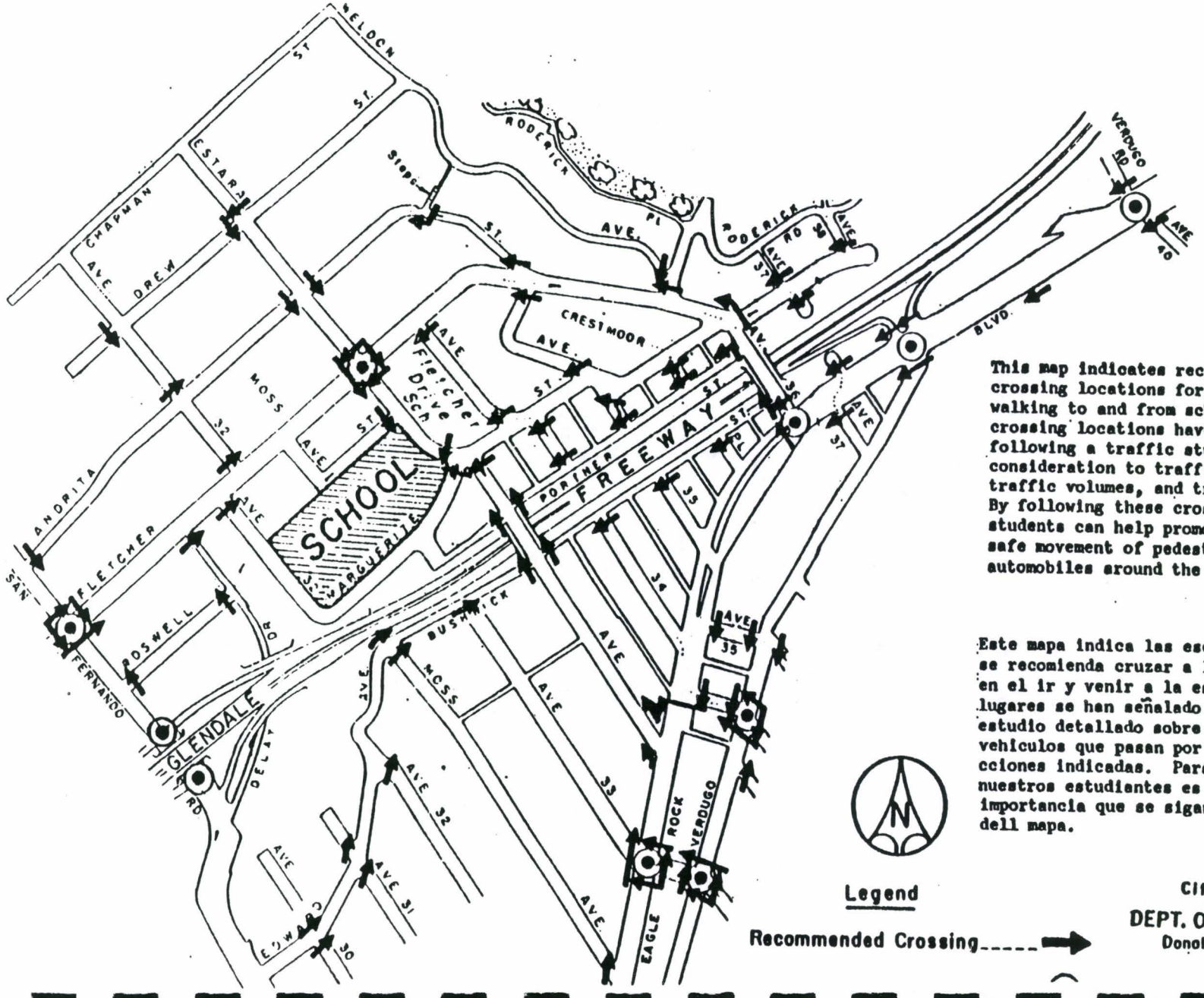
- All noise survey information is based on the operation of the light rail. No specific noise information is given to determine potential noise impacts for construction. Although it is stated that exposure to noise would be of relatively short duration, short noise impacts can be very disruptive to the education process.

- There is no indication that an environmental site assessment will be conducted to determine the presence or absence of contaminated soils prior to any construction.

If you have any questions, please feel free to call me at ext. 7371.

JS:js

PEDESTRIAN ROUTES
TO
WASHINGTON IRVING JUNIOR HIGH SCHOOL



This map indicates recommended crossing locations for students walking to and from school. The crossing locations have been chosen following a traffic study that gave consideration to traffic controls, traffic volumes, and travel patterns. By following these crossing points, students can help promote effective and safe movement of pedestrians and automobiles around the school.

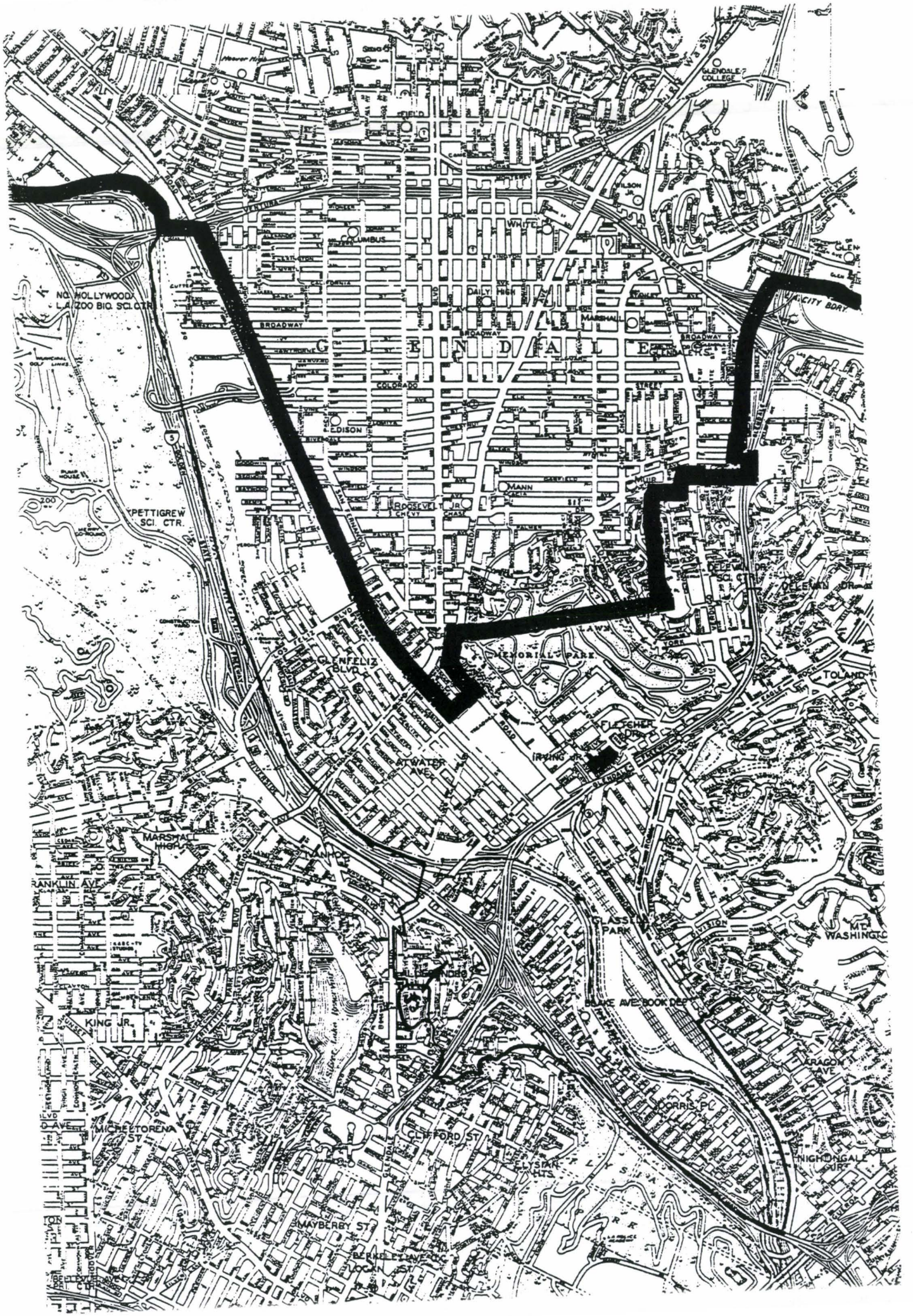
Este mapa indica las esquinas por donde se recomienda cruzar a los estudiantes en el ir y venir a la escuela. Los lugares se han señalado despues de un estudio detallado sobre el volumen de vehiculos que pasan por las intersecciones indicadas. Para proteger a nuestros estudiantes es de suma importancia que se sigan las indicaciones dell mapa.

N

Legend

Recommended Crossing_____ →

City of Los Angeles
DEPT. OF TRANSPORTATION
Donold R. Howery, Gen. Mgr.


GLENDALE
GLENDALE COLLEGE
NO. HOLLYWOOD
L.A. ZOO BIO. SCI. CTR.
BROADWAY
COLORADO
WILSON
WHITE
COLUMBUS
DAILY HIGH
MARSHALL
EDISON
MANN
ROOSEVELT JR.
PETTIGREW SCI. CTR.
GLENFELIZ BLVD.
MEMORIAL PARK
FLETCHER DR.
IRVING JR.
ATWATER AVE.
TOLAND
MARSHALL HIGH
FRANKLIN AVE.
GLASSELL PARK
MT. WASHINGTON
KING JR.
BLAKE AVE.
DRAGON AVE.
DORRIS PL.
MICHELTORENA ST.
CLIFFORD ST.
FLYSTAK HTS.
NIGHTINGALE DR.
MAYBERRY ST.
BERKELEY AVE.
CITY BDRY.

ZEV YAROSLAVSKY
COUNCILMAN
FIFTH DISTRICT

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CHAIRMAN,
BUDGET AND FINANCE
MEMBER
COMMUNITY REDEVELOPMENT AND HOUSING
RULES AND ELECTIONS

City Council
of the
City of Los Angeles
City Hall
90012

313, CITY HALL
200 N. SPRING STREET
LOS ANGELES, CA 90012
485-3013
FAX: 687-7406

DISTRICT OFFICES:
1140 SO. ROBERTSON BLVD.
LOS ANGELES, CA 90035
(310) 276-0640
FAX: (310) 550-1774

14310 VENTURA BLVD.
SHERMAN OAKS, CA 91423
(818) 989-8083
FAX: (818) 789-9210

August 10, 1992

Ms. Judy Schwartze, Manager
Government and Public Affairs
LACTC
818 W. 7th Street
Los Angeles, California 90017

Dear Ms. Schwartze:

I am writing to comment formally on the Draft Environmental Impact Report prepared by the Los Angeles County Transportation Commission on the proposed Burbank-Glendale-Los Angeles Rail Transit Project.

To my knowledge, the DEIR fails to consider two very serious potential environmental impacts of this line:

1. The relation between this line and the Land Acquisition and Replacement Terminal Project proposed in June, 1992 by the Burbank-Glendale-Pasadena Airport; and

2. The potential for this line to increase use of the Burbank-Glendale-Pasadena Airport, thus increasing the noise impact of that Airport on surrounding communities.

I urge you to thoroughly explore these two issues in your preparation of the Final EIR. Thanks very much for your attention to this request.

Sincerely,

ZEV YAROSLAVSKY
Councilman, Fifth District

ZY:akj

cc: Councilman John Ferraro
cc: Councilman Joel Wachs
cc: Councilman Ernani Bernardi

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STATE OF CALIFORNIA — PETE WILSON, *Governor*

GOVERNOR'S OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET
SACRAMENTO, CA 95814

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COPY IN RMC 224126

Aug 10, 1992

JUDY SCHWARTZE
LOS ANGELES COUNTY TRANSPORTATION COMMISSION
818 WEST 7TH ST., 11TH FLOOR
LOS ANGELES, CA 90017

Subject: BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT
SCH # 91101017

Dear JUDY SCHWARTZE:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call Tom Loftus at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

Christine Kinne

Christine Kinne
Acting Deputy Director, Permit Assistance

PD 40C

S.E. (ED) ROWE
GENERAL MANAGER

CITY OF LOS ANGELES

DEPARTMENT OF TRANSPORTATION
ROOM 1200, CITY HALL
LOS ANGELES, CA 90012
(213) 485-2265
FAX (213) 237-0960

TOM BRADLEY
MAYOR

22420

August 10, 1992

AUG 1992
RECEIVED
NEIL PETERSON
EXECUTIVE DIRECTOR

Mr. Neil Peterson
Executive Director
Los Angeles County Transportation Commission
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017

Attn: Judith Schwartze, Manager

COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT.

The Department of Transportation has reviewed the June, 1992 version of the above document. The following comments are submitted for your consideration. General comments are provided first, and then comments relating to specific text in the DEIR are provided.

The circulation analysis performed for the five stations in the City of Los Angeles does not appear to fully describe the impacts and possible measures to mitigate those impacts. It also does not provide sufficient information on what measures will be implemented to provide for the safe and efficient movement of vehicular and pedestrian traffic between the surface street system and the stations/parking facilities.

In general, striping changes without street improvements on roadways that are not constructed to the street's designated standards are not acceptable.

The Fletcher Drive Station site has access to/from the Fletcher Drive ramps west of San Fernando Road. The operation in this area needs to be examined more closely, as does alternate access to San Fernando Road between Fletcher Drive and the Glendale Freeway southbound ramps.

The Hughes Market Station site has access only from San Fernando Road south of the Glendale Freeway northbound on-ramp. Impacts and access improvements at this location need to be addressed. The same holds true for the Division Street and Arvia Street Station alternatives.

The Avenue 19 Station would require narrowing of a Major Highway that is currently less than the ultimate width. Alternative locations further north should be examined to possibly locate the station closer to Avenue 26. Pedestrian access to this station has not been adequately addressed.

Please also take note that the proposed Alameda Bypass (plan attached) crosses the LRT alignment in the area between Avenue 19, Pasadena Freeway, Los Angeles River and Old City Jail. The Bypass is seen as a major source of relief for the Harbor Freeway-Pasadena Freeway slot. The City Council has approved the collection of TRIP fees to implement the project and certified an EIR related to future development assuming the ability to implement such a bypass as part of the CCW Specific Plan. This project is expected to be an important mitigation measure for the Master Planned Development at the Union Station/Terminal Annex site as well as for the Downtown Strategic Plan.

As a clarification, the route's terminus at the Pasadena-Los Angeles rail line junction is not a passenger terminus, but a rail track terminus. Without further details, can it be inferred that passengers would have to transfer between the two lines at the Pasadena Line's Chinatown Station (at the intersection of Alameda Street and College Street)? How will the Burbank-Glendale-Los Angeles Line's patronage impact the Chinatown Station?

The following comments relate to specific text:

p. 98 The future "SMART" corridor project on San Fernando Road is Project 7-6 in the recently completed Statewide SMART Corridor Program. It is classified as a Category Two project and is not considered for funding in the foreseeable future.

p. 99/100 The intersection capacity of 1600 vehicles should be shown as 1500 vehicles for a two-phase signal operation; 1425 for a three phase; and, 1350 for a four-or-more phase signal operation.

Although Table 18 indicates that qualitative analyses are performed for the Taylor Yard Station and the Avenue 19 Station, the analyses cannot be found in this chapter.

p. 100 The exclusion of A.M. peak analysis is questionable since the A.M. traffic peak is generally from 7:00 A.M. to 10:00 A.M., while the peak A.M. period of station use will probably be from 6:00 A.M. to 8:30 A.M.

p. 101 Under existing traffic conditions, the street operation, classification (Major, Secondary, Collector), and volumes should be provided. Hollywood Way, San Fernando Road north of Avenue 26, Verdugo Road, and Cypress Avenue are designated as Major Highways in the City's General Plan of Streets and Highways. San Fernando Road south of Avenue 26, Fletcher Drive, Avenue 26, Division Street between Cypress and San Fernando are designated as Secondary Highways. Portions of the Designation Map are attached.

p. 101 The intersection of Hollywood Way and the I-5 northbound off-ramp is located in the City of Los Angeles, not in the City of Burbank.

p. 101 See general comments. Additional intersections near the Glendale Freeway, Division Street, Arvia Street, and Avenue 19 Stations need to be analyzed.

p. 102/103 Figure 47 is incorrect; only 6 of the 16 intersections are shown. Also, Figure 47 is shown twice.

p. 106 Under the kiss and ride discussion, there is an indication that parking demand will exceed parking supply. Table 21 shows excess demand for the Taylor Yard Stations and the Fletcher Drive Station. This parking impact needs to be addressed.

p. 108 The level-of-service (LOS) calculations for the intersections may need to be re-examined. The latest proposed definition of "significant traffic impact" by LADOT, which is currently under review for adoption is defined as:

FINAL V/C RATION	FINAL LOS	PROJECT RELATED INCREASED IN V/C
0.00 - 0.70	A,B	equal to or greater than 0.06
0.71 - 0.80	C	equal to or greater than 0.04
0.81 - 0.90	D	equal to or greater than 0.02
0.91 or greater	E,F	equal to or greater than 0.01

For the intersection of Hollywood Way and the I-5 northbound, the future LOS for this intersection changes from LOS B (without project) to LOS D (with project), with a change in ICU of 0.211, which should be considered a significant impact. Therefore, mitigation measures should be discussed.

p. 112/113 San Fernando Road is designated Major Highway (40 foot half width, 10 foot sidewalk), but has a 28-foot half-roadway width and five-foot-wide sidewalks at Fletcher Drive. ATSAC may be possible as a mitigation measure, but widening to meet City standards for a Major Highway at the intersection is preferred more effective, and timely. Fletcher Drive is designated as a Secondary Highway. Also see general comments.

p. 113 There does not appear to be sufficient roadway width to add a right-turn lane.

p. 113 It is not clear how the proposed addition of a third through lane (by restriping) at San Fernando Road and the Glendale Freeway ramps will be "dropped" at the SR-2 northbound on-ramp; a trap left-turn lane would be created. Currently, the northbound on-ramp intersection is not signalized and the northbound left turn pocket accommodates only five vehicles. A diagram of the proposed changes should be included. Also see general comments.

p. 113 The Taylor Yard Stations and the Avenue 19 Station need to be addressed.

p. 113 The statements that signal indications on median poles may need to be "relocated to overhead mast arms" should be change to "relocated to secondary locations," since mast arm signal heads are already in place.

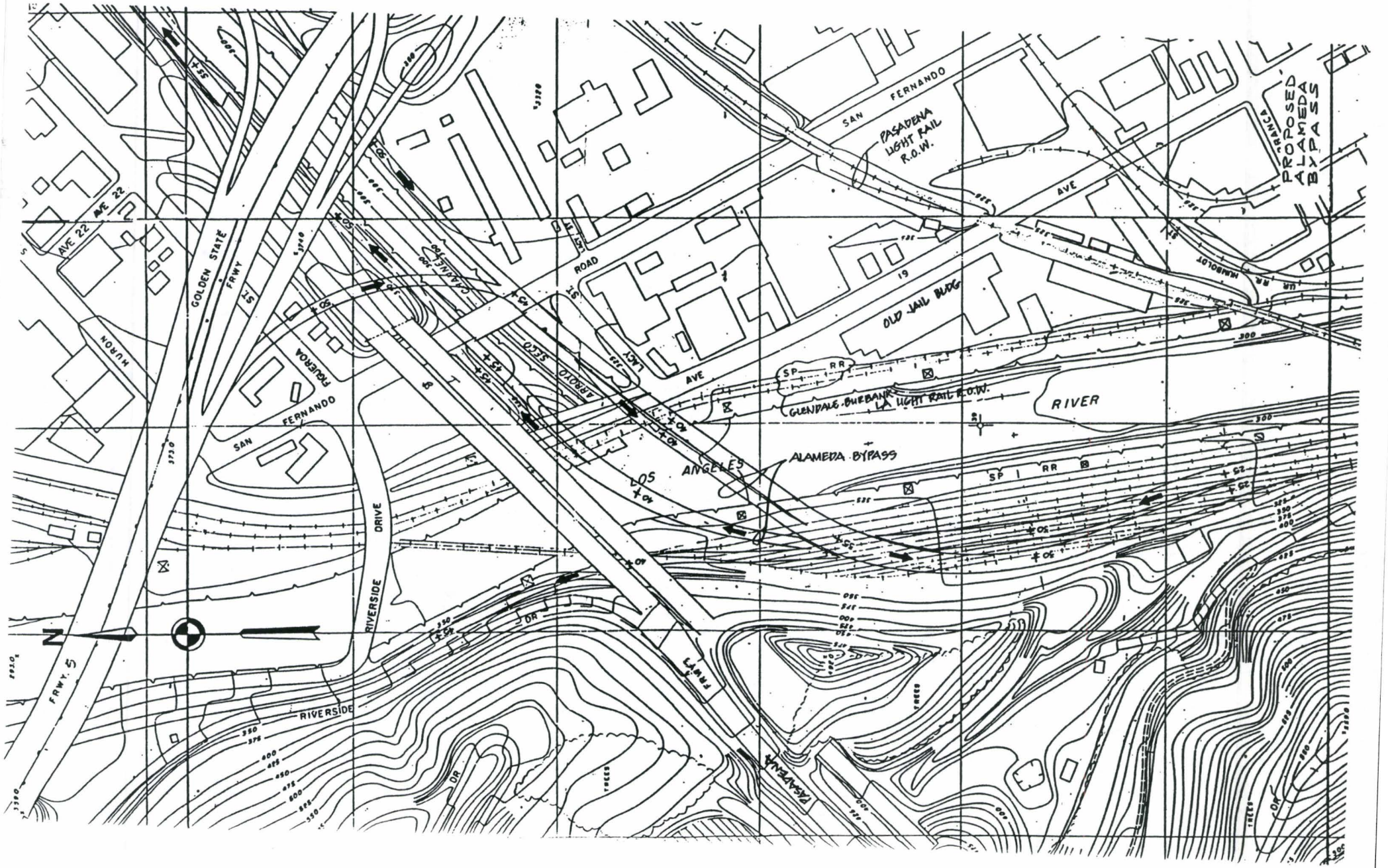
Thomas Conner

FOR S.E. Rowe
General Manager

JK/MM:dp
a:bgladeir

attachment

cc: Councilman Mike Hernandez, CD1
Councilman Joel Wachs, CD2
Councilman Nate Holden, CD 10
Councilman Michael Woo, CD 13
Linda Waade, Mayor's Office
Keith Comrie, City Administrative Office
William McCarley, Chief Legislative Analyst
Con Howe, City Planning
Robert Horii, Bureau of Engineering


PROPOSED ALAMEDA BYPASS
PASADENA LIGHT RAIL R.O.W.
SAN FERNANDO
AVE
OLD JAIL BLDG
GLENDALE BURBANK LA LIGHT RAIL R.O.W.
RIVER
ALAMEDA BYPASS
LOS ANGELES
ARROYO SECO
LACY
ROAD
GOLDEN STATE
FRWY
FIGUEROA
HURON
AVE 22
RIVERSIDE
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N

GLENDALE
CENTRAL PARK
FOREST LAWN MEMORIAL PARK
GLENDALE HIGH SCHOOL
GLENDALE SANITARIUM HOSPITAL
FRWY
STATE



MONTECITO HILLS PARK
ROSE HILLS PARK
PASADENA
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VALLEY
DODGER STADIUM
ELYSIAN PARK
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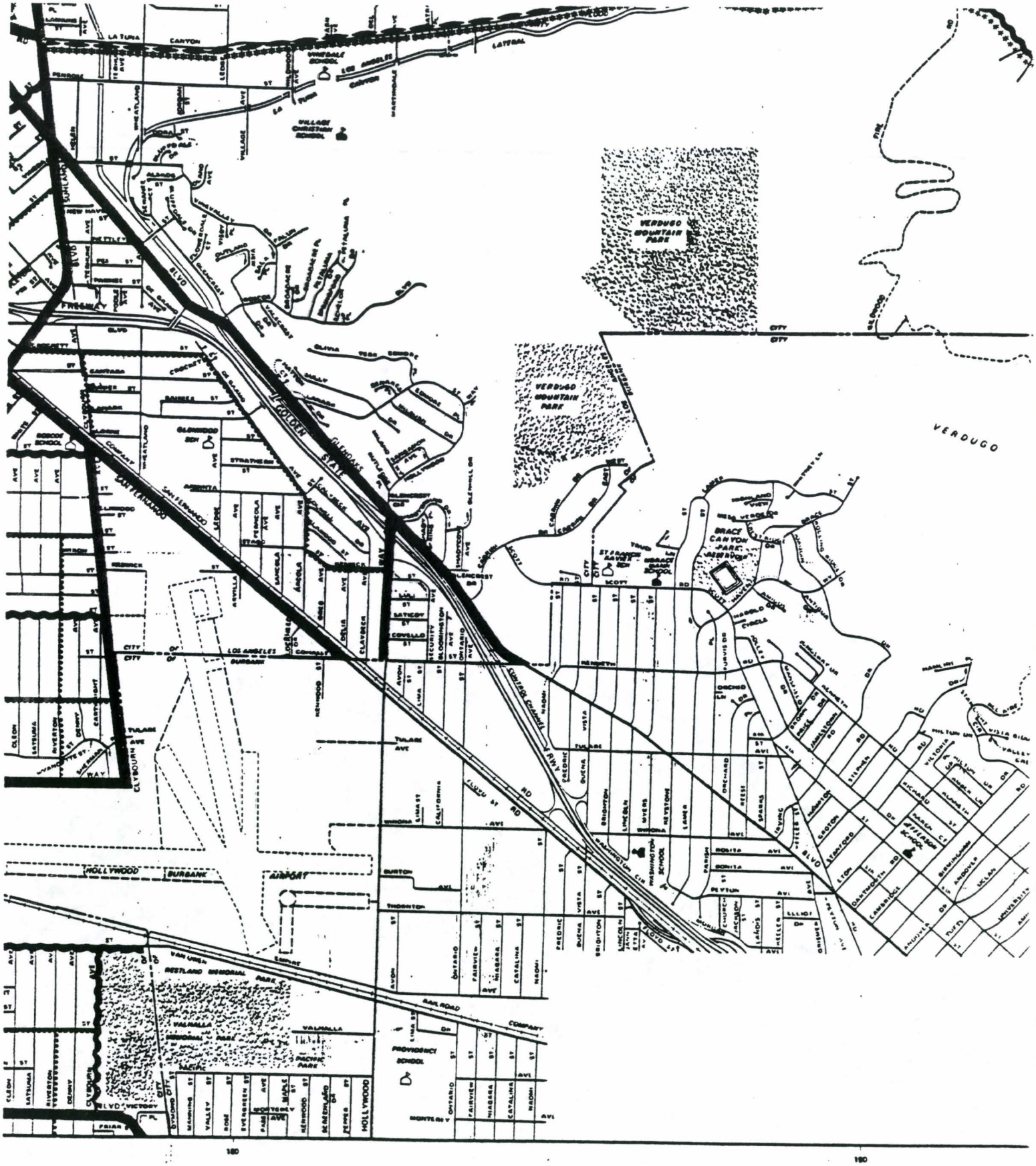
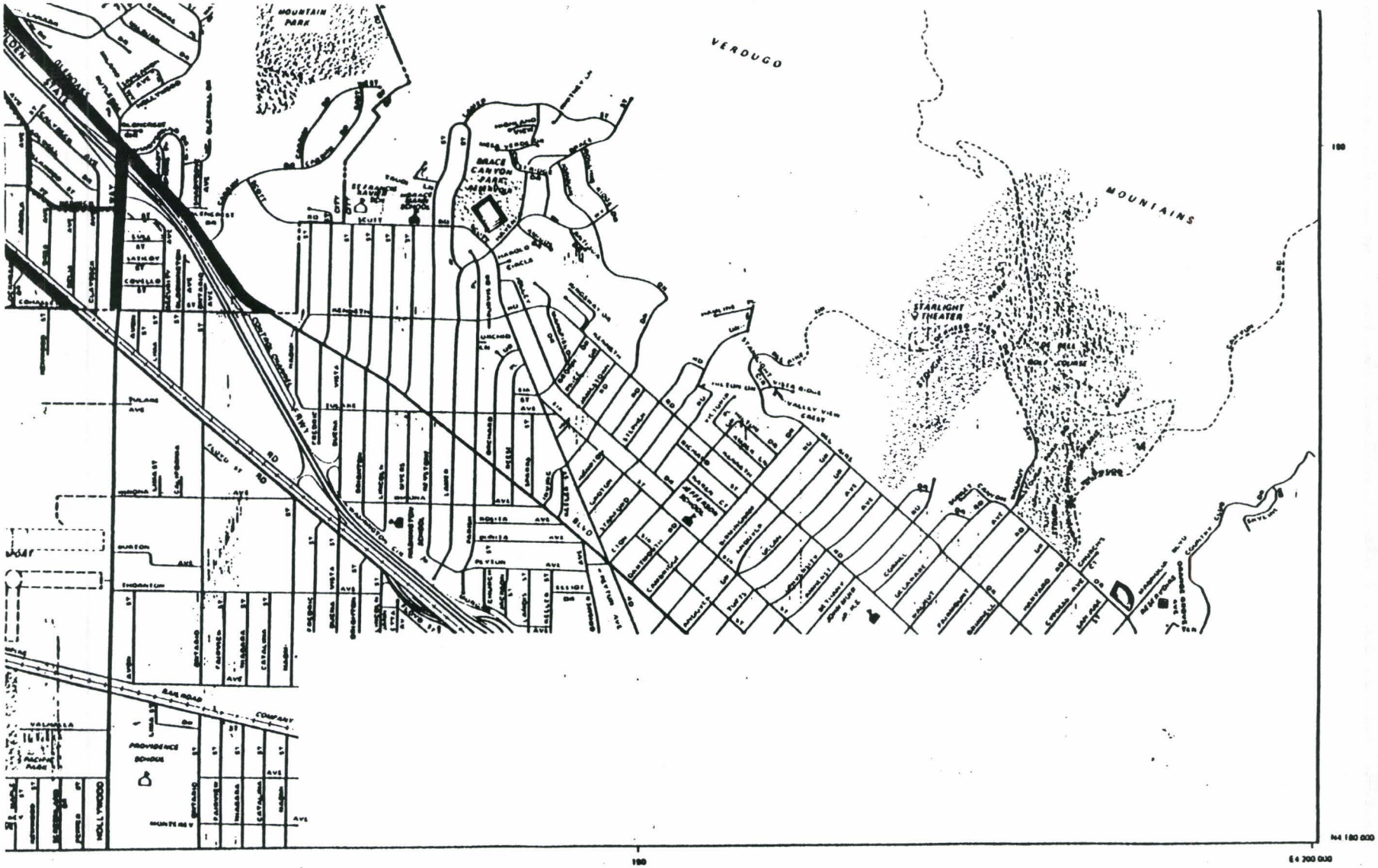


SUN VALLEY

(ORIGINAL MAP SCALE 1"=1600' (R.F. 1/12000)

GENERAL PLAN STREETS & HIGHWAYS DESIGNATION MAP



LEGEND

FREEWAYS		CITY BOUNDARY	
DIVIDED MAJOR HIGHWAYS		LOCAL STREETS	
MAJOR HIGHWAYS		PRIVATE/FUTURE STREETS	
SECONDARY HIGHWAYS		RAILROAD	
COLLECTOR STREETS		PARKS & RECREATION CENTERS	
MODIFIED STANDARDS (SEE COMMUNITY PLANS)		PUBLIC BUILDINGS	
MODIFIED MAJOR HIGHWAY		PUBLIC SCHOOLS ELEM HI SCH	
MODIFIED SECONDARY HIGHWAY		SCENIC HIGHWAYS PLAN STREET	
OTHER MODIFIED DESIGNATIONS			

TS & HIGHWAYS
J MAP

CITY OF LOS ANGELES

ROBERT S. HORII CITY ENGINEER
Land Development & Mapping Division
LAGRONIE WYATT DIVISION ENGINEER

PREPARED BY THE CARTOGRAPHIC SECTION
CHIEF CARTOGRAPHER

180 G 160

RTD

Dana A. Woodbury
Director of Planning

August 10, 1992

Ms. Judith Schwartze, Manager
Government and Public Affairs
LACTC
818 West Seventh Street
Los Angeles, CA 90017

Dear Ms. Schwartze:

Re: Draft Environmental Impact Report for the Burbank-Glendale-Los Angeles Rail Transit Project--SCH #91101017

The Southern California Rapid Transit District (SCRTD) has reviewed the Draft Environmental Impact Report (DEIR) for the Burbank-Glendale-Los Angeles Rail Transit Project and offers the following comments and concerns.

In our comments on the Notice of Preparation (NOP) of the DEIR, we recommended that serious consideration be given to an alternative alignment serving the central parts of the City of Glendale where much of the city's population and employment densities are located.

We recommended a Brand Boulevard alignment, which according to the Southern California Association of Governments (SCAG), would be within 1/2 mile walking distance of about 50 percent of the highest residential densities (4000+ units/square mile) in the city. The proposed alignment lies beyond one half mile of the higher density areas of the city and bypasses the Glendale Central Business District including the financial District with over 12,000 jobs/square mile.

Without providing adequate data on the alternative alignments to allow a more meaningful comparison, the DEIR's claim that the proposed project is environmentally superior seems to rest on the premise that the low density development along the proposed corridor would ultimately result in less environmental impact than an alignment through the built-up center of the city. This is the narrow view. An alignment through the central part of the city is likely to result in much higher ridership levels than the proposed project, thus resulting in much higher reduction in regional Vehicle Miles Traveled (VMT). An alignment through the central part of the city would also tend to have a beneficial effect on land use, inhibiting sprawl.

The more expansive view of the approach used in this DEIR would consider the ramifications of each new rail alignment being placed in an "out-of-the-way" location, and thus rendering the entire system ineffective.

SCRTD recommends that the Final Environmental Impact Report (FEIR) provide a more detailed comparison between the proposed project and the alternative alignments. This should include a cost-benefit analysis. It may be necessary to prepare a Supplemental Environmental Impact Report to fully and more accurately evaluate the environmental impacts of the alternative alignments.

We look forward to receiving the FEIR when it becomes available. If you need additional information, please contact Joel Woodhull, Planning Manager, at (213) 972-4850.

Sincerely,

Dana A. Woodbury

Dana Woodbury

State of California

Business, Transportation and Housing Agency

Memorandum

To : Mr. Tom Loftus
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

Date : August 10, 1992

File No.: IGR/CEQA
DEIR
LA/Glendale/Burbank
Light Rail Transit
Vic. LA-5-(19.73-
32.35)

Robert Goodell - District 7

From : DEPARTMENT OF TRANSPORTATION

Subject: Project Review Comments

SCH# 91101017

Caltrans has reviewed the above-referenced document. Based on the information received, we have the following comments:

All freeway crossings will require review and approval by Caltrans Project Development and Structures units.

The traffic analysis for the I-5/Buena Vista NB ramps, the I-5/San Fernando Blvd. SB ramps, SR-134/Doran St. NB ramps, the SR-134/Fairmont Ave. SB ramps, and the I-5/Verdugo St. at Front St. ramps is insufficient to determine the project's impact at these freeway interchanges. A detailed traffic study and analysis will need to be conducted calculating the volume to capacity ratios and level of service for these locations for existing, project year, and future year (2010).

The following pages contain incorrect data:

Pg. 28 fig. 11 (View would appear North, not East)
Pg. 29 fig. 12 (View would appear North or NW, not NE)
Pg. 30 fig. 13 (View would appear East, not South)
Pg. 31 fig. 14 (View would appear North or NW, not NE)
Pg. 32 fig. 15 (View would appear NW not North)
Pg. 33 fig. 16 (View would appear West or SW, not NE)
Pg. 34 fig. 17 (View would appear NE not SE)
Pg. 35 fig. 18 (View would appear North, not NE)

The following pages contain typographical errors:

Pg. 160, para 1, ln 6 "passed" should read "past"
Pg. 169, para 1, ln 2, Center(") add close quote

On Pg. 13 fig. 3, The map does not show Station #6, Broadway. This missing/incomplete data should be included in the document

The travel time from Burbank Airport to LAUPT states "... less than 20 minutes" (Page 36), while on (Page 37), Table 5 shows 23 minutes travel time from Burbank Airport to LAUPT.

There is no mention of the know potential hazardous material contamination problem at the Old Burbank Station Site (pp. 83 and 125). The listed reports on Pg. 11 does not mention any environmental documents relating to this problem and who would be responsible for cleaning up this site.

The protection from stray electrical utility corrosion to freeway bridge structures and other roadways was not discussed in the document.

Any mitigation proposed should be fully discussed. These discussions should include, but not be limited to, the following:

* implementation responsibilities
* scheduling considerations
* financing
* monitoring plan.

Any encroachment onto State right-of-way will require a Caltrans Encroachment Permit. Separate Permits will be necessary for each freeway crossing. Since there is generally a long lead time necessary for Encroachment Permits, we recommend early consultation with our Permits Section and submittal of the Plans and Specification relating to each encroachment. A new Cooperative Agreement will need to be executed for this project, please provide the name of the LACTC Project Manager and Permit Coordinators responsible for the preparation for this Coorperative Agreement. The Caltrans contact person for Cooperative Agreement is Mark Archuleta, (213) 897-6010. Projects which cost over $300,000 will require a Caltrans Project Study Report.

Our Maintenance Branch has reviewed the proposal to utilize the Caltrans maintenance facility on Buena Vista. It has been decided that the use of the Caltrans Buena Vista Maintenance Facility is not acceptable. Caltrans does not plan to lease any of the property to LACTC for a surface park-and-ride lot.

There is no mention of coordination with Amtrak and the future Commuter Rail system. Also, there is no mention of the existing SCRTD regional bus system other than comments that some routes may have to be modified or dropped. Patronage forecast should indicate whether expected patrons are anticipated to come from transit riders, from autos, or from a mix.

If you have any questions regarding this response, please call Wilford Melton at (213) 897-1338.

Robert Goodell

ROBERT GOODELL, CHIEF
Advance Planning Branch

cc: Judy Schwartze, Los Angeles County Transportation Commission

MICROFILMED
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224176

COUNTY OF LOS ANGELES
DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

August 11, 1992

IN REPLY PLEASE
REFER TO FILE:

P-4

Ms. Judith Schwartle, Manager
Government and Public Affairs
Los Angeles County Transportation Commission (LACTC)
818 West 7th Street
Los Angeles, CA 90017

Dear Ms. Schwartle:

RESPONSE TO A DRAFT ENVIRONMENTAL IMPACT REPORT
BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report (DEIR) for the proposed Burbank-Glendale-Los Angeles Rail Transit Project. We have reviewed the DEIR and offer the following comments:

Drainage Planning

As you know, we initially made only general comments on the Notice of Preparation for this project in November 1991 (copy enclosed). At that time, no specific plan nor options affecting Taylor Yard were discussed. Our comments revealed our Flood Control interests for the Yard based on the fact that the parcels available (five, consisting of 184.65 acres) would not be affected by the proposed project.

We are very concerned with both alternate station sites within Taylor Yard and the transportation corridor's present alignment. Currently, studies by this Department and others are investigating means of enhancing the remaining parcels. By locating the corridor across the middle of the remaining parcels and LACTC's property, an opportunity to develop the Yard's potential for flood control, recreation, and the enhanced aesthetics of the area may be lost. We request greater flexibility in your final station and corridor designs which will be compatible with the needs of the community and the on-going studies.

Please add these specific comments to the Final EIR:

Under PROJECT DESCRIPTION, Section 3.4.5, page 55:

> "Los Angeles County Department of Public Works is currently studying the possibility of constructing a Flood Control facility (detention basin) within the remaining available parcels in Taylor Yard along with developing additional multi-uses which will enhance the recreational, environmental, and aesthetics of the area.
>
> The State's Department of Water Resources has recently approved a grant for a multi-use study, under the Urban Stream Restoration and Flood Control Act, to investigate the Taylor Yard site's potential for flood control, habitat creation and enhancement, recreation, groundwater recharge, transportation, and water quality improvement. The Department of Public Works is acting as the local sponsor for this study."

Under ENVIRONMENTAL ISSUES ANALYSIS, Section 5.2.1, page 79:

> "The Los Angeles County Department of Public Works is studying the possibility of a Flood Control facility with various multi-uses, including environmental enhancement and recreational features."

Under ENVIRONMENTAL ISSUES ANALYSIS, Section 5.2.1, page 82:

> "Multi-use Study of the Los Angeles River at Taylor Yard (State's Department of Water Resources and Los Angeles County Department of Public Works): This study is currently underway and will investigate the site's potential for flood control, habitat creation and enhancement, recreation, groundwater recharge, transportation, and water quality improvement."

If you have any questions regarding these comments, please contact Mr. Manuel Quezada of our Planning Division, Special Studies Unit at (818) 458-4318.

Waste Management

1. Los Angeles County is facing an estimated shortfall in solid waste landfill capacity of 10,000 tons per day by 1993. As such, the proposed alignment may adversely impact the solid waste management system in this County. The EIR must identify what measures the project proponent will implement to mitigate this impact. These measures may include, but are not limited to, development of new or expansion of existing landfill sites, as well as the implementation of waste reduction and recycling programs. Also, the EIR must include provisions for "adequate waste storage areas" for collecting recyclable materials.

2. The existing hazardous waste management (HWM) facilities in this County are inadequate to handle the hazardous waste currently being generated. The proposed commercial/industrial development may generate hazardous waste, which would adversely impact existing HWM facilities. This issue should be addressed and mitigation measures provided.

3. The EIR must discuss the impact of the proposed alignment being located within 1,000 feet of several inactive landfills and the migration of landfill generated gases.

4. The document should reference National Pollutant Discharge Elimination System Permit No. CA0061654, issued by the Regional Water Quality Control Board to the County and local agencies.

5. Any mitigation measure monitoring program performed by the Los Angeles County Department of Public Works, Waste Management Division, will require a funding account to be established by the project proponent to pay for the required services. The amount of necessary funds will be determined at the time monitoring will be performed. The Department of Public Works, Waste Management Division, must be contacted to establish the funding account.

If you have any questions regarding these comments, please contact Ms. Janis Fujimoto of our Waste Management Division at (818) 458-6521. Questions regarding the environmental reviewing process of this Department can be directed to Ms. Clarice Nash at the above mailing address or at (818) 458-4334.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

John Ettegerman

by CARL L. BLUM
Assistant Deputy Director
Planning Division

MA:mv
WP:137

Enc.

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (818) 458-5100

THOMAS A. TIDEMANSON, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O.BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

L.A.C.T.C.
1991 NOV 22 PM 12:08

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November 21, 1991

IN REPLY PLEASE
REFER TO FILE: P-6

MICROFILMED
COPY IN PMC

Ms. Judy Schwartze
Government and Public Affairs Manager
San Fernando Valley/North County Area Team
Los Angeles County Transportation Commission
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017

Dear Ms. Schwartze:

RESPONSE TO A NOTICE OF PREPARATION
BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the Burbank-Glendale-Los Angeles Rail Transit Project. We have reviewed the NOP and offer the following comments:

Waste Management

Los Angeles County is experiencing a shortage in solid waste disposal capacity this year. The proposed development will adversely impact disposal facilities. To alleviate this crisis, the California Integrated Waste Management Act of 1989 requires development of programs for diverting 25 percent of the solid waste stream from landfills and transformation facilities by 1995 and 50 percent by the year 2000. To meet these mandates, the DEIR should identify waste quantities that will be generated along with mitigation measures of waste reduction, recycling, and composting programs. Also, the DEIR should identify development standards to provide adequate "storage areas" for collecting recyclable materials.

The existing hazardous waste management facilities (HWM) in this County are inadequate to handle the hazardous waste currently being generated. The proposed residential development will generate hazardous waste, which could adversely impact existing HWM facilities. The DEIR should address this issue and provide mitigation measures.

The environmental documents should recognize the need to comply with the Federal Clean Water Act and the NPDES Permit issued to the Los Angeles County and Co-Permittees for Stormwater/Urban Runoff Discharge.

Compliance to protect Water Quality will be required.

Any mitigation measure monitoring program performed by the Los Angeles County Department of Public Works, Waste Management Division, will require a funding account be established by the project proponent to pay for the required services. The amount of necessary funds will be determined at the time monitoring will be performed. Waste Management Division must be contacted to establish the funding account.

If you have any questions regarding these comments, please contact Mr. Michael Bohlander of our Waste Management Division at (818) 458-3562.

Drainage Planning

Water

3b. Permits from this Department will be required for any improvements which affect Los Angeles County Flood Control District rights of way. Please contact Mr. Rudy Lee in our Mapping and Property Management Division at (818) 458-7039.

3i. Change "No" to "Maybe"

The proposed rail line severs the Southern Pacific Railroad's (SPRR) Taylor Yard property. We understand this was done at the request of SPRR to enhance marketability of parcels adjacent to San Fernando Road. Many citizen groups and agencies, including this Department, are interested in the remaining property for other uses. We have conducted a preliminary study, indicating use of the remaining parcels could be considered for a large flood control detention basin with recreational improvements and environmental enhancement/mitigation features. This proposal had developed genuine interest from key community groups.

Discussions between LACTC staff and representatives of this Department on July 18, 1991 indicated LACTC would be flexible in relocating the rail line in the future so that it is adjacent and parallel to San Fernando Road if our proposal for a large flood detention basin moves forward. We recommend LACTC maintain operational flexibility in developing its plans and programs to allow future alignment of the rail line through Taylor Yard to accommodate the potential interests of this Department and other proposals.

If the rail line remains along its present proposed alignment and the remaining property is developed as a large flood control detention basin, the rail line will be exposed to water-related hazards on both sides unless it is relocated adjacent to San Fernando Road.

Land Use

8. See comments to 3i above

Risk of Upset

10a. Safety measures should consider the potential for risk of explosion or release of hazardous substances to impact a proposed flood control detention basin at Taylor Yard which would include environmental enhancements and recreational features.

Public Services

14d. See comments to 3i. and 10a. above.

14e. See comments to 3i. and 10a. above.

14f. LACTC should contact the Corps of Engineers, Planning Branch regarding the status of a proposed Corps' study of the potential for widening the Los Angeles River in the vicinity of Taylor Yard. LACTC should address the impact the proposed rail line through Taylor Yard could have on that effort.

If you have any questions regarding these comments, please contact Mr. Michael Anderson of our Drainage Planning Section at (818) 458-4308.

Questions regarding the environmental reviewing process of this Department can be directed to Ms. Clarice Nash at the above street address or at (818) 458-4334.

Very truly yours,

T. A. TIDEMANSON
Director of Public Works

CARL L. BLUM
Assistant Deputy Director
Planning Division

MA:aa
WP/42

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Thomas E. Greer, Director
Airport Services

August 13, 1992

Ms. Judith Schwartze, Manager
Government and Public Affairs
LACTC
818 W. 7th Street
Los Angeles, CA 90017

Dear Ms. Schwartze:

Thank you for providing us with the opportunity to comment on the Burbank-Glendale-Los Angeles Rail Transit Draft EIR. The Burbank Airport Authority is in full support of this project. The proposed Light Rail service will create an important intermodal link for residents and businesses wishing to utilize the Burbank Airport. It will also provide the opportunity for visitors flying into the Airport to connect with several attractions in the immediate area.

A parcel of land located near Hollywood Way and San Fernando Road that was identified for vehicle parking in your Draft EIR has also been designated for Airport use in our Draft EIR. While we recognize that the exact land use by both projects is still very preliminary we will work closely with the LACTC Staff and other local agencies to effectuate a possible joint development in the future.

If you have questions regarding the comments from the Airport Authority, please feel free to call me or Kim Becker, Environmental Operations Manager, at (818) 840-8840.

Sincerely,

Thomas E. Greer
Director, Airport Services

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

818 West Seventh Street,12th Floor • Los Angeles, California 90017-3435 □ (213) 236-1800 • FAX (213) 236-1825

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Thousand Oaks

Fred Aguiar, *Mayor*
Chino

Richard Kelly, *Mayor*
Palm Desert

MEMORANDUM

HAND DELIVERED

DATE: August 13, 1992

TO: Judith Schwartze
Los Angeles County Transportation Commission

FROM: Rail/Transit Planning Staff

RE: **Draft Environmental Impact Report for the Burbank-Glendale-Los Angeles Rail Transit Project. SCAG No. LA-55863-EDR.**

Thank you for providing SCAG with the opportunity to review and comment on the Draft Environmental Impact Report for the Burbank-Glendale-Los Angeles Rail Transit Project. If you have any questions regarding the following comments, please contact Manuel Gurrola at (213) 236-1907.

Project Evaluation

Consistency with the 1989 Regional Mobility Plan

The LA-Glendale portion of the corridor is consistent with the 1989 Regional Mobility Plan, which (Fig. V-8) indicates a medium capacity line on new facility, extending north from the LA CBD to downtown Glendale as part of the unconstrained plan. The segment from Glendale to Burbank is not consistent with the RMP as an urban light rail line, although a commuter rail corridor from LA to Burbank is indicated in Figure V-9.

Is the proposed Burbank-Glendale-LA line feasible in terms of right-of-way?

No details are given in the EIR in regard to the track and right-of-way requirements for the SCRRA Metrolink service and for the Southern Pacific Transportation Co. The concern is that under the terms of the right-of-way

ALTERNATES

Imperial County o **Sam Sharp,** *Supervisor* • Los Angeles County o **Ed Edelman,** *Supervisor* and **Kenneth Hahn,** *Supervisor* • Orange County o **Gaddi Vasquez,** *Supervisor* • Riverside County o **Melba Dunlap,** *Supervisor* • San Bernardino County o **Larry Walker,** *Supervisor* • Ventura County o **Vicky Howard,** *Supervisor* • Cities of Imperial County o **Victor Sanchez, Jr.,** *Mayor Pro Tem,* Westmorland • Cities of Los Angeles County o **Abbe Land,** *Councilmember,* West Hollywood • Cities of Orange County o **Ruthelyn Plummer,** *Councilmember,* Newport Beach • Cities of Riverside County o **(Vacant)** • Cities of San Bernardino County o **Elmer Digneo,** *Mayor Pro Tem,* Loma Linda • Cities of Ventura County o **Judy Mikels,** *Councilmember,* Simi Valley • City of Los Angeles o **Richard Alatorre,** *Councilmember* o **Rita Walters,** *Councilmember* o **Michael Woo,** *Councilmember* • Long Beach 2nd position o **Douglas Drummond,** *Councilmember* • At Large o **George Nakano,** *Councilmember,* Torrance o **Candace Haggard,** *Councilmember,* San Clemente o **Judy Wright,** *Councilmember,* Claremont • Ex-Officio o **Judith Johnston-Weston,** Los Angeles; *Chair,* Regional Advisory Council

purchase from the SP, the SCRRA may need to vacate the freight tracks which will be used initially, and locate at least one commuter rail track on their 40' easement within one or two decades. While there should be room for a double track LRT line and a single track commuter line in this space, room may not remain for LRT stations or for commuter rail expansion (addition of track). The terms of the SP-LACTC purchase, and their impact on the proposed project should be discussed in some detail.

How does the proposed Burbank-Glendale-LA LRT line relate to plans to develop the Metrolink commuter rail service on the same corridor? If there are right-of-way constraints along the SP corridor, will reverse-peak commuter rail service be allowed?

The EIR should discuss plans for expanded LA-Ventura County and LA-Santa Clarita Valley/Palmdale commuter rail service on the Southern Pacific right-of-way between LAUPT and Burbank junction, by the SCRRA, and indicate how the LRT line is intended to function in relation to such service expansion, including the possibility of northbound AM and southbound PM peak commuter trains. There is a fundamental question as to the relative roles of commuter rail and light rail on this corridor, which should be answered.

Will there be room for future high speed rail on the SP corridor, as well as freight, commuter rail, other intercity trains, and LRT?

The Los Angeles-Fresno-Bay Area/Sacramento High Speed Rail Study has indicated that SP tracks would be used from San Fernando to LAUPT by high speed passenger trains linking LA with the Bay Area. This would be a double track, electrified line, using the SP right of way between LAUPT and San Fernando. The SP tracks are already used by San Diegan trains to Santa Barbara and by long-distance intercity trains. It would be desirable if the EIR would discuss the track capacity issue, as related to high-speed rail.

Will there be adequate capacity for freight service on the corridor?

The SP Coast Line and Saugus Line are heavily used by the Southern Pacific for freight service to the San Joaquin Valley and the Bay Area. It is of considerable importance to the economy of this region as well as to California as a whole, to maintain adequate railroad freight service on this corridor. However, freight capacity requirements are apparently not included.

Wouldn't a light rail line serving the center of Glendale provide much better service to that city?

Page 19 of the EIR indicates that the proposed transit route would connect major activity centers in the region. However, the LRT line, following San Fernando Road along the Southern Pacific right-of-way, appears to place the transit line on the periphery of Glendale, not directly serving

the center of the city. SCAG's demographic data indicate that a more centrally-located transit facility would better serve the higher residential densities, which are prevalent east and west of the Glendale CBD area.

Specifically, high residential densities of 4000+ units/square mile extend all the way from San Fernando Road in the west to Verdugo Road in the east side of Glendale. The San Fernando Road alignment borders this higher density area; however, for a half mile to the west, densities fall to the 2000-2999 units/square mile range (west of the 5 Freeway lies Griffith Park, with essentially no population). With a San Fernando Road alignment, most of the higher density area is beyond one half mile of the line, that is not within walking distance, requiring potential passengers to drive or take a bus to train stations. With a Brand Boulevard alignment, about 50% of this higher-density housing will be within 1/2 mile of the LRT line, allowing people to walk to it; and residents in eastern Glendale would also be placed almost a mile closer to the line, encouraging people to use a bus or shuttle rather than driving to it. Year 2010 projections do not alter this pattern.

A San Fernando Road alignment is a little better in terms of employment densities, which are over 6,000 jobs/square mile for a large area extending from the 5 Freeway, east to Adams, east of the CBD. However, the financial district with over 12,000 jobs/square mile in the northern part of the CBD lies about a mile from San Fernando Road, effectively out of walking distance. Much the same conditions are forecast to occur in 2010, except that there is expected to be a higher density of employment in the area around the Galleria, about a half mile east of San Fernando Road. Again, a Brand Boulevard alignment would provide much better access to high-employment areas of this city.

The 1989 Regional Mobility Plan displays major regional activity centers in Fig. V-6. P. V-23 of the RMP indicates that "Transit, if it is to be effective--must move people where they wish to travel, serving the activity centers directly, in contrast to the freeway/automobile system which by its nature puts them at the periphery." A more central alignment for the LRT line would better satisfy the intent of the RMP to establish a centers-based transit system.

Page 52 of the EIR discusses a shuttle system between the Glendale CBD and the LRT line. If northern Glendale is one of California's largest financial centers, as indicated, doesn't it merit direct LRT service?

It is suggested that at least, and possibly several, central alignments for the LRT line, serving Brand Boulevard and parallel streets, should be studied. Page 167 of the EIR discusses alternative alignments which were considered in a previous study. The SCRTD, in its comments on the Notice of Preparation for the DEIR, asked that a Brand-Glenoaks alignment be considered. If there is information on rail line patronage or capital costs for any of these

alignments, this data should be reported in the EIR, because it is possible that one of these alternatives could prove to be environmentally superior from the viewpoints of air quality, energy, and land use.

If the objective is to primarily provide service along the San Fernando Road corridor, wouldn't it be more cost effective to simply expand the commuter rail service along the SP Coast and Saugus Lines, with well-coordinated bus service?

The EIR should provide information on commuter rail alternatives. The question remains whether an expanded commuter rail operation, with several additional station stops, and some reverse peak commute service, would not satisfy many of the commuter needs along the corridor. Similarly, little information is provided on the level of service provided by buses along San Fernando Road. It is possible that a higher level of commuter rail service, closely coordinated with parallel bus routes, would provide adequate corridor service in the relatively short term. Meanwhile, planning could proceed to provide light rail service to the Glendale center itself in the longer term; if tied in with the commuter rail system at several points along San Fernando Road (e.g. in Burbank and at the Glendale Amtrak station), this could provide superior linkage between the Burbank, Glendale, and LA CBDs.

The EIR on Page 36 indicates that a patronage level of 33,000-38,000 riders per day could be reached by 2010. Does this include or exclude commuter rail patronage on the same corridor? That is, were parallel commuter rail lines included in the model run, and if so, what was the result?

The EIR should explain what the commuter rail patronage will be on this corridor, including a future high level scenario (years 2000/2010). It should explain how the expansion of this service between LAUPT and Burbank junction would impact the projected LRT ridership.

TECHNICAL NOTES

EIR Detailed Comments

- On Page 6 and Page 94 of the EIR it is noted that the project would have a beneficial impact on air quality. However, an alternative directly serving downtown Glendale could have a much more beneficial impact on air quality, by eliminating the need for many people to drive to transit stations, which would be more conveniently located.

- Page 96. While the rail project would reduce the mileage traveled by auto for people who park and ride on the LRT line, cold start emissions will not be eliminated for these trips. The EIR should state that this is a reason to seek to increase bus, shuttle, or carpool access to rail stations.

- The available right-of-way appears to be very restricted at the Glendale Transportation Center site, as is noted on Page 51 of the EIR. Will a row of storage buildings on the LA side of the Coast Line be acquired and removed as part of this project? The EIR indicates that an additional strip of land will need to be acquired here, but does not indicate on which side of the railroad line this will occur.

- The EIR should indicate that it may be necessary to put in a passenger grade separation between the old Glendale Station and the Amtrak/Metrolink line, which will have to provide for luggage access from the station to Amtrak trains. This could impose an inconvenience to long distance train riders, but as it would prevent passengers from crossing the track that is presently on the east side of the right-of-way to access the center track, it may also present some safety advantages.

- Pages 57-59 of the EIR discuss the layout of the line in Taylor Yard. Isn't the light rail alignment through Taylor Yard indicated on Figure 38 on the wrong side of the yard for effective community access?

  It appears that the LRT line should be on the San Fernando Road side of the yard, unless some major joint development projects are planned which will take up much of the property, and allow major densification around the LRT line. Access from Verdugo Road/Eagle Rock Blvd., Division, etc. in the Mt. Washington area may be impeded. Are there plans to provide bus access roads

  and pedestrian or bike paths into the station sites from the east? Conversely, since the alignment shown is on the west side of the yard, are there plans to provide a shuttle bus or pedestrian bridges from the Elysian Valley residential area, west of the LA River, over to the rail line?

- Pages 54 and 59 discuss joint development potential. Other than the Van de Kamp's Bakery and Hughes Market sites near the Glendale Freeway, and the Lawry's California Center area near Ave. 26, are there any other joint development sites located along the corridor which might help densify/promote value-capture finance?

- On page 85 it is noted that construction of surface park-n-ride lots will remove some of the existing employers along San Fernando Road. Parts of the San Fernando Road corridor are deficient in terms of trip generators as it is. Perhaps some use of park-and-ride structures should be considered if it is difficult to relocate said industries within the same area.

The remaining comments pertain to clarity of various sections of the EIR:

- On page 23, paragraph 3 (above the picture), reference is made to "three heavy rail trains". This is very misleading as currently written, and may give the casual reader an impression that the corridor is little used by main line trains. There will certainly be more than three trains! The Metrolink service has been projected to furnish, at start-up, 14 train movements, and at the high level, 62 trains per day; Amtrak has four San Diegans (to be expanded to six?) as well as the Coast Starlight (two trains/day); and there are also numerous SP freight trains on the corridor.

- On Figure 3, the Avenue 19 designation is confusing, as this is not in south Taylor Yard. The location shown on the map is equally close to Avenue 26. Also, the Broadway station should be indicated on the map.

- On page 43, reference is made to the SP Coast Mainline Junction. This is usually called Burbank Junction, which will help to identify it to railroad people.

- On page 171 under alternative modes, the EIR states that high-speed trains of the TGV type are completely grade separated. It omits to mention that in France, the TGV trains are routed into CBD areas over existing railroad tracks, and at lower speeds. The possibility of using a TGV or ICE technology, and routing it into the LA CBD via the SP Saugus and Coast Lines should be considered; they could very easily share SP tracks with the commuter rail and freight system, within the urbanized area.

  Similarly, page 172 refers to the noise created by high speed rail at 186 MPH. With a slower-speed operation on existing tracks, a lower dB level than indicated here (for 186 MPH) would result from TGV or ICE operation over the section of the SP right-of-way considered in the EIR.

COUNCILMEMBER
MIKE HERNANDEZ
First Council District

City Hall, Room 380
Los Angeles, CA 90012
(213) 485-3451

District Office
163 S. Ave. 24
Room 202
Los Angeles, CA 90031
(213) 485-0763

August 14, 1992

Ms. Judith Schwartze
Manager, Government & Public Affairs
Los Angeles County Transportation Commission
818 West 7th Street
Los Angeles, CA 90017

Re: Response -- Draft Environmental Impact Report, Burbank-Glendale-Los Angeles Rail Transit Project

Dear Ms. Schwartze:

After an initial review of the draft Environmental Impact Report (EIR), it is clear the document addresses future development along the San Fernando Road corridor. However, as you know the Taylor Yard site has been the focus of intense study and community participation, as detailed in the Memorandum of Understanding with the Commission.

The Steering Committee has commissioned a study in coordination with LACTC that will examine the effects -- both short and long term -- of development along the corridor. These urban design guidelines that focus on economic development strategies as well as environmental impacts must be incorporated into any final EIR document.

As detailed in my correspondence, dated July 28, 1992, to Art Cueto, the draft EIR is part of a programmed environmental analysis. There must be a uniformity of terminology used in the method of the project environmental assessment, which should ensure terminology in the draft EIR is identical to that specified in similar environmental analysis for other components of the project such as the supplemental EIR for the Los Angeles - Pasadena Light Rail Project. Specifically, station sites and related technical terminology should be described, and visually portrayed, in the same manner.

RECYCLABLE AND MADE FROM RECYCLED WASTE

Ms. Judith Schwartze
August 14, 1992

I look forward to our continued working relationship.

Sincerely,

MIKE HERNANDEZ
Councilmember, First District

cc: Honorable Edward Roybal
Honorable Gloria Molina
Honorable Art Torres
Honorable Xavier Becerra
Honorable Lucille Roybal-Allard
Honorable Richard Polanco
Honorable Richard Alatorre
Honorable Leticia Quezada
Honorable Jackie Bacharach
Nikolas Patsaouras
Antonio Villaraigosa

mh:e-m

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July 28, 1992

VIA TELECOPIER & US MAIL

Mr. Art Cueto
Los Angeles County Transportation Commission
818 West Seventh Street, Suite 1100
Los Angeles, California 90017

Re: Response of First Council District To Notice of Preparation of a Supplemental Environmental Impact Report For The Los Angeles To Pasadena Light Rail Project

Dear Mr. Cueto:

This communication responds to the Los Angeles County Transportation Commission ("LACTC") Notice of Preparation ("NOP") for the preparation of a Supplemental Environmental Impact Report ("SEIR") for the Los Angeles to Pasadena Light Rail project dated June 26, 1992 received by this office on June 29, 1992.[1]

On or about June 30, 1992, the Council Office received a document entitled "Preliminary Draft Initial Study For The Los Angeles Rail Transit Project," dated June 19, 1992 ("PDIS"). These comments are made after review of the content of the NOP which describes generally the project and the format of the proposed projects.

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[1] This response is submitted within thirty days after receipt of the NOP and in compliance with CEQA Guidelines Section 15082(b).

1. Purpose of NOP And Determining Scope Of EIR.

Under the California Environmental Quality Act[2], the purpose of the NOP is to solicit guidance from interested agencies and the public concerning the scoping content of the environmental information to be analyzed and included in an environmental impact report. See CEQA Guidelines Sections 15082, 15083. CEQA Guideline Section 15083 (a) states the following concerning the importance of scoping:

> Scoping has been helpful to agencies in identifying the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in depth in an EIR and in eliminating from detailed study issues found not to be important.

It is recognized that scoping is an optional procedure in the preparation of an EIR, and that although early consultation with the public is encouraged by the CEQA Guidelines, it is not required. CEQA Guidelines Section 15083. However, when a lead agency utilizes the scoping process to narrow the range of potential alternatives to be analyzed in an EIR, it must describe the methodology by which rejected alternatives were deemed infeasible. Goleta, supra, 52 Cal. 3d at 569. Stated differently, the scoping process should be used by the lead agency to determine which project alternatives are feasible, and should be evaluated in detail in the EIR, and which are infeasible and therefore need not be evaluated.

2. NOP Project Description.

The first textual page of the FDIS purports to set forth the project description in providing an explanation as to why the SEIR is being prepared. This portion of the PDIS should be supplemented to succinctly state the

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[2] Public Resources Code Section 21000 et seq. ("CEQA"). All references will be to the Public Resources Code unless otherwise noted. All references to CEQA Guidelines are to the State CEQA Guidelines, promulgated by the State Resources Agency found in Title 14 of the California Code of Regulations Section 15000 et seq. The CEQA Guidelines are accorded great weight by the courts in interpreting provisions of CEQA Citizens of Goleta Balley B. Board of Supervisors, 52 Cal. 3d 553, 564, fn.3 (1990)

project description which is now proposed to be analyzed by way of a supplemental environmental analysis, rather than stating the composition of the supplementary environmental analysis.

Further, the project description should acknowledge the "project" as it presently exists. For example, with respect to Taylor Yard, this office has executed a Memorandum of Understanding with the lead agency, the LACTC, and other interested parties concerning minimum mitigation measures which would be taken with respect to a proposed maintenance facility at the Taylor Yard. Because the SEIR purports to analyze the effects of changes to the underlying project on the "environment", this change in the project description would be a "man-made condition" which falls within the definition of the physical "environment" (CEQA Guidelines Section 15360) which must be assessed by the SEIR.

3. Scoping Comments.

The format of the project SEIR should contain feasible alternatives to those described. Inclusion of alternatives within the project definition does not satisfy the CEQA requirement of discussion of feasible alternatives to the project unless the project methodology before the selection of those project alternatives is set forth and subject to public review. Stated differently, it is unclear why only the analysis described under Section 1.1 of the PDIS is to be accomplished. Has the lead agency staff followed a methodology which has eliminated other project alternatives either in terms of route of the system or placement of stations or placement of maintenance facilities? If so, that methodology should be set forth, otherwise the PDIS is defective.[3]

In analyzing those project alternatives, it is important that additional alternatives be presented which are capable of avoiding the identified significant environmental impacts associated with the project alternatives. Section 21002; CEQA Guidelines Sections 15002(a)(3), 15021(a)(2); Citizens for Quality Growth B. City of Mt. Shasta, 198 Cal. App. 23d 433, 443-445 (1988).

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[3] It is also respectfully suggested that this constrained, or limited analysis of the SEIR could be alleviated if there were a public scoping meeting concerning the content of the SEIR. This would be consistent with the preferred position of the public in the CEQA process of validly and consistently questioning and testing the method of environmental analysis.

Conceivably, there could be alternative geographic locations of the rail line alignment, maintenance facility and stations other than those proposed. If there are no such alternatives then the methodology or analysis as to why such alternatives are not included in the analysis should be set forth.

With respect to prospective alternative geographic sites, I believe the SEIR should address a reasonable number of alternatives so as to foster informed decision-making. Additionally, the alternative geographic sites selected should be capable of fulfilling the project goals.

In addition to consideration of project alternative geographic sites, the EIR should address the secondary economic and social impacts of both the project and the project alternatives identified. This economic and social impact analysis is different than a cost benefit analysis for each of the portions of the project proposed, as that is just a fiscal analysis for each of the project components. Regardless of the benefits of such an analysis, there will be economic and social impacts directly associated with the identified environmental impacts on the physical environment of : (1) traffic/noise/air quality and energy; (2) land use compatibility; (3) natural and cultural resources; (4) plans, policies, regulatory requirements; (5) public services and public health; and, (6) visual impacts. (See CEQA Guidelines Section 15131).

Stated simply, wherever the project is sited, it will have an economic effect on the area immediately adjacent to, and near, that site, which should be assessed in conjunction with identified significant impacts on the environment.

By way of general comment, several of the explanations for the notations on the PDIS checklist seem to be conclusionary rather than analytical and supported by actual data. For example, the reference to the notation in the Environmental Checklist Form No. 3.b. that there may be an effect on the environment in changes in absorption rates, drainage patterns or the rate and amount of surface run-off which specifically references Taylor Yard and it's approximate location to the Los Angeles River is, in fact, unsupported by any data. At a minimum, the conclusion that

there would be no significant amounts of run-off or the direction of water movement should be supported by some type of analytical data which it seems reasonable to conclude could not be set forth until at least two other governmental agencies, the U.S. Army Corps of Engineers and the State Department of Fish & Game are consulted.

Finally, as the SEIR is part of a programmed, or tiered, environmental analysis, it is respectfully requested that there be a uniformity of terminology used in the method of the project environmental assessment. This type of analysis should ensure that the terminology in the SEIR for the project impacts is identical to that set forth in similar environmental analysis for other components of the project such as the Draft Environmental Impact Report for the Burbank-Glendale-Los Angeles Rail Transit project. Specifically, station sites and related technical terminology should be described, and visually portrayed, in the same manner. This, obviously, will facilitate informed public review of both projects.

Thank you for the opportunity to comment on the parameters of the proposed project SEIR.

Sincerely,

MIKE HERNANDEZ, Councilmember
First District

MH/ER/ag

X341

MICROFILMED
COPY IN RMC

223006

July 15 1992

Elysian Valley
PROPERTY OWNERS, RENTERS, & BUSINESSMEN'S ASSOCIATION
2335 GATEWOOD STREET, LOS ANGELES CALIFORNIA 90031
(213) 222-5951

Mertolink Burbank/Glendale/Los Angeles Rail Transit Project.

No wonder people living along the proposed project do not know what is going to happen in their Communities. The Draft Environmental Impact Report is dated June 1992 and we are to respond on July 15, 92. But Taylor Yard has been in the cleanup process for at least 2 years by the Deaprtment of health with no update from them.

The process of the DEIR is to get Public input about the project. The D.E.I.R. is dated June 1992. There us no lead time to even read the D.E.I.R. in time for comments. Slam bang, thankyou mam process raised the ire of all peoples concerned.

The latest gimmick is WORKSHOPS. Where the audience is seperated in small groups so they cannot get together to resolve anything. The D.E.I.R. is supposed to be open comments from the floor so that the audience & the proponents can have a mutual learning of the project which will have meaning for the residents of the Communities along the routes.

For instance we in the Elysian Valley on Gatewood St. look down the street across the river to see another steel girder building going up & two blocks south is a steel girder building 350 feet long completely framed without any input to the Communities.

What should we comment on ? The overbearance of the past system heeding none of the rules. What good is the D.E.I.R. process proposed by the Los Angeles County Transportation Commission ? Which flagrantley violates the rules.

The questions about the Rail Transit Project are enormous & need to be answered right now. I t is so sad & costly to make mistakes & very costly to retrofit problems.

We and the surrounding Communities do not need any more Pollution: Air, Noise, Traffic, Parking.

Page 57 of the D.E.I.R. shows a map; figure 38, Glassell Park Taylor Yard, a fold out also showing Elysian Valley where we live, a block and a half from the L.A. river. Why are'nt the buildings to be built and are building on this map ? All maped Communities on this Burbank, Glendale, Los Angeles Rail Transit Project D.E.I.R. must be listed and identified.

This project is not following the California Environmental Act. Doing away with the learning from comments of the people for or against the project with no details, craming them into little workshops with no written

Metrolink Burbank/Glendale/ Los Angeles Los Angeles Rail Transit Project

comments or answers in the D.E.I.R. Which robs the C.E.Q.A. process and robs us of our future in our Communities.

Will there be responses in the Final Environmental Impact Report ? For our future or are you going to allow the mass confusion of the existing proposal without facts & trying to lead us blind without proper information again.

We are going to call our State Representatives to inform them of the misuse & abuse of the D.E.I.R.PROCESS.

Sincerely,

Richard R. Adams

Richard R. Adams
Association President

Mount Washington Association

July 22, 1992

Ms. Judy Schwartze, Manager
Government and Public Affairs
Los Angeles County Transportation Commission
818 W. Seventh St.
Los Angeles, Calif. 90017

Dear Ms. Schwartze:

The Mt. Washington Association supports the construction of a light rail transit line connecting **Burbank, Glendale, and Los Angeles.** Our community has a long history advocating the improvement of public transportation near our neighborhood. Our many residents will benefit immensely from this proposed service.

We welcome the proposed stations at the **Glendale Freeway, Taylor Yard, and Avenue 19.** We think that the Planning and Urban Design Workshop currently sponsored by the AIA is the best community-wide forum to study which alternatives to select at both the Glendale Freeway and Taylor Yard. This workshop will examine **joint development opportunities** at these stations which will have broad support from the nearby communities. We support the inclusion of **parking** and **kiss-and-ride facilities** at these locations.

The Mt. Washington Association is concerned about displacement of the **old Los Angeles City Jail.** Our neighbors in Lincoln Heights oppose its abandonment or disfigurement. We hope that an engineering solution is possible that will successfully address the concerns of this community.

We oppose the use of parcels in the Taylor Yard for **storage and maintenance purposes.** The above mentioned Workshop is currently studying how best to develop this area. Taylor Yard already has an overabundance of poorly sited maintenance facilities.

We look forward to successfully working with LACTC to accomplish this important transportation project.

Sincerely,

Bob Jamieson

Bob Jamieson
Light Rail Committee Chairman

cc State Senator Art Torres
Assemblyman Richard Polanco
Councilman Michael Hernandez
Councilman Micheal Woo
Councilman Richard Alatorre

WE IN THE ELYSIAN VALLEY LIVE IN THE SILVERLAKE ECHO PARK AREA PLAN. NOT THE NORTHEASR LOS ANGELES DISTRICT PLAN.

Page 82 last paragraph, Taylor Redevelopment Pre-Feasibility Study. C.R.A. is REDEVELOPMENT which is nothing more than TAX STEALING is not appropriate for this project.

Page 147, Figure 57 show our Area as housing. It is not predominantly an Industrial area.

Burbank-Glendale-Los Angeles Rail Transit Project D.E.I.R. Sch. #91101017 Metro L. A. County Transmission Commission.

Page 147 Par. 5-10 Aesthetics Environmental Setting, Fig. 57 East Valley Project Study Area.

The center stage of the picture shows the area that I live in since the year of 1930 which has been and still is the Elysian Valley. Our area is from Fletcher drive in the North & Barclay St. in the South. Our area is NOT PREDOMINANTLY INDUSTRIAL. PRIMARLY SINGLE FAMILY HOLMES.

Page 148 Second paragraph, "Habitat of the Los Angeles River EAST of Taylor Yard. This not true, it is west of Taylor Yard.

Also aon page 148 impact with no answers.

Page 150 Listing the WISH WORDS of COULD, WOULD, SHOULD have no meaning for us who live in our Communities. The Adjectives fo SHALL, WILL or MUST are meaningful. No maybe's

Page 154 Figure 62 Potential Joint Development Project. But the Development is not listed.

Page 155 First paragraph, Quote "Impact Associated With L.R.T. Related Light sources is not expected to create a significant negative light or glare impact. The impact of lighting is a measurable science and must be listed. NOT EXPECTED IS MEANINGLESS.

THERE ARE MITIGATION MEASURES NOT EVEN DESIGNED YET. Page 161 Mitigation Measures design phase of the project, cost benefit & Engineering analysis <u>should</u> be made. Which again means nothing for our future.

<u>Mitigation must be done in the DEIR STAGE NOW. NOT IN THE FUTURE.</u>

The D.E.I.R. MUST CONTAIN THE FACTS NOT PROPHESY.

Page 161 says of Demolition, if cannot be avoided but Historical Stru ctures report is not made or included.

How can the D.E.I.R. say of taking the Rails & Demolition <u>MAY BE</u> UNAVOIDABLE. MAYBE another wish word with out facts to support it.

Page 162, 4 woulds & on shouod & one assuption.

We the people are not represented by the misuse of the words SHOULD, COULD, WOULD , MAYBE.

Quote Webster Dictonary, "Would specially in expressing a wish, I would it were true."

Page 163 Quote: Bottom paragraph the specific construction impacts created at thes stations sites will be addressed during the initial Design Phase of each Station.

The D.E.I.R. is supposed to contain the facts of a project up front, not completely changed at the Design Stage. This is not according to C.E.Q, A. Major excavations & grading at Taylor Yard have already been done without people along the routes beong notified.

Page 164 4 woulds, 2 coulds, & one shall be. A positive note on noise.

Page 165 Par. 6.1 Under project description, would not need relocation within the 100 foot S.P.T.C. Right of Way. Where is the explanation of this 100 foot R.O.W. ? Does Metro Link need another 60 feet. ?

Page 165Air; Tier I control Strategy of Air Quality Management Plan. S.C.A.Q.M.D. IS BACK TO SQUARE ONE. No plan is now inexistance per the L.A. Times.

Page 166 Transportation: Quote 37,800 vehicle Miles of travel would be costly. What map or maps show this 37,000 vehicles miles? Are they talking of automobiles or trains ?

Earth; Where are the maps of the earthquake faults along the proposed 37,800 vehicle miles ?

Public Service, Whereis the Risk Management Plan for the same 37,000 miles ?

Energy; Reducing the consumption of 1720 Gallons of fuel per day. Where are the facts to back tnis up ? How much fuel will be used to Park & ride stations ?

What statistics do you have on the proposed riderships ? What will happen to the bus systems ?

Aesthetics: The relatively nodescript environment. When did the Railroad become aware of the environment ? I remember the railroad engines in 1930 burned coal. AIR POLUTION.

What are the estimates of riders on the Blue Line ? Are the Park & Ride Stations all full ? At what times ? Once a line is built & statistics taken The updates must be applied to the new system.

The Excutive Summary is writted by the Los Angeles Transportation Commission. (The Lead Agemcy)

Comments should be addressed to Judy Schwartze, Manager Government & Public Affairs. How can the Communities involved be aware of the other persons along the corridors. For instance the alternatives to the project or the project itself.

Figure 3 Planning Contex Map 10 Proposed Stations !

21 July 1992

Figure 3 Planning Contex Map 10 Proposed Stations. of that the stations across the L,A. River fromus Stations 8, 9, 10. How far away from San Fernando Rd. is the proposed Station 9?

Why would there be a Station built at Lawrys with no parking ? Station 8. Figure 18, Ave. 19, Page 35 Of D.E.I.R.

Figure 3 Proposed Station 8 of Executive Summary is less than one mile from Taylor Yard Division St. Logic points to Division Site on Taylor Yard.

The Metrolink Station now under construction in Taylor Yard, Approxiametly 350 feet long built with no Community input. A large Power Station with hi-power trasformers. What eloctro emissions will there be from them? People with Pacemakers cannot tolerate thes emissions. Also this Station will have a corragated thin galvanized roof. What noise levels will this Station have on surrounding Communities ?

We who have lived here for over 50 years & seen the Railroad changes at Taylor Yard must be able to see what is proposed for the complete area of Taylor Yard. This is Community Planning & not piecemeal as it is now. A D.E.I.R. is supposed to show & acknowledge what is proposed & waht is planned to improve our Democracy.

Your notice of the Public Process - Important Dates. July 23 & July 28 end of Public comment for D.E.I.R. Aug. 92. How are all the people along the Rail Transit Project going to respond by Aug. 10, 92 ?

Your last hearing of July 28, 92, there is not appropriate length of time to adequately address & compile the Final E.I.R., let alone get copies for people along the routes of the Rail Line.

What date is the Final E.I.R. to be released ? Do we have a comment period ? Publicly discussed at LACTC meetings does not answer the problems proposed. Sep./Oct.

This Rail Transit Project process is to be funded by Redevelopment funds. REDEVELOPMENT IS NOTHING BUT TAX STEALING SCHEME FOR THE REDEVELOPMENT AGENCY. REDEVELOPMENT TAKES THE TAXES OFF THE TAX ROLLS FOR 20 YEARS.

We do not have a State Budget now or tax money for schools. The loss of taxes to administer our Police, Fire & Democracy will furter erode our Government & our well being.

Sincerly yours,

Richard R. Adams

Richard R. Adams
Association President

US Sprint®

521 W. Rialto Avenue
Rialto, CA 92376

July 22, 1992

Robert J. Minahan
Deputy Director, Engineering & Construction
Los Angeles County Transportation Commission
818 W. Seventh Street Suite 1100
Los Angeles, CA 90017

RE: METRO GLENDALE/BURBANK LIGHT RAIL ALIGNMENT

Dear Mr. Minahan,

We have reviewed copies of the alignment drawings for the LACTC's Glendale/Burbank light rail project sent to us in February. In conversations with Peter DeHaan it was noted that the final route cannot be determined until the environmental impact study pertaining to this route is published (Oct/Nov,1992). It would be premature at this time to determine the impact on Sprint's facilities until a final design is submitted for our review. In addition, the proposed gas pipeline from Gaviota to Wilmington will also impact Sprint's final alignment in this area and will have to be addressed to avoid any unnecessary conflicts created by the new alignment. Dependent upon the extent of work required, Sprint will need approximately 9 to 12 months for design and construction.

Please notify us at your earliest convenience with the information needed for Sprint to determine the impact of both the light rail and gas pipeline projects. If you should have any questions with regard to this project please contact this office.

Sincerely,

Phil Freeman
Senior Technical Engineer-Western Region

PF:jmw

CC: Peter DeHaan - LACTC
Mariann Watson - Sprint
Tom Rooney - Southern Pacific Pipeline
J. Rinard - LACTC
J. McComb - AT & T
L. Saunders - MCI

EX341

26 July 1992

CAP ©& POLLUTION
COALITION AGAINST THE PIPELINE
P.O. Box 39A60, Los Angeles, CA 90039
(213) 222-5951 • (213) 664-6115

Comments of the D.E.I.R.
Sch, 91101017
Rail Transit Project

MICROFILMED
COPY IN RMC

Judy Schartze Manager
Government and Public Affairs
LATC
818 W. 7th Street
L. A. Calif. 90017

223275

1. Who will manufacture the train cars and Engines ? U.S.A. we hope.
2. How many cars at peak hours ? How many cars at off hours ? How many trips a day ?
3. With 500 parking spaces & 300 parking spaces for outsiders, not for local residents communities, more traffic, Crime, & Pollution.
4. Enclosed Police Report with crime of 1178 Recording Districts, one of the highest in the North East area. Who would want to park & leave a car ? Vandels, Theft, Robberies & Personal Attack.
5. More cars parking or already crowded streets in the Communities.
6. When you take 10 acres here and 10 acres there for parking you will end up with less property for potential sale and piecemeal development.
7. Who ever heard of building a transportation station without parking unless C.R.A. or some one is thinking of acquiring Lawrys on some special deal or tradeoff. I think you have put a cloud on Lawrys property if they want to sell & thats Inverse Condemnation isn't it ?
8. Stations should be positioned along San Fenando Road with parking back of Stations, not parking in front of Stations & Station clear back in Taylor Yard. Station at Van Dekamps & Hughes allignment is fairly close to San Fernando Rd. On Division St. the Station is way back in Taylor Yard close to to the L.A. River. Station at Lawrys is back on SanFernando Rd. Why are't all the Stations aligned along SanFernando Rd. so people have easy access.
9. Corner of SanFernando Rd. & Fletcher Dr. is the third busyiest intersection in the Northeast.
10. Question the 3800 hundred riders per day ?

Signed by Coalition Member

Virginia [illegible]

see attached sheets

3400
3420

LOS ANGELES POLICE DEPARTMENT

MICRO
DOCUMENT #

91 NOV 7 P3:01

197379

DARYL F. GATES
Chief of Police

TOM BRADLEY
Mayor

P. O. Box 30158
Los Angeles, Calif. 90030
Telephone:
(213) 485-3202

Ref#: 9.4
GF#: 91-181

October 28, 1991

Ms. Judy Schwartze
Consultant
Los Angeles County Transportation Commission
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017

Dear Ms. Schwartze:

The Los Angeles Police Department has reviewed the notice of preparation of an environmental impact report (EIR) for the proposed Burbank-Glendale-Los Angeles Rail Transit Project. The Department is concerned about the proposed Park and Ride Station near the Taylor Railroad Yard. The new station is in the Police Department's Northeast Area. The address of the Northeast Area station is 3353 San Fernando Road, Los Angeles, CA 90065.

The proposed development will be in one of three Reporting Districts (RD). They are 1133, 1167, and 1178. Past annual crime statistics for these RD's indicate they have a crime rate above the Citywide average. The predominate crimes in the area are auto theft, plain theft, and burglary. The current average response time to emergency calls in the Northeast Area is 7.9 minutes. The current Citywide average for response time to emergency calls is 7.3 minutes. Northeast Area currently has 235 sworn officers deployed over three watches.

The proposed Park and Ride Station will have a significant impact on police service. It is anticipated that vehicles will park at the facility and on nearby streets, thereby causing traffic congestion. In order to maintain the current level of police service, additional officers will be needed.

Strong security measures are necessary to mitigate a potential crime problem for the parking facility. The parking facility is near RD 1178. While the total overall crime rate in the area is above the Citywide average, RD 1178 alone is particularly high in auto thefts.

(OVER)

Additional security measures are suggested for the facility. The Los Angeles Police Department supports the recommendation for fixed-post security at the parking lots. The Police Department cannot provide sufficient coverage for such a large facility. Parking areas should be surrounded by adequate fencing to deter transients and vandals. In addition, parking areas should be controlled by electronic gates in conjunction with a closed-circuit television system. Elevators, lobbies, and parking areas should be well illuminated and designed with minimum dead space to eliminate areas of concealment. Alternate entrances, other than the main entrance, should be provided for emergencies.

The Northeast Area commanding officer reviewed the proposal for the project and believed that crime problems will significantly increase because of the close proximity of local gangs. It is believed that vandalism and gang-related crimes will increase.

Upon completion of the project, the developer should be encouraged to provide the Northeast Area commanding officer with a diagram of the project. The diagram should include access routes and any information that might facilitate police response. The Department's Crime Prevention Unit, (213) 485-3134, is available to advise the developer on crime prevention features appropriate to the design of the project.

Questions regarding rail transit projects should be referred to Commander Ronald C. Banks, Operations-South Bureau, who is the Department's liaison to all rail transit projects. He can be reached at (213) 485-4252 45532 05

237-1522 Sgt Booker

Very truly yours,

DARYL F. GATES
Chief of Police

July 26 1992

Elysian Valley
PROPERTY OWNERS. RENTERS. & BUSINESSMEN'S ASSOCIATION
2335 GATEWOOD STREET. LOS ANGELES CALIFORNIA 90031
(213) 222-5951

Judy Schwartze Manager
Goverment & Public Affairs
L.A.T.C. 818 W. 7th Street
Los Angeles Calif. 90017

Comment: The D.E.I.R. on the Metro Rail Propoject must show what is proposed ar each area. For instance, Taylor Yard shown in the D.E.I.R. picture is empty. A picture usually is worth a thousand words but the D.E.I.R. shows very little of the project. Why is this ?

Last Thursday the 23 of July, we had a dinner at Police Chief Robert Vernons Retirement Party at Lawrys. When we were going to Lawrys we saw a long line of oil tankers cars along San Fernando Rd. in Taylor Yard across the street from Lawrys.

At dinner we periodically experienced loud rumbling, a shaking of the ground as the Southern Pacific Train passed us. It was a shaking like an earthquake, it was not an isolated case because throughout the evening from 6 to 9 pm we experienced more rumbling with the ground shaking.

The parking of the Oil Taker Cars did not blanket out the noise or the rumbling or the shaking of the ground. What is to be done about this ?

Lawrys is a nice spot for people to go to & it must not be a Train Station. Tracks must be moved to offset the Ground shaking & install noise walls to keep out the high decibils of sound. Not addressed in the D.E.I.R. Noise readings must be taken at all Stations along the routes. Also along the Railroad routes Noise levels must monitored so people can sleep at night. Nothing is mentioned about this in the D.E.I.R.

Where is the money coming from to build these proposed Metro Rail Lines? Redevelopment Funds are Tax Stealing & the people along the Raillines cannot afford any more taxes. Redevelopment takes the monies off of the Tax Rolls for 20 years. We pay taxes for 20 years with no return. We cannot afford this.

Look at the State Assemblymen & women with no paycheck for the last month. If Redevelopment takes our taxes, how can our Government function for us ? Same question for our Govenor Pete Wilson.

Sincerely yours,

Richard R. Adams
Association President

BURBANK
CHAMBER OF COMMERCE
200 W. Magnolia Blvd., Burbank, CA 91502 • (818) 846-3111 • FAX (818) 846-0109

August 4, 1992

Mr. Peter De Haan
Project Manager
Los Angeles County Transportation Commission
818 W. Seventh St., #1100
Los Angeles, CA 90017-4606

Dear Mr. De Haan:

I understand that the Los Angeles County Transportation Commission (LACTC) has published a draft EIR for the "Burbank-Glendale-Los Angeles Rail Transit Project". The draft EIR identifies project characteristics, potential environmental impacts and proposed mitigation measures. Overall the project will have a substantial stream of benefits to the public.

I support the project because it will:

Improve the region's air quality with a reduction in automobile-generated pollutants and reduce vehicle miles driven;
Reduce congestion on freeways and local arterial streets by providing alternative mass public transit options;
Complement local land use policies and permit improved integration of regional and local transportation systems by providing a direct access from downtown Los Angeles to the airport;
Provide increased mobility for transit dependent commuters and other transit users; and
Facilitate job creation through early design and construction.

With approval of the EIR, we look forward to the adoption by the Commission of the "Burbank-Glendale-Los Angeles Rail Transit Project".

Thank you for your favorable attention to this matter.

Sincerely,

Zoe J. Taylor

Zoe J. Taylor
Executive Director

Copy Central™

2300 West Olive Avenue
Burbank, CA 91506

TEL (818) 841-4117
FAX (818) 842-7692

August 4, 1992

Mr. Peter De Haan
Project Manager
Los Angeles County Transportation Commission
818 W. Seventh St., #1100
Los Angeles, CA 90017-4606

Dear Mr. De Haan:

I understand that the Los Angeles County Transportation Commission (LACTC) has published a draft EIR for the "Burbank-Glendale-Los Angeles Rail Transit Project". The draft EIR identifies project characteristics, potential environmental impacts and proposed mitigation measures. Overall the project will have a substantial stream of benefits to the public.

I support the project because it will:

Improve the region's air quality with a reduction in automobile-generated pollutants and reduce vehicle miles driven;
Reduce congestion on freeways and local arterial streets by providing alternative mass public transit options;
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Provide increased mobility for transit dependent commuters and other transit users; and
Facilitate job creation through early design and construction.

With approval of the EIR, we look forward to the adoption by the Commission of the "Burbank-Glendale-Los Angeles Rail Transit Project".

Thank you for your favorable attention to this matter.

Sincerely,

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Friends of the Los Angeles River

PD513

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August 5, 1992

223723

Judy Schwartze, Manager
Government and Public Affairs
LACTC
818 West Seventh Street
Los Angeles, CA 90017

RE: BURBANK-GLENDALE-L.A. RAIL TRANSIT PROJECT DRAFT EIR

Dear Ms. Schwartze:

After reviewing the draft EIR for the Burbank-Glendale-Los Angeles Rail Transit Project, Friends of the Los Angeles River (FoLAR) wishes to make the following comments:

(1) FoLAR remains concerned about development and rail placement at Taylor Yard including the Van de Kamp and Hughes sites. The cumulative impacts of stations, rail lines, maintenance facilities and other proposed projects could seriously hinder other local and regional opportunities there. Development at Taylor Yard should await the results of planning studies underway for the area. In addition to the AIA-led workshop (p 55), FoLAR and the County of Los Angeles are involved in a study to identify the feasibility of environmental and flood control improvements in the area. Please contact me if you would like more information on this study.

(2) Efforts to prevent construction related debris from reaching the LA River and Arroyo Verdugo Wash should be of primary concern due to the wildlife that exists there. Construction during the dry season (p 164) will not per se prevent debris from reaching the river.

(3) The potential for future restoration of the river should be taken into account wherever possible. To help ensure compatibitity with this goal, the project should use local native vegetation in its landscaping and should not preclude future access to the river. Here again FoLAR is a valuable resource for information.

FoLAR P.O. Box 292134 Los Angeles, CA 90029 213~~.663.7331~~
223-0585

(4) Possible impacts to the Southwestern Pond Turtle due to the project were identified, but no mitigation measures were proposed. One appropriate measure appears to be expansion of its local habitat.

FoLAR welcomes further discussion of any of the above issues. Thank you for this opportunity to comment.

Sincerely,

Martin Schlageter
Executive Director

PD 513

224385

ADDRESS ALL COMMUNICATIONS
TO THE COMMISSION
107 SOUTH BROADWAY, ROOM 5109
LOS ANGELES, CA 90012
TELEPHONE: (213) 897-
8340

Public Utilities Commission

STATE OF CALIFORNIA

FILE NO.

August 14, 1992

Judith Schwartze
Manager, Government and Public Affairs
Los Angeles County Transportation Commission
818 W. 7th Street
Los Angeles, CA 90017

MICROFILMED
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RE: Burbank - Glendale - Los Angeles Rail Transit Project
SCH #91101017

Dear Judith:

In its review and response to the Draft Environmental Impact Report regarding the Burbank - Glendale - Los Angeles Rail Transit Project, the Public Utilities Commission offers the following comments:

All applicable General Orders of the Commission should be followed. These must include, but are not limited to General Orders 143-A, 75-C, 26-D, 118, 33-B, and 72-B.

Consideration should be made for the larger than quoted numbers of trains through the area (section 4.8). There are currently 2 Santa Barbara Trains and 1 AmTrak Coast trains each way, each day. Additionally there is planned 3 commuter trains from Santa Clarita and Simi Valley each way each day. And there is a large amount of freight traffic through the area each day. This freight traffic currently amounting to approximately 12 trains a day, including the freight traffic generated by Southern Pacific's Coast route.

Passenger safety be a paramount consideration in areas where passengers would congregate or where the passengers of either the light rail system or AmTrak would be required to cross "live" tracks.

The EIR shows only single track operations for the trolley. With the narrowness of the right-of-way in certain areas, there is concern in maintaining anticipated 6 minute headways during rush hour.

Areas where the light rail will cross active freight or passenger rail lines must be protected to every extent possible. These would include, but not be limited to, the areas around Taylor Yard and Burbank Junction.

Areas such as Lowery's Center, where passengers will have limited access to boarding platforms, must have passenger

safety as its primary consideration.

Emergency Walkways on bridges and structures must meet the minimal standards of 30" and provide a reasonable regular surface.

We appreciate the opportunity to comment on the Draft EIR. If we can be of further assistance, please contact Mr. Joey Bigornia, of our staff, at (213) 897-3012.

Very truly yours,

Raymond R. Toohey
Senior Transportation Engineer
Safety Division

CITY OF Glendale CALIFORNIA

633 East Broadway, Room 303,Glendale, CA 91206-4310 • (818) 548-4810

224535

Fire Division
FIRE PREVENTION
BUREAU

August 21, 1992

Judith Schwartze, Manager
Government and Public Affairs
LACTC
818 W. 7th St.
Los Angeles, CA 90017

MICROFILMED
IN RMC

re: Environmental Impact Report
Burbank-Glendale-Los Angeles Rail Transit Project
SCH #91101017

The Glendale Fire Department has the following comments regarding the proposed project. These comments are general in nature and each installation will be evaluated on an individual basis.

1. Provide complete automatic fire sprinkler system for each new and existing building and covered structure installed in accordance with the recommendations of N.F.P.A. 13 and the requirements of the Glendale Fire Department. Each flow and tamper switch serving the automatic fire sprinkler systems shall be monitored by a U.L. listed central station holding a valid permit with the Glendale Fire Department, Fire Prevention Section.

2. Fire lane/access roads shall be provided for each rail/transit facility. All fire lanes/access roads shall maintain a minimum of 24' of unobsstructed width (parking shall be in addition to this minimum width) and shall be clearly identified.

3. Approved fire hydrants are to be provided within 150 feet of all portions of rail transit facilities. The water system shall be sized to provide a minimum of 2000 gallons per minute above the maximum normal demand.

4. Fire and/or disaster plans should be submitted and maintained. Passenger, occupant and employee emergency guidelines should be established and posted.

5. All portions of the line not accessible by local streets shall be identified.

Should you have any further questions please feel free to contact me at (818) 548-4080 ext. 5002.

Graydon L. Gaines
Fire Inspector
Fire Prevention Section

PRINTED ON RECYCLED PAPER

CITY OF Glendale CALIFORNIA

613 E. Broadway, Room 200, Glendale, California 91206-4391 • (818) 548-4844

Office of the
CITY MANAGER

August 28, 1992

Mr. Peter DeHaan
Los Angeles County
Transportation Commission
818 West 7th Street
Los Angeles, CA 90017

Dear Mr. DeHaan:

On behalf of the City of Glendale, I would like to express our full support for the Burbank/Glendale/Los Angeles Light Rail Line. We have reviewed the draft EIR and agree with its findings which indicates there will be very minimal environmental impacts caused by the project. It is clear that the overall result of constructing the line will have a positive environmental impact. By reducing traffic congestion, it will significantly benefit air quality in Southern California. It is a very important project to the development of an effective transportation system in Southern California, as well as to the quality of life of the people in Glendale and surrounding communities.

We appreciate your efforts on behalf of this project. We will continue to do anything we can to assist you.

Sincerely,

Carl W. Raggio
Mayor

CWR:ms

PDS13

ELECTRICAL CONTRACTORS AND ENGINEERS

818 845 7686
213 849 3201
818 845 7272 (FAX)

1610 WEST BURBANK BOULEVARD
BURBANK, CALIFORNIA 91506
STATE LICENSE NUMBER 266749
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GIDDENS

August 6, 1992

Mr. Peter De Haan
Project Manager
Los Angeles County Transportation Commission
818 W. Seventh St., #1100
Los Angeles, CA 90017-4606

Dear Mr. De Haan:

I understand that the Los Angeles County Transportation Commission (LACTC) has published a draft EIR for the "Burbank-Glendale-Los Angeles Rail Transit Project". The draft EIR identifies project characteristics, potential environmental impacts and proposed mitigation measures. Overall the project will have a substantial stream of benefits to the public.

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Provide increased mobility for transit dependent commuters and other transit users; and
Facilitate job creation through early design and construction.

With approval of the EIR, we look forward to the adoption by the Commission of the "Burbank-Glendale-Los Angeles Rail Transit Project".

Thank you for your favorable attention to this matter.

Sincerely,

Dan B. Giddens

PDS13

BEITLER

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August 6, 1992

223724
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Mr. Peter De Haan
Project Manager
Los Angeles County Transportation Commission
818 W. Seventh St., #1100
Los Angeles, CA 90017-4606

Dear Mr. De Haan:

I understand that the Los Angeles County Transportation Commission (LACTC) has published a draft EIR for the "Burbank-Glendale-Los Angeles Rail Transit Project". The draft EIR identifies project characteristics, potential environmental impacts and proposed mitigation measures. Overall the project will have a substantial stream of benefits to the public.

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Provide increased mobility for transit dependent commuters and other transit users; and
Facilitate job creation through early design and construction.

With approval of the EIR, we look forward to the adoption by the Commission of the "Burbank-Glendale-Los Angeles Rail Transit Project".

Thank you for your favorable attention to this matter.

Sincerely,

Craig Stevens
Executive Vice President

Jeffrey M. Woolf
Executive Vice President

14724 Ventura Boulevard, Penthouse, Sherman Oaks, California 91403 (818) 501-5001 FAX (818) 783-9260

FD515

SYDS Electric Company Contractors and Engineers

Since 1941

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818.846.7156
213.849.5823
818.846.0299 (Fax)

223725

August 6, 1992

Mr. Peter De Haan
Project Manager
Los Angeles County Transportation Commission
818 W. Seventh St., #1100
Los Angeles, CA 90017-4606

Dear Mr. De Haan:

I understand that the Los Angeles County Transportation Commission (LACTC) has published a draft EIR for the "Burbank-Glendale-Los Angeles Rail Transit Project". The draft EIR identifies project characteristics, potential environmental impacts and proposed mitigation measures. Overall the project will have a substantial stream of benefits to the public.

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Reduce congestion on freeways and local arterial streets by providing alternative mass public transit options;
Complement local land use policies and permit improved integration of regional and local transportation systems by providing a direct access from downtown Los Angeles to the airport;
Provide increased mobility for transit dependent commuters and other transit users; and
Facilitate job creation through early design and construction.

With approval of the EIR, we look forward to the adoption by the Commission of the "Burbank-Glendale-Los Angeles Rail Transit Project".

Thank you for your favorable attention to this matter.

Sincerely,

D. B. Solomon

PDS13

224128

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LOS ANGELES CONSERVANCY

Roosevelt Building • 727 West Seventh Street • Suite 955 • Los Angeles, California 90017 • 213 /623-CITY

VIA TELECOPIER AND U.S. MAIL

August 12, 1992

Judith Schwartze, Manager
Government and Public Affairs
Los Angeles County Transportation Commission
818 W. 7th Street
Los Angeles, California 90017

Re: Draft Environmental Impact Report
(SCH #91101017)
Burbank-Glendale-Los Angeles
Rail Transit Project

Dear Ms. Schwartze:

Thank you for the opportunity to comment on the above referenced draft environmental impact report ("DEIR"). The Los Angeles Conservancy is interested in this project due to potential impacts to historic resources.

Our primary interest is in the cultural resources analysis, the mitigations as they pertain to the historic resources, and the alternatives analysis.

The Conservancy is concerned about the possible demolition of the Old City Jail, formerly the Lincoln Heights Jail and abandonment of the Dayton Avenue Signal Tower. As the DEIR acknowledges, these buildings are significant in both their architectural and historical characteristics, and are eligible for designation as Los Angeles Historical-Cultural Monuments. In addition, the Jail may qualify for listing in the National Register of Historic Places.

The DEIR identifies the demolition of the jail as a significant adverse impact of the project. The Final EIR ("FEIR) should analyze alternative alignments, including one that runs to the west of the proposed alignment that would destroy the building.

The proposed Mitigation Measure of preparing "a cost-benefit and engineering analysis" that would be undertaken during the design phase of the project should be a part of the current environmental review process. The FEIR must include this information. The California Environmental Quality Act ("CEQA") requires fact-based analysis as part of the public review process.

The second Mitigation Measure calling for the preparation of a historic structures report is no substitute for the loss of this historic building, especially when options for maintaining the building have not been adequately evaluated.

We are also concerned with the methodology of the survey of historic resources conducted for the DEIR. While the report, in section 5.11.2, identifies seven buildings out of 28 properties in the vicinity of the proposed rail alignment which were closely analyzed, the report does not explain the criteria by which these properties, either the 28 or the seven, were identified. Therefore, it is not clear that all historic resources effected by the project are identified. The report also fails to specifically identify other structures which are to be demolished for the rail project, consequently, it is uncertain whether these buildings are historic resources, requiring mitigation measures.

Furthermore, of the seven buildings identified in the Inventory of Historic Resources (Table 31), one, the Dayton Signal Tower, does not receive adequate mitigation consideration. According to the DEIR, there are no plans for the use of the tower after Southern Pacific vacates the tower in six months. The DEIR does not describe the alternatives for its use by the LACTC, the property's owner and applicant, after that time. The Conservancy is particularly concerned because abandonment is a grave threat to a historic resource. The DEIR must address the alternatives for the use of this tower after Southern Pacific's tenure expires, and mitigations for the abandonment of the tower.

The DEIR failed to give adequate consideration to historic resources in its compilation of alternative routes for the rail line. Alternatives Number 4, 5, and 6 of Section 6.2 do not list potential impacts to historic resources. The same is true of the alternative transit modes and alternative station location sections. The DEIR must evaluate all alternatives for their impacts on historic resources in order to determine the environmentally superior alternative. Thank you for considering our comments.

Yours very truly,

Barbara A. Hoff

Barbara A. Hoff
Director of Preservation Issues

500 East Main Street, Room 428
Alhambra, California 91801

PACIFIC BELL
A Pacific Telesis Company

August 13, 1992

Judith Schwartze, Manager
Government and Public Affairs
LACTC
818 W. 7th Street
Los Angeles, CA 90017

Dear Ms. Schwartze:

We have reviewed your draft Environmental Impact Report regarding the Burbank-Glendale-Los Angeles Rail Transit Project. At this time, Pacific Bell has no comments as our facilities will be minimally impacted along the proposed route.

Please do not hesitate to contact me on (818) 570-7837, if I can provide you with any additional information.

Sincerely,

Richard F. Wortham

Richard F. Wortham
Public Works Coordinator

RFW:plc

Daniel P. Garcia
Senior Vice President
Real Estate Planning
and Public Affairs



WARNER BROS.

Warner Bros. Inc.
4000 Warner Boulevard
Burbank, California 91522
(818) 954-6465
Fax: (818) 954- 6919

August 13, 1992

Mr. Peter De Haan
Project Manager
Los Angeles County Transportation Commission
818 W. Seventh Street, #1100
Los Angeles, CA 90017-4606

Dear Mr. De Haan,

I understand that the Los Angeles County Transportation Commission (LACTC) has published a draft EIR for the "Burbank-Glendale-Los Angeles Rail Transit Project." The draft EIR identifies project characteristics, potential environmental impacts and proposed mitigation measures.

I support the project because it will:

Improve the region's air quality by reducing automobile-generated pollutants and provide an alternative mode of transit;

reduce congestion on freeways and local arterial streets by providing alternative mass public transit options;

complement local land use policies and permit improved integration of regional and local transportation systems by providing a direct access from downtown Los Angeles to the airport; and

provide increased mobility for transit dependent commuters and other transit users.

The Burbank area is a very important nerve center for the entertainment industry with Disney, NBC and the Warner TV, feature film and music companies all headquartered there and MCA nearby. These entertainment companies are obviously quite important to the economic well-being of the L.A. Region. The Burbank-Glendale-Los Angeles rail project will facilitate mobility to and within the subregion and will help to secure the long-term future of the Burbank Media District.

With approval of the EIR, we look forward to the adoption by the Commission of the "Burbank-Glendale-Los Angeles Rail transit Project."

Thank you for your favorable attention to this matter.

Sincerely,

Dan Garcia

Daniel P. Garcia

DPG/bjm

Southern California Edison Company

500 NORTH STATE COLLEGE

SUITE 750

ORANGE, CALIFORNIA 92668-9605

SOUTHERN REGION
LAND SERVICES DIVISION
REAL PROPERTIES AND
ADMINISTRATIVE SERVICES

TELEPHONE
(714) 939-4791
FACSIMILE
(714) 939-4772

August 14, 1992

Judith Schwartz, Manager
Government and Public Affairs
LACTC
818 W. 7th Street
Los Angeles, CA 90017

SUBJECT: Los Angeles County Transportation Commission
Final Environmental Impact Report
Burbank-Glendale-Los Angeles Rail Transit Project
RP File No. R92S043-1-27GL

Persuant to your recent request for Southern California Edison Company review of the proposed Burbank-Glendale-Los Angeles Rail Project, please find attached several comments that have been made by our Transmission Region identifing potential conflicts for your consideration.

Should you have any further questions or require additional information please give me a call at (714) 939-4732.

Sincerely,

GLENN A. LARSON
Real Properties Agent

Attachments

After reviewing the proposed alignment and proposed station locations, there are a few locations that have the potential for affecting Southern California Edison's transmission lines. The following is a list of areas that will require a close review once the final alignment and station locations have been determined:

1. The new rail alignment and Division Street site alternative within Taylor Yard are located very close to a double circuit 66kV transmission line located northwest of the proposed site. The existing line is on tubular steel poles which may be in conflict with the proposed rail alignment. Access to the transmission line and pole locations as well as aligning the track to eliminate the need of relocation are the main concern.

2. The Van De Kamp Bakery site alternative is located on the east side of Fletcher Drive. Also, paralleling Fletcher Drive on the east side is a double circuit 66kV transmission wood pole line. It appears some poles may require relocation and due to the tight area, steel poles may be required. Access to this transmission line for maintenance, repairs and emergencies will no doubt be more difficult and cause conflicts with the transit passengers as the existing elevated loop area is cramped and the water from Edison's insulator washers could over spray the LRT parking area.

Recommendations:

1. It appears that the Hughes market site would be preferred to the Van De Kamp site alternative.

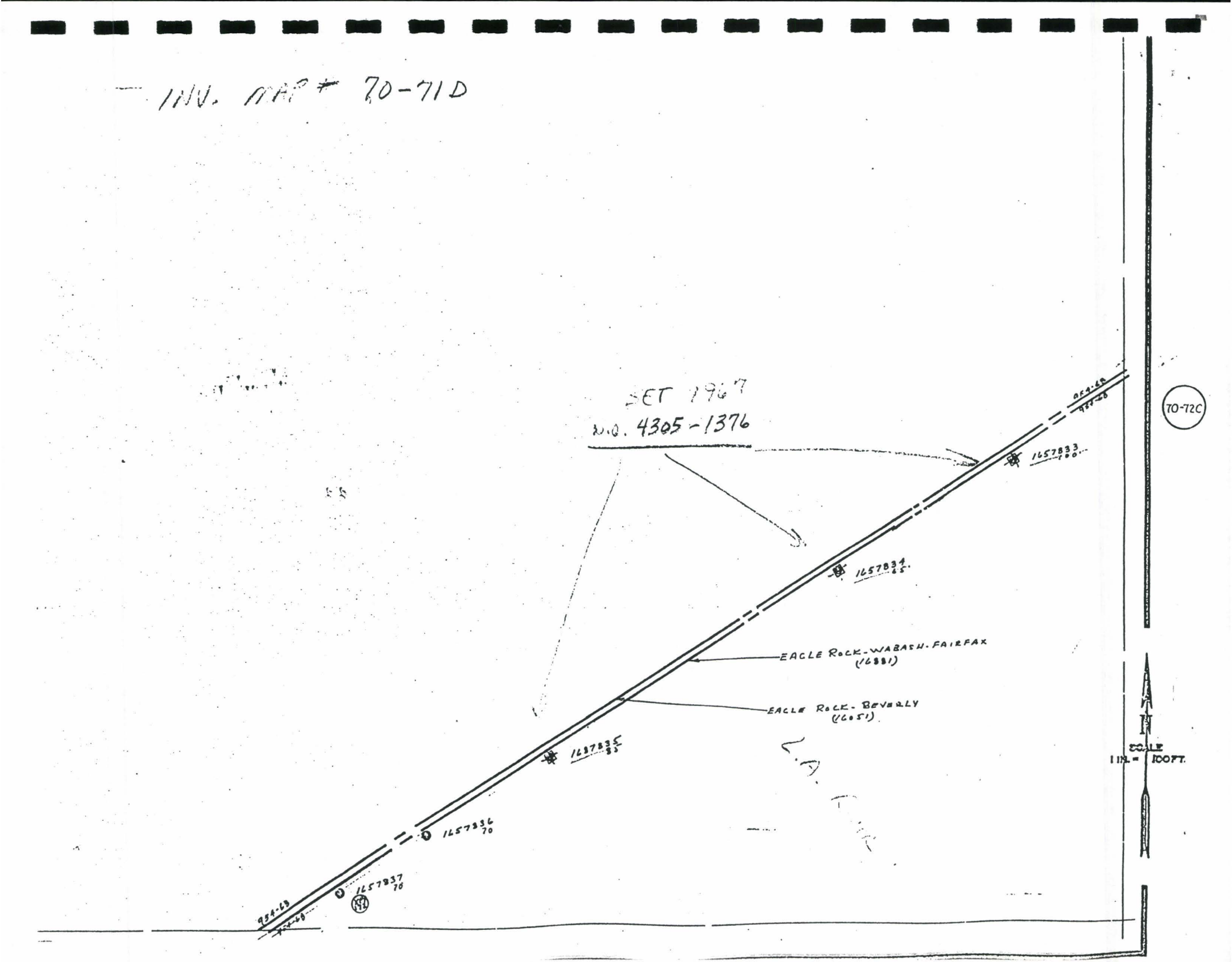
2. It appears that the Arvia Street site would be preferred to the Division Street site alternative within the Taylor yard.

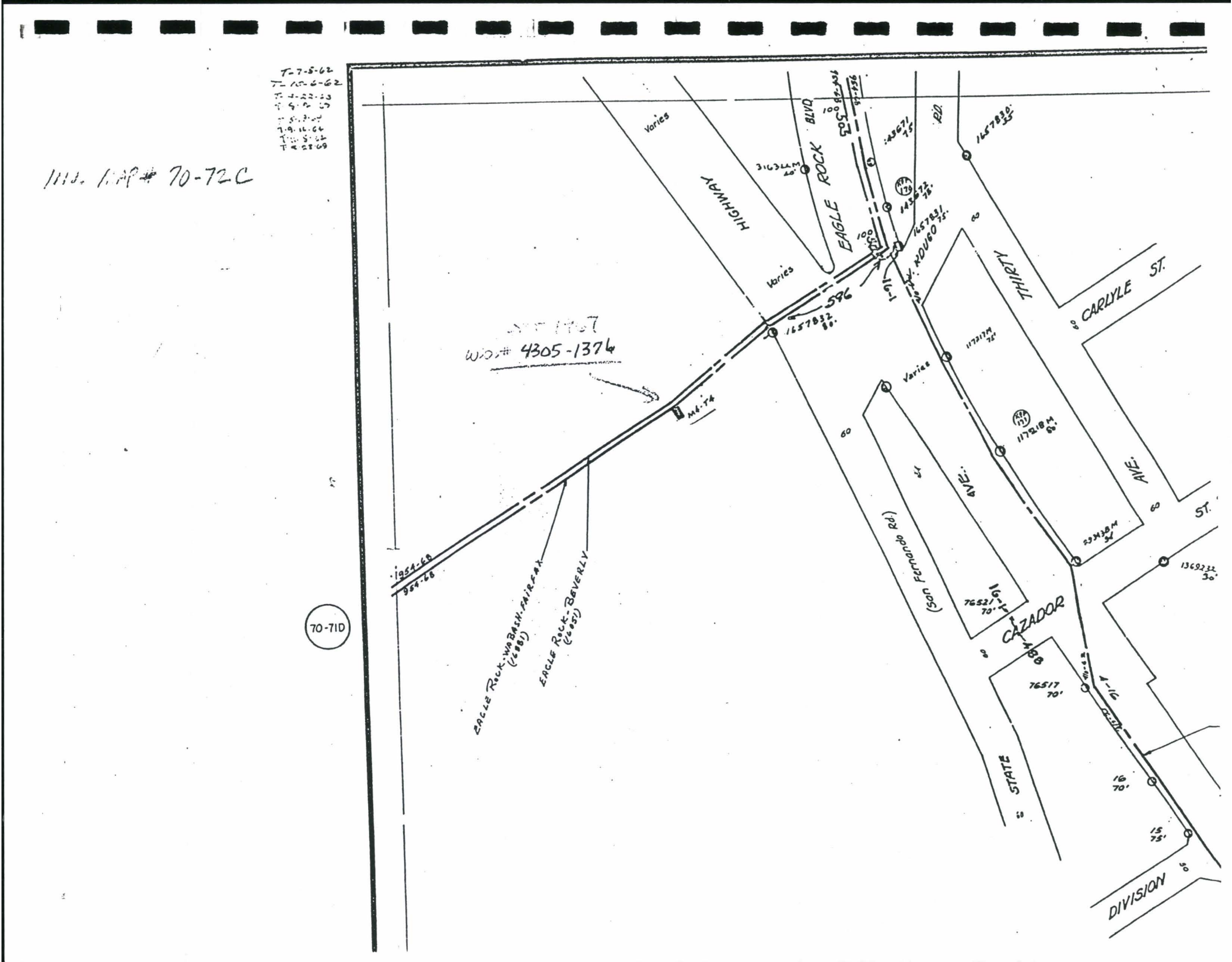
3. Meet at the Taylor yard with representatives from Metropolitan T/S Region and L.A.C.T.C. to review steel pole locations and line access prior to picking the final rail alignment within the yard.

INV. MAP # 70-71D

SET 1967

W.O. 4305-1376

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T-4-22-63
T-9-16-64
T-5-28-69
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HIGHWAY
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RYAN HERCO

August 17, 1992

Mr. Peter De Haan
Project Manager
Los Angeles County Transportation Commission
818 W. Seventh Street, #1100
Los Angeles, CA 90017-4606

Dear Mr. De Haan:

I understand that the Los Angeles County Transportation Commission (LACTC) has published a draft EIR for the "Burbank-Glendale-Los Angeles Rail Transit Project". The draft EIR identifies project characteristics, potential environmental impacts and proposed mitigation measures. Overall the project will have a substantial stream of benefits to the public.

I support the project because it will:

Improve the region's air quality with a reduction in automobile-generated pollutants and reduce vehicle miles driven;
Reduce congestion on freeways and local arterial streets by providing alternative mass public transit options;
Complement local land use policies and permit improved integration of regional and local transportation systems by providing a direct access from downtown Los Angeles to the airport;
Provide increase mobility for transit dependent commuters and other transit users; and
Facilitate job creation through early design and construction.

Ryan Herco Products Corporation
2509 North Naomi Street, P.O. Box 588, Burbank, CA 91503 • (818) 841-1141, (213) 849-1141 • FAX 818-8424488
Service Centers/Warehouses: Albuquerque, Anaheim, Austin, Burbank, Carson, Dallas, Oakland, Houston, Portland, San Diego, San Jose, Seattle, Tempe

With approval of the EIR, we look forward to the adoption by the Commission of the "Burbank-Glendale-Los Angeles Rail Transit Project".

Thank you for your favorable attention to this matter.

Sincerely,

Best regards,

RYAN HERCO PRODUCTS CORPORATION
Corporate Headquarters



Brian B. Bowman
Chairman of the Board

BBB:hh

CIGNA Employee Benefits Companies

505 North Brand Boulevard
P.O. Box 2125
Glendale, CA 91209
(818) 500-6262

CIGNA Healthplans of California

September 1, 1992

Mr. Peter De Haan
Project Manager
Los Angeles County Transportation Commission
818 W. Seventh Street, #1100
Los Angeles, CA 90017-4606

Dear Mr. De Haan:

I understand that the Los Angeles County Transportation Commission (LACTC) has published a draft EIR for the "Burbank-Glendale-Los Angeles Rail Transit Project". The draft EIR identifies project characteristics, potential environmental impacts and proposed mitigation measures. Overall the project will have a substantial stream of benefits to the public.

I support the project because it will:

* Facilitate job creation through early design and construction
* Improve the region's air quality with reduction in automobile-generated pollutants and reduce vehicle miles driven;
* Provide alternative mass public transit options;
* Complement local land use policies and permit improved integration of regional and local transportation systems;
* Provide increased mobility for transit dependent commuters and other transit users

With approval of the EIR, we look forward to the adoption by the Commission of the "Burbank-Glendale-Los Angeles Rail Transit Project".

Thank you for your favorable attention to this matter.

Sincerely,

John Anderson

John Anderson
V.P. Support Services

EX341

Judy Schwartze, Manager
Government & Public Affairs
Los Angeles County Transportation Commission
818 W. 7th St.
Los Angeles, CA 90017

221170

I would like to comment on the proposed Burbank-Glendale-Los Angeles Light Rail Project. I first would like to say that I am an Urban and Regional Planning student at California State Polytechnic University in Pomona currently in my junior year. I feel that this light rail project would benefit the people of the Tri-Cities tremendously. Being that Burbank and Glendale are located so close to Los Angeles it would be a good alternative for commuters and others who do business in Los Angeles. The business and commerce between these cities would be increased tremendously if this project were to be approved. If possible, I would like to receive a copy of the Executive Summary-Draft Environmental Report. I believe that this report will help me in my further studies of Urban Planning.

Sincerely,

Christopher Carroll
1115 E. Tujunga Ave.
Burbank, CA 91501

PUBLIC COMMENT FORM

Burbank - Glendale - Los Angeles Light Rail Project

Your name: Luc Benoit

Address: 2551 COLORADO BLVD
L.A., CA 90041

All relevant comments received during the 45-day comment period will be answered in the Final Subsequent Environmental Impact Report due on August 10, 1992.

Comments should be addressed to:

Ms. Judy Schwartze, Manager
Government and Public Affairs
LACTC
818 West 7th Street
Los Angeles, CA 90017

THIS IS A GREAT PROJECT.
GO AHEAD WITH FULL
SPEED. WE NEED IT!

F. CMTE
/NTRO

AT AV 26. BUT SO IS THE ROW ON THE PAS LINE BET. AV 50 & AV 51. YOU HAVE NOT YET PROVEN THAT IT IS IMPOSSIBLE TO HAVE A STRAIGHT STA PLATFORM OR 2 STRAIGHT SIDE PLATFORMS ON THE CURVED ROW.

- I KNOW ROW IS ON A CURVE

TAYLOR YARD

D. AV 19 PLACED CLOSE AS POSSIBLE TO AV 26 OR IT WILL IGNORE NEEDS OF WALK-IN RIDERS ESP CP RED

B. ~~BUS ACCESS~~ COVER AV 26 (OTHER SIDE) ACCESSIBLE TO EXISTING BUS ROUTES; WHILE AV 19 NOT (TO CYPRESS PK RES) AND WOULD IGNORE NEEDS OF TRANSIT DEPENDENTS

LH JAIL - SHOULD NOT BE TORN DOWN (BECAUSE THE DEMOLITION IS UNNECESSARY. LACTC STAFF BELIEVES THAT IT'S NECESSARY TO BUILD A SHARP CURVE BETWEEN THE E. BANK OF THE L.A. RIVER & THE PAS LINE BRIDGE OVER THE L.A. RIVER. IF YOU DECIDED TO BUILD A LINK TO THE CONNECTION TO THE PAS LINE W/ A LARGER CURVE & W/ A 2ND BRIDGE OVER THE L.A. RIVER, THIS PROBLEM WOULD BE AVOIDED. THE LH JAIL IS A HISTORIC SITE.

5. DIVISION ST. THE FINAL EIR SHOULD CONSIDER 2 POSSIBLE STA SITES SERVING THE GP-MT. WASH AREAS, ONE AS PROPOSED NOW ABOUT 1,000' OFF SF RD IN LINE W/ DIVISION ST., & ANOTHER SITE OF SF RD APPROX. IN LINE W/ VERDUGO RD. SUCH A SITE WOULD BE A LITTLE CLOSER TO SF RD & ER BL, & WOULD BE MORE ACCESSIBLE TO BUS RIDERS ON THOSE STREETS. THE ACCESS TO THE 2ND STA. SITE SHOULD BE MADE THROUGH A JUNK YARD W/ OVERHEAD ELEC WIRES PASSING THROUGH IT NEAR THE DEAN-CHN

+. THE PROPOSED STA LOCATION NEAR AV 19 WOULD BE INACCESSIBLE TO THE MANY POTENTIAL WALK-IN RIDERS FROM CYPRESS PARK. NO CURRENT BUS LINES SERVE THAT SITE EITHER. RE-ROUTING EXISTING BUS LINES TO SERVE THE AV 19 SITE WOULD BE AWKWARD, & PROBABLY IN-FEASIBLE FOR MOST OF THEM. THEREFORE THE PROPOSED AV 19 STA SITE WOULD TOTALLY FAIL THE TRANSIT NEEDS OF CP RES., & THOSE OF SURROUNDING COMMUNITIES, MOST OF WHOM ARE TRANSIT DEPENDENT. THEREFORE IT IS IMPERATIVE THAT THE COMMISSION TRY, TRY AGAIN TO FIND A FEASIBLE WAY TO BUILD THE CP STA CLOSE TO AV 26 (CENT'D) OF VERDUGO RD. THE EIR SHOULD ALSO CONSIDER THE AUTO TRAFFIC IMPACTS OF PARK 'N' RIDE & KISS 'N' RIDE PATRONS ACCESSING EACH SITE (BY DIVISION ST IN THE 1ST CASE & ERBL IN THE 2ND CASE). AS AN ER RES. & BUS RIDER, I FAVOR A STA. LOCATION AS NEAR AS POSSIBLE TO SF RD & THE INTERSECTION OF VERDUGO RD & ERBL. THIS IS THE STA WHERE I WOULD MOST LIKELY TRANSFER FROM THE LINE 84 TO THE RAIL LINE. AND A 1/4 MI. IS TOO FAR FOR ME TO WALK TO THE DIVISION ST. STA.

ATTACHMENT B

SUMMARY OF ESTIMATED COST
BY SUPPORT SERVICE CATEGORY
FOR LADOTA

SERVICE DESCRIPTION	FY 1993 ESTIMATED COST
CUSTOMER SERVICES	
Telephone Information	Covered by the L.A. City/ACTC Telephone Information MOU Extension
TIMETABLE DISTRIBUTION	
Timetable Distribution	$ 6,520
STOPS & ZONES	
Maintenance	69,303
SUBTOTAL	$75,823
CONTINGENCY AT 10%	7,582
TOTAL	$83,405

MR. PAT MOSER
P. O. BOX 41198, LOS ANGELES, CA 90041-0198
(213) 254-9

Ms. Lupe Valdez—Manager, Government & Affairs
Los Angeles Transportation Commission
818 West 7th St. Los Angeles 90017 7/03/92

Dear Ms. Valdez:

Please enter the following comments concerning the Glendale—Burbank Light Rail Line proposed to the file. Copies have been forwarded to S. Rosales, N. Michali, J. De La Roza and Peter De Haan.

1. This line (Glendale—Burbank Light Rail should be chosen with equal merit to Exposition Boulevard. Opposition from Mr. Yabarovsloske places difficulty upon the Expo. Bl choice. Presentation of needless alternatives by the LACTC also jeopardizes the choice of Exposition Bl. LRT. Exposition Bl. is Marginal LIGHT RAIL application and has a moderate percentage chance of not being a (large relative to Long Beach Blue Line) success as a LIGHT RAIL line.

2. This route (Glendale—Burbank Light Rail) should be chosen over the BLUE line extension from Pasadena to Azusa because the Azuza populations and Covina populations, etc. are going to be served moderately well by METROLINK or Commuter Rail. **Pasadena BlUE line should however be extended at least to Monrovia as quickly as possible.**

3. HOWEVER: as planned currently the Glendale line paralels or stands on top of the planned Commuter Rail line for Glendale and Burbank(and the San Fernando Valley). This LRT line with the exception of the Airport stop in Burbank does not significantly do a better job than the Commuter Rail line which is going to be popular and eventually will be very frequent: trains running every 45—60 minutes (Valley to Los Angeles Commuter Rail). It is my understanding that there will be a COMMUTER RAIL or METROLINK station in Burbank and Glendale. METROLINK shall serve commuters desiring commuter rail service into downtown Los Angeles. LIGHT RAIL then should be a well developed plan (rail system start) to serve within the cities of Burbank and Glendale.

A. I recommend that this LRT line take advantage of the various OPTIONS of LRT to work as a streetcar (and I mean very much like Washington Bl. in Los Angeles).

1. After proceeding north on San Fernando Road into Glendale I propose the LRT proceed North **on Brand Boulevard** (at grade) to Colorado Bl. Central Ave. and Brand Bl. are wide boulevards downtown (Glendale) and a loop could be implemented without considerable loss of auto traffic and parking. The LRT would have to utilize the 134 freeway as an elevated structure and then return to San Fernando Bl. in route to Burtbank.—Diagram attached on second page.

2. In Burbank which I do not know well, a similar jog would occur on city streets allowing the LRT to puncture downtown Burbank and then continue on to the Airport.

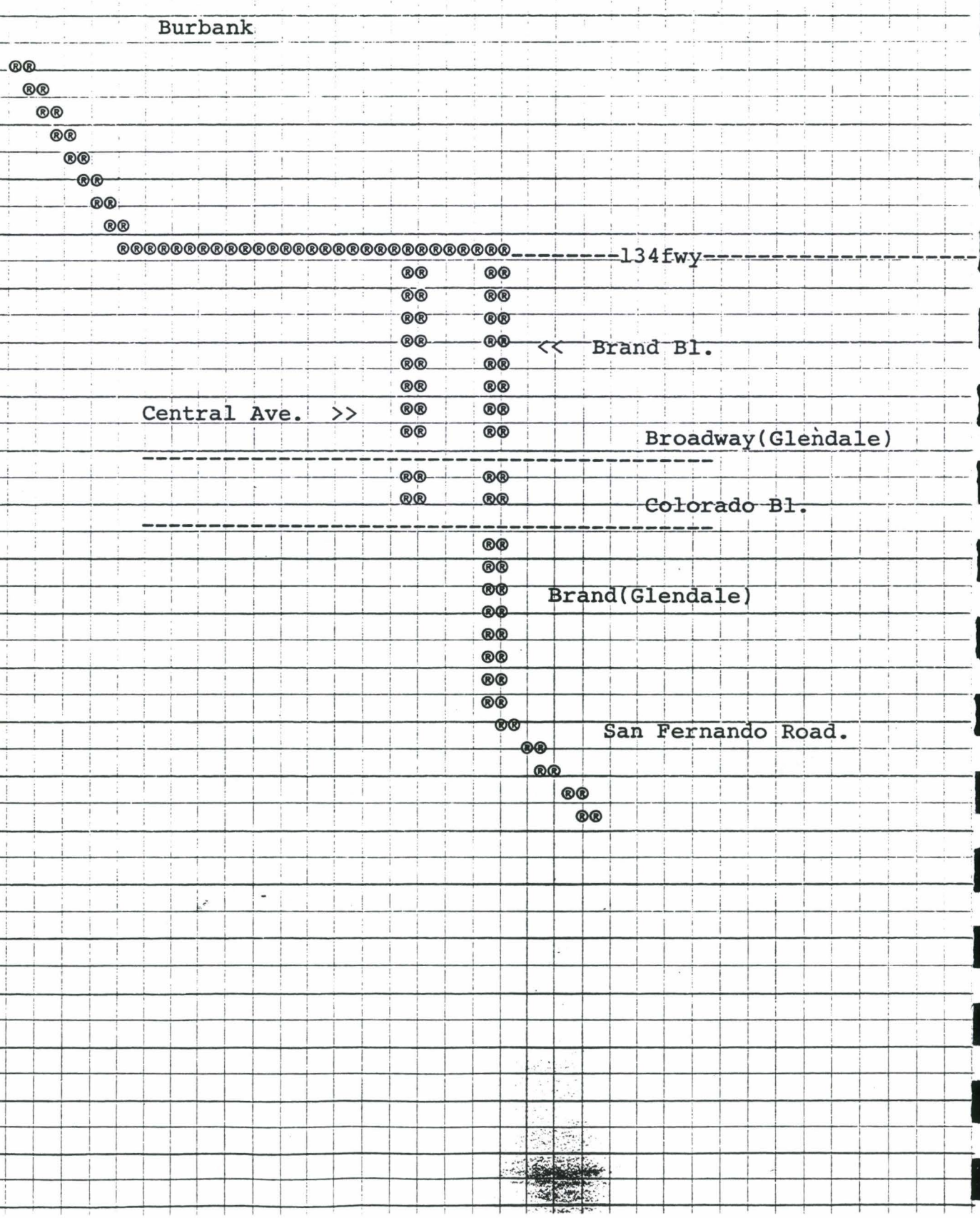
IF YOU DESIRE YOUR LRT ROUTES TO BE SUCCESSFUL, AND I THINK WE ALL DO, THEN A NEW SYSTEM (RAIL START) SHOULD SERVE THE HEART OF THE CITY PLANNED. PASADENA LRT HAS ONE EXCELLENT STATION IN OLD TOWN PASADENA. THE POTENTIAL FOR 3 PERFECT STATIONS SERVING DOWNTOWN ***WAS MISSED BY ROUTE SELECTION.***

The revised route for Glendale—Burbank that I have suggested is estimated to be $900 million dollars or $400 million more than the proposed route which is budgeted at $500 million. **YOU DO GET YOUR MONEY'S WORTH.** As I have said, this country is in a recession and the one sure method to be taken in the future by state and national governments will be to fund PUBLIC WORKS projects. And I interpret, all good transportation proposals over the next 25 years should be funded and built. This should include Expostion Bl. and the BLUE line to AZUZA . Federal money should add 50% to 100% of moneys available now through Prop A. and Prop C. I hope.

Sincerely,

Ron Fechter

Ron Fechter
att. Dayton Associates ®®®...Pasadena—Los Angeles


Burbank
134fwy
<< Brand Bl.
Central Ave. >>
Broadway(Glendale)
Colorado Bl.
Brand(Glendale)
San Fernando Road.

5

CITY OF GLENDALE
TRAFFIC ENGINEERING/ TRANSPORTATION
CUSTOMER SERVICE FORM

iority #

ue Date

Kevin DeviLin

om

122 Melbourne Ave LA 90027-4638

ddress

ome Telephone

Business Telephone

Number

Received By

Date 7/14

Time 12:40 pm

EIR

STATEMENT: 1) LACTC should fund Glendale-Burbank LR Line

2) Same Technology as used on Blue Line should be use for G/B Light Rail

3) When will EIR process be completed?

CONTRACTOR ACTION REQUIRED:

REPLY:

REQUESTER NOTIFIED: Yes No Date

NATURE OF REQUEST:

- ____ AC/Heat
- ____ Accident/Incident
- ____ Cleanliness
- ____ Compliment
- ____ Did not Show
- ____ Dispatch
- ____ Driver Attitude/Driving
- ____ Early/Late
- ____ Floors/Seats/Windows
- ____ Graffiti
- ____ Off Route
- ____ Passed By
- ____ Reservation
- ____ Stop/Route/Facilities request
- ✓ Other Light Rail

PRIORITIES:

1 - Immediate Attention
2 - A.S.A.P. w/Due Date
3 - Scheduling Needed w/Due Date
4 - Future Project or Request
5 - Other

- ____ Beeline
- ____ Beeline Vehicle #
- ____ DAR VAN
- ____ DAR TAXI
- ____ TAXI #
- ____ Time
- ____ Driver

Assigned To:

Date:

Streets Srv. Req. #

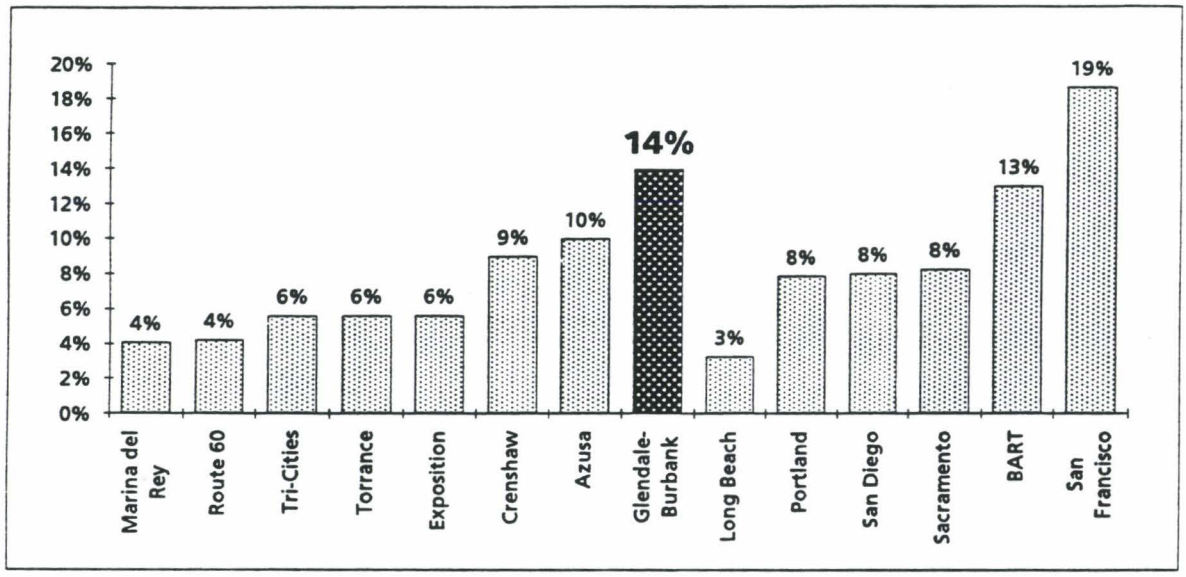
Completed By:

Date:

Daily Trips/Rail Corridor Populations

Darrell R. Clarke
7/15/92

Rail transit ridership is shown by existing west coast rail lines to be proportional to the population of the corridor served. Most of the Los Angeles Candidate Corridors' ridership ridership projections are consistent, but the projected Glendale ridership appears to be unjustified, particularly if the line doesn't go to the Glendale CBD.

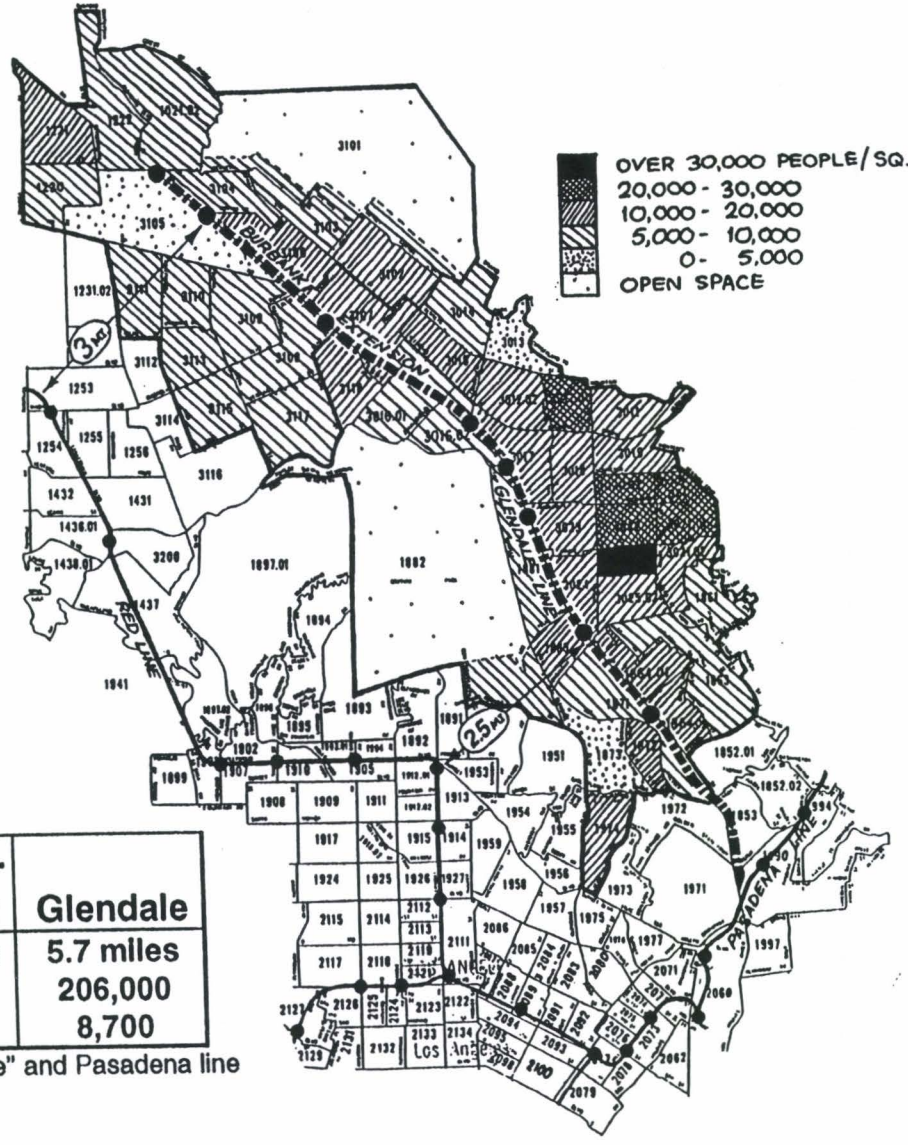


		Trips / Corridor Population (%)	*Trips per Day (000s)*	*Corridor Population within 2 miles (000s)*
Los	Marina del Rey	4%	5	123
Angeles	Route 60	4%	17	394
Candidate	Tri-Cities	6%	12	216
Corridors	Torrance	6%	18	323
	Exposition	6%	30	539
	Crenshaw	9%	10	112
	Azusa	10%	25	252
	Glendale-Burbank	**14%**	33	238
Current	Long Beach	3%	33	1023
West	Portland	8%	23.4	300
Coast	San Diego	8%	49.8	627
Lines	Sacramento	8%	23.3	285
	BART	13%	258.8	2002
	San Francisco	19%	134.1	722

Sources:

August, 26, 1991, Draft LACTC 30-Year Plan
(omitting segment overlaps =pi*2 sq.mi. each)
American Public Transit Assoc., Transit Ridership Report, Fourth Quarter, 1991
1990 U.S. Census

Glendale-Burbank Corridor



1990 U.S. Census Tracts*	Glendale-Burbank	Glendale
Length of Line	10.7 miles	5.7 miles
Population within 2 mi.	296,000	206,000
Population Density	7,200	8,700

*Omitting population within 2 miles of "Red Line" and Pasadena line

Darrell R. Clarke

T.A. NELSON, P.E.

CONSULTING ENGINEER
TRANSPORTATION CONSULTANT
2563 Dearborn Dr., Los Angeles, CA 90068 (213) 462-5500

July 23, 1992

Comments for Public Hearing on proposed Burbank-Glendale-Los Angeles Rail Transit Project.

The environmental impacts appear to be minimal, largely because most of the route passes through industrial areas. Therein lies the problem. The proposed line is not located to serve activity centers within walking distance of stations. Possible exceptions are Fletcher Dr. and Burbank City Centre. Easy transit solutions are not necessarily the best.

A better choice would be to follow the former Pacific Electric route up Brand Blvd. through downtown Glendale and northwest on Glenoaks Blvd. to downtown Burbank. An alternative alignment would be a couplet of single tracks on Brand and Central Ave. between San Fernando Road and Glenoaks. Signal preemption should be mandatory.

Even at Burbank the only pedestrian connection to downtown from the proposed LRT stop is via a ramp from Front St. to the Olive Ave. bridge. This requires a three-block walk to the main shopping street and six blocks to the new mall. A pedestrian bridge over I-5 to Orange Grove Ave. may be built by 1995 which would shorten the walk to two and four blocks, respectively. A station at Glenoaks and Magnolia Blvds. would be only two blocks from the heart of the shopping area.

The LRT line should offer local service in the nonindustrial areas of Glendale and Burbank. It does not need to be a high-speed service over its entire length. Metrolink trains will handle the fast rush-hour commuter traffic at the Burbank and Glendale stations, which are stops on the presently proposed LRT route.

Sincerely,

T. A. Nelson

Electric Utility Operations
Manufacturing Quality Control
of Power System Equipment

Railroad Transportation
Coal by Rail
Fixed Guideway Transit

PD513

July 23, 1992

22438

MICROFILMED
COPY IN RMC

LACTC
818 West 7th St
Los Angeles, CA 90017

Dear: Whom it May Concern:

We the Residents of the Mt. Washington and the surrounding area are very much opposed to the proposed toxic maintenance yards in the Taylor Yard area. The local community needs retail space and more housing, we not do not need any more maintenance facilities. Because of the high toxic emissions from the diesel trains it would be very difficult to truly access the level of increased noise and vibration for the general area. Let us not forget that the lack of an EIR for the commuter rail facility will only increase the adverse affects on the local community. We must strongly oppose any project that can not insure the health and safety of the local community. No more business as usual in Taylor Yard. Will this community be safe to live ten years from today.

NAME J. C. Licón

ADDRESS 2706 Folsom St.

PD512

July 23, 1992

22488

LACTC
818 West 7th St
Los Angeles, CA 90017

MICROFILMED
COPY IN RMC

Dear: Whom it May Concern:

We the Residents of the Mt. Washington and the surrounding area are very much opposed to the proposed toxic maintenance yards in the Taylor Yard area. The local community needs retail space and more housing, we not do not need any more maintenance facilities. Because of the high toxic emissions from the diesel trains it would be very difficult to truly access the level of increased noise and vibration for the general area. Let us not forget that the lack of an EIR for the commuter rail facility will only increase the adverse affects on the local community. We must strongly oppose any project that can not insure the health and safety of the local community. No more business as usual in Taylor Yard. Will this community be safe to live ten years from today.

NAME [illegible]

ADDRESS [illegible] Folsom St.

Pursuant to the re-establishment of Glendale-Burbank Light-Rail Service

A Case for the "Historic" Route Alignment

A response to the relevant Draft Environmental Impact Report as prepared for the Los Angeles County Transit Commission

Submitted by
John Heller
822 North Alexandria Avenue
Hollywood, California 90029-2504

(213) 660-2204

Capsule Summary of Glendale/ Burbank Light-Rail right-of-way Historic Alignment

1) Reuses Historic 1925 Pacific Electric Subway Terminal. Shares Metro Red Line Ticketing, Security, Access and Air Conditioning.

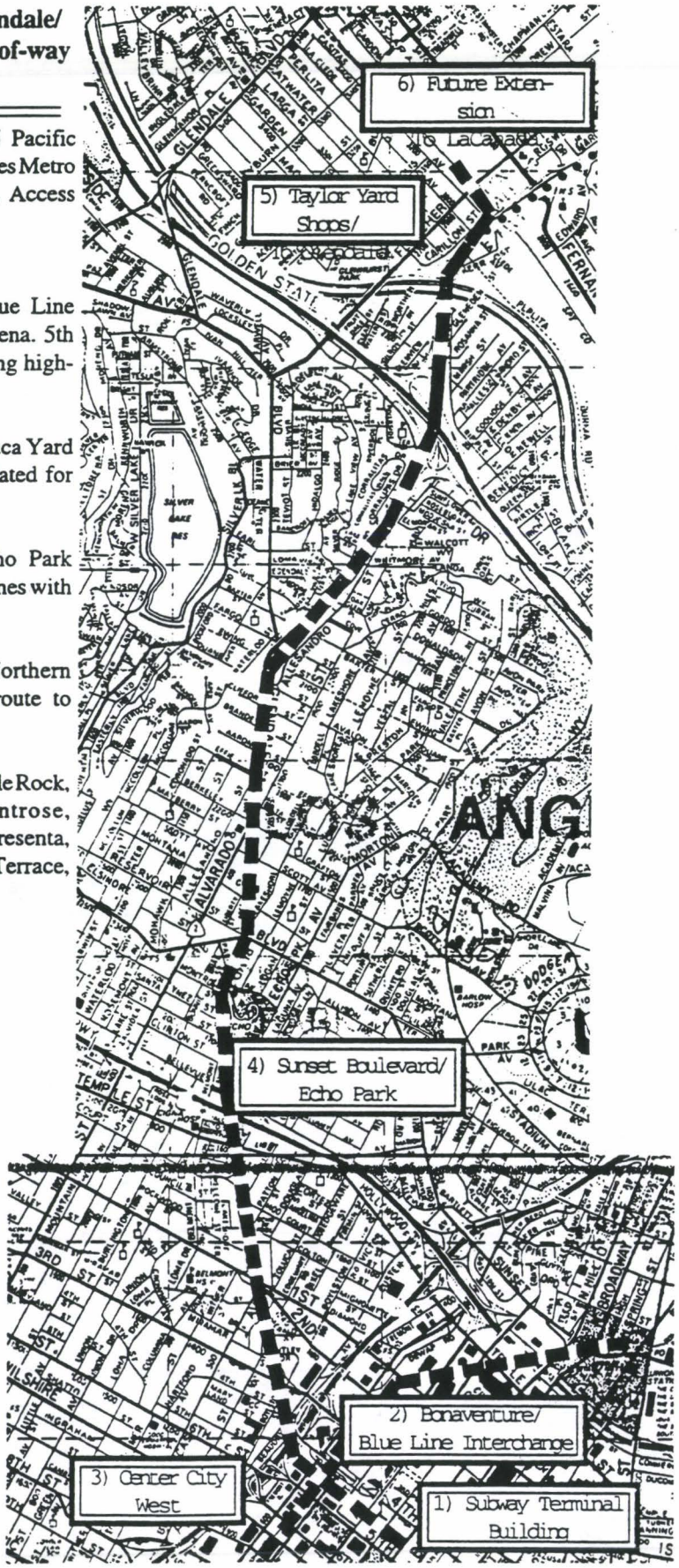
2) Interchanges with Blue Line Link from Long Beach to Pasadena. 5th & Flower Station serves existing high-rise community.

3) Center City West/Toluca Yard serves next set of high-rises slated for Los Angeles' next wave.

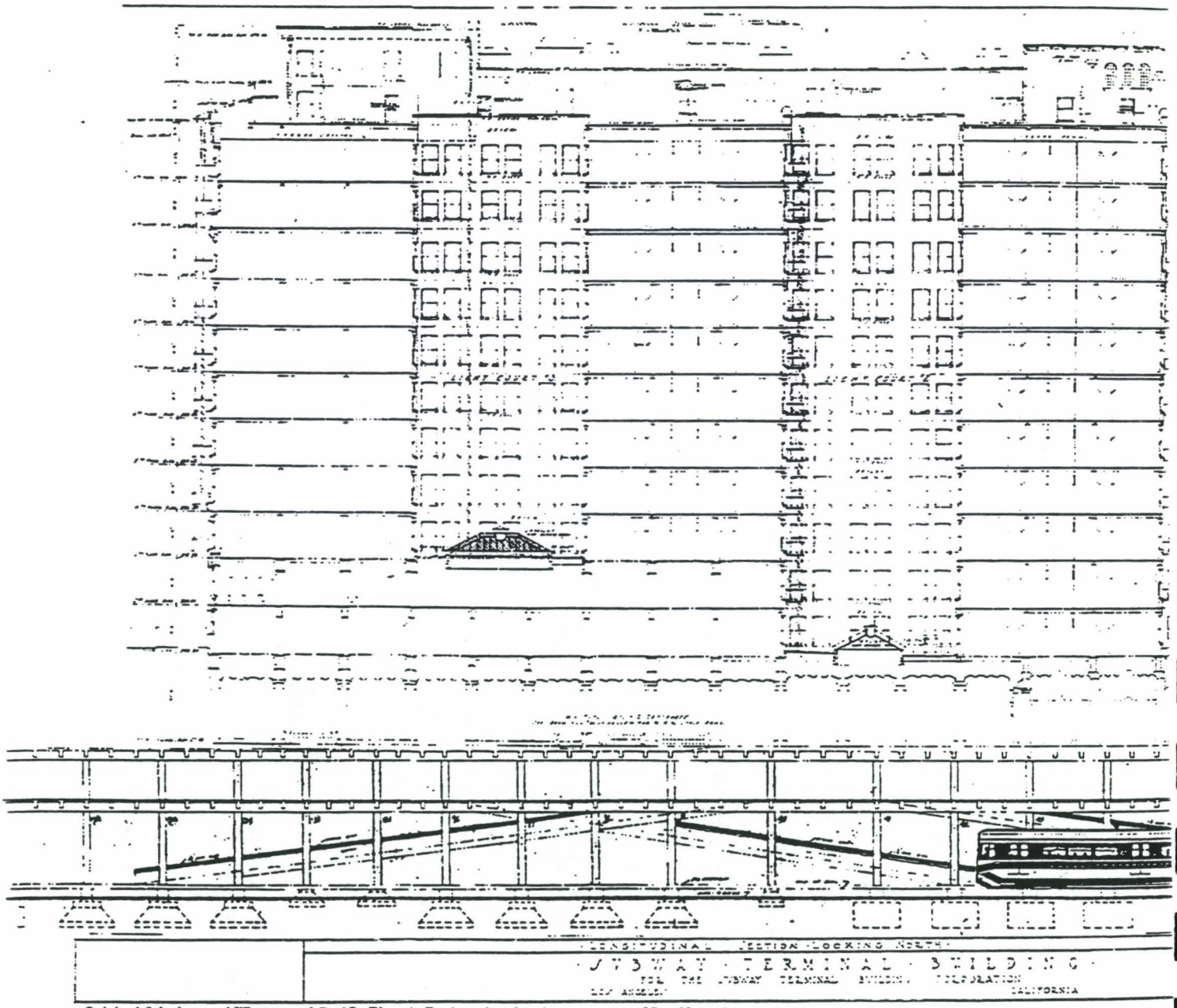
4) Sunset Boulevard/Echo Park station connects RTD #1 & #4 lines with Los Angeles/Glendale LRV.

5) Line connects to "Northern District" of proposed LRV route to Glendale/Burbank.

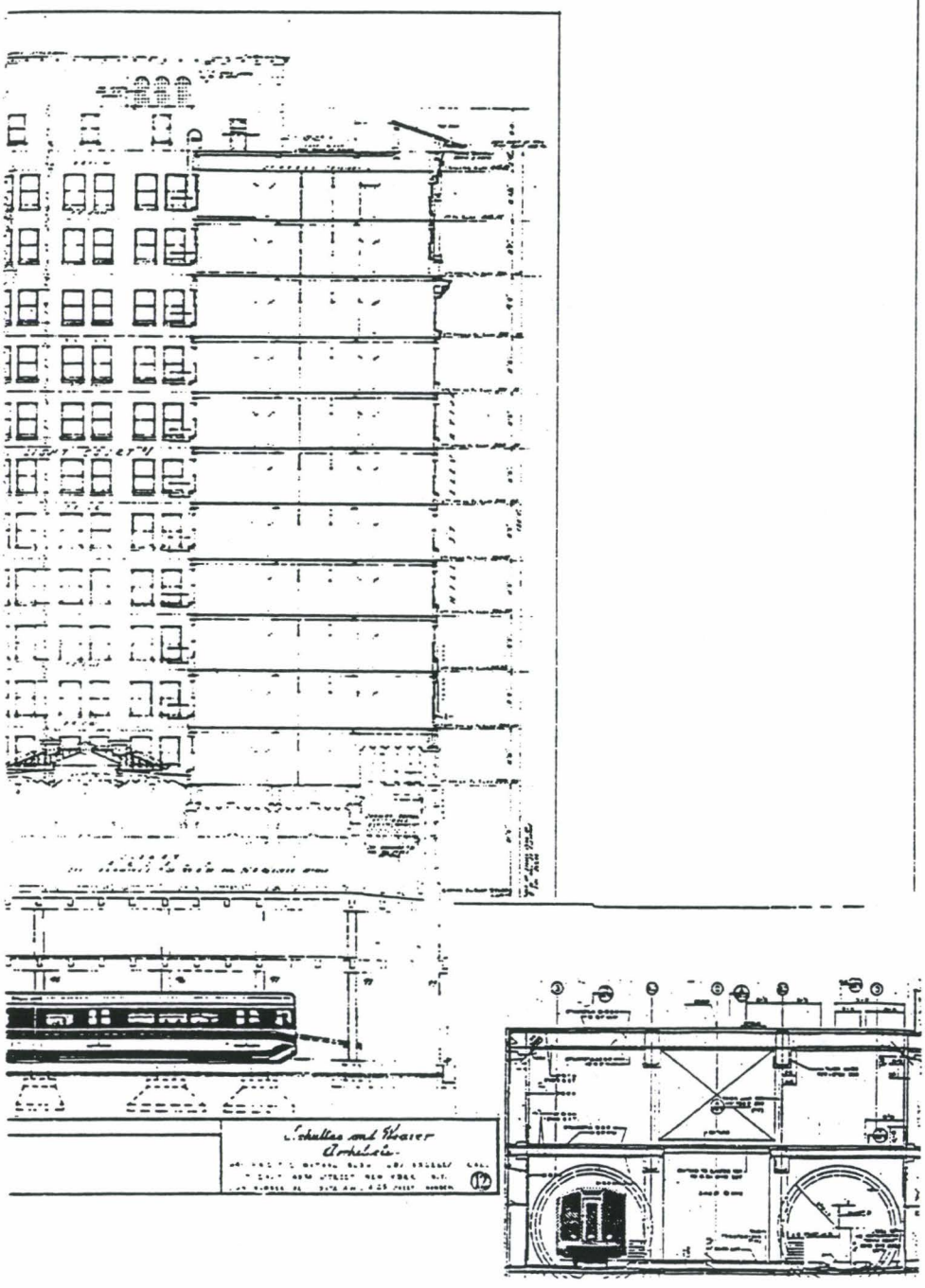
6) Future extension to Eagle Rock, Colorado Boulevard, Montrose, LaCanada Flintridge, JPL, LaCresenta, Tujunga, Sunland, Lake View Terrace, Sylmar.



Subway Terminal Building



Original Schultze and Weaver and Pacific Electric Engineering drawings courtesy of Ray Younghans collection.
Red Line Subway drawing courtesy of LACTC.
Red Line mock-up photo by ERHA member James Washington.



A very few feet of elevation separate the mezzanine level of the new Hill Street Red Line Station and the platform floor level of the Historic Subway Terminal Building. A new archway would connect the two station caverns. Arts monies would pay for historic restoration of the terminal area and a tunnel lining display of historic Subway Terminal photos.

By amortizing the investment in the new Red Line Hill Street station, the Burbank/ Glendale Light-rail Line would get security, ticketing and handicapped access from the street and an easy interchange to Red Line Trains. **The easier and more convenient to use that mass transit is, the more patrons transit will garner.**

From a study of the Terminal Building and Subway Tunnel's construction details, one can determine that both are up to modern standards of construction and safety.

The configuration of the five bay historic station would easily accommodate today's modern LRV's.

The only real change required would be a raising of the platform height from its original level. A new loading surface meeting modern standards would be placed on top of the original platforms.

The historic passenger ramps to the upstairs station entry would remain as artifacts but would not be open to the public.

Your Los Angeles!

Pacific Electric Hill Street Terminal

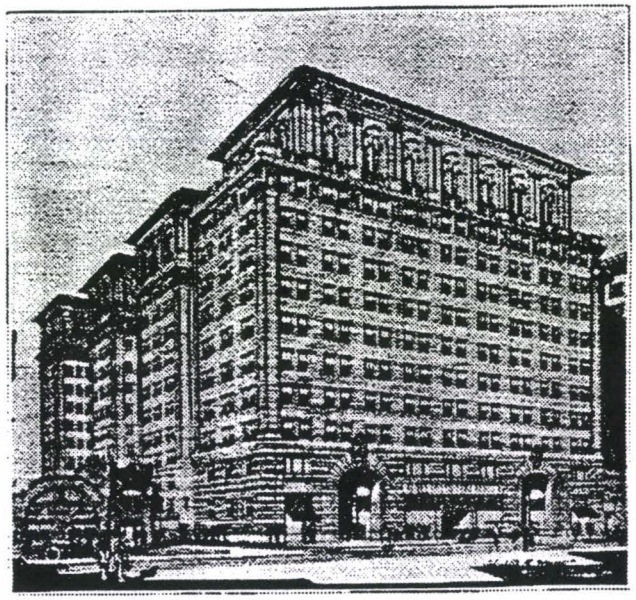
DIRECTLY across the street from The Broadway an immense structure has begun to rear itself. A building whose feet are set many feet below the surface of the street and encased in steel and concrete beyond the bulk or weight used in any former building in the City of Los Angeles; in fact, below the level of Hill Street there is more steel used in the construction than there was used in the entire Biltmore Hotel, and that building is one of our city's most pretentious.

Its importance to The Broadway can well be seen when the sketch of lines of railway that will be brought into the great Subway Terminal Building are studied to any extent, and it is plainly apparent when it is realized that the focal point of the immense northwest territory of our city is directly across from our Hill Street Station entrance.

The transportation arteries of Hollywood, Glendale, Lankershim, Van Nuys, San Fernando, Owensmouth—yes, all of the great San Fernando Valley, will, upon the completion of this structure be brought to the very doors of The Broadway, and, in time essence, this vast territory will be brought approximately three miles nearer to our great establishment than it was before.

The investment in this great Terminal is approximately $3.500,000.00. the tunnel representing a further investment of an additional $3,500,000.00.

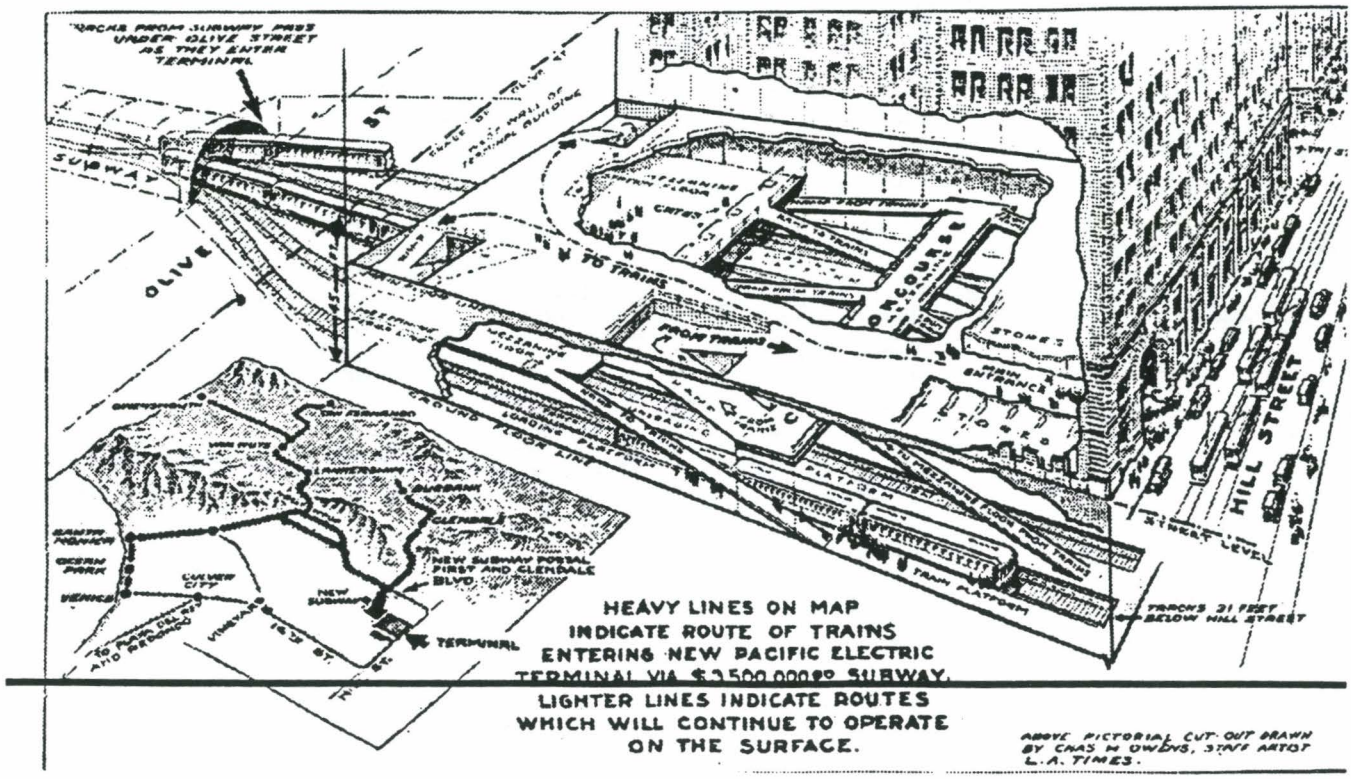
The portion of the building to be used by the Pacific Electric Railway will be the first floor and subway facilities below the street level, and

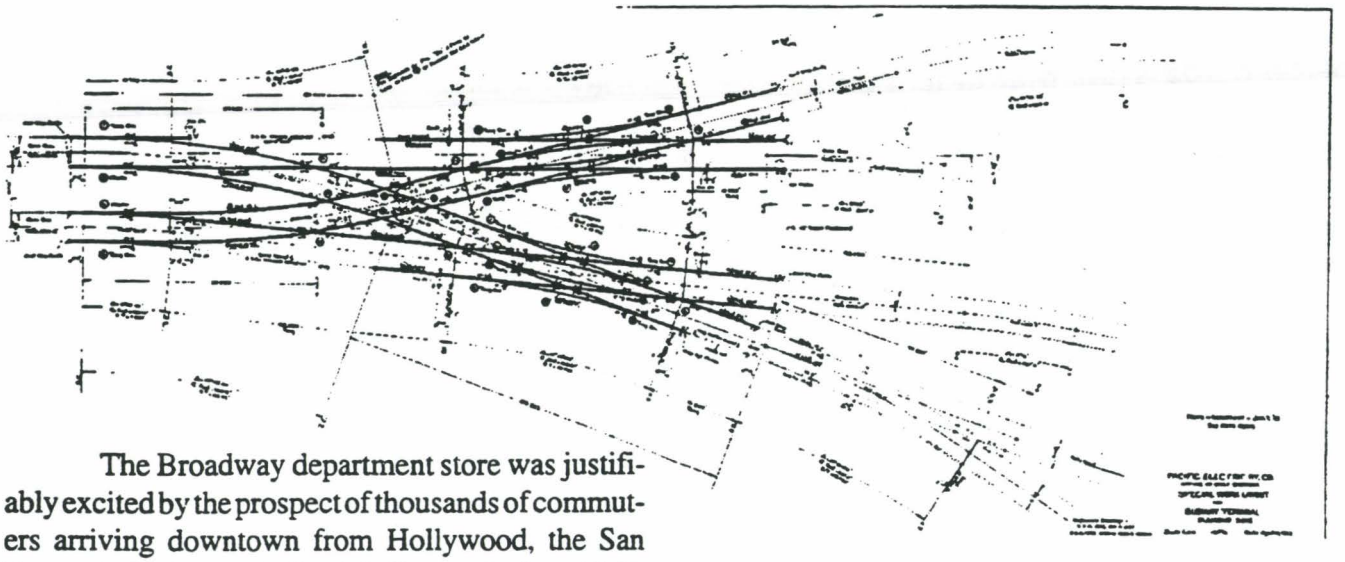


The Terminal as it will Appear when Completed

operation of the new subway will be begun jus as soon as the structure has passed the first floo level, and the waiting room facilities can be in stalled, possibly by the middle of November.

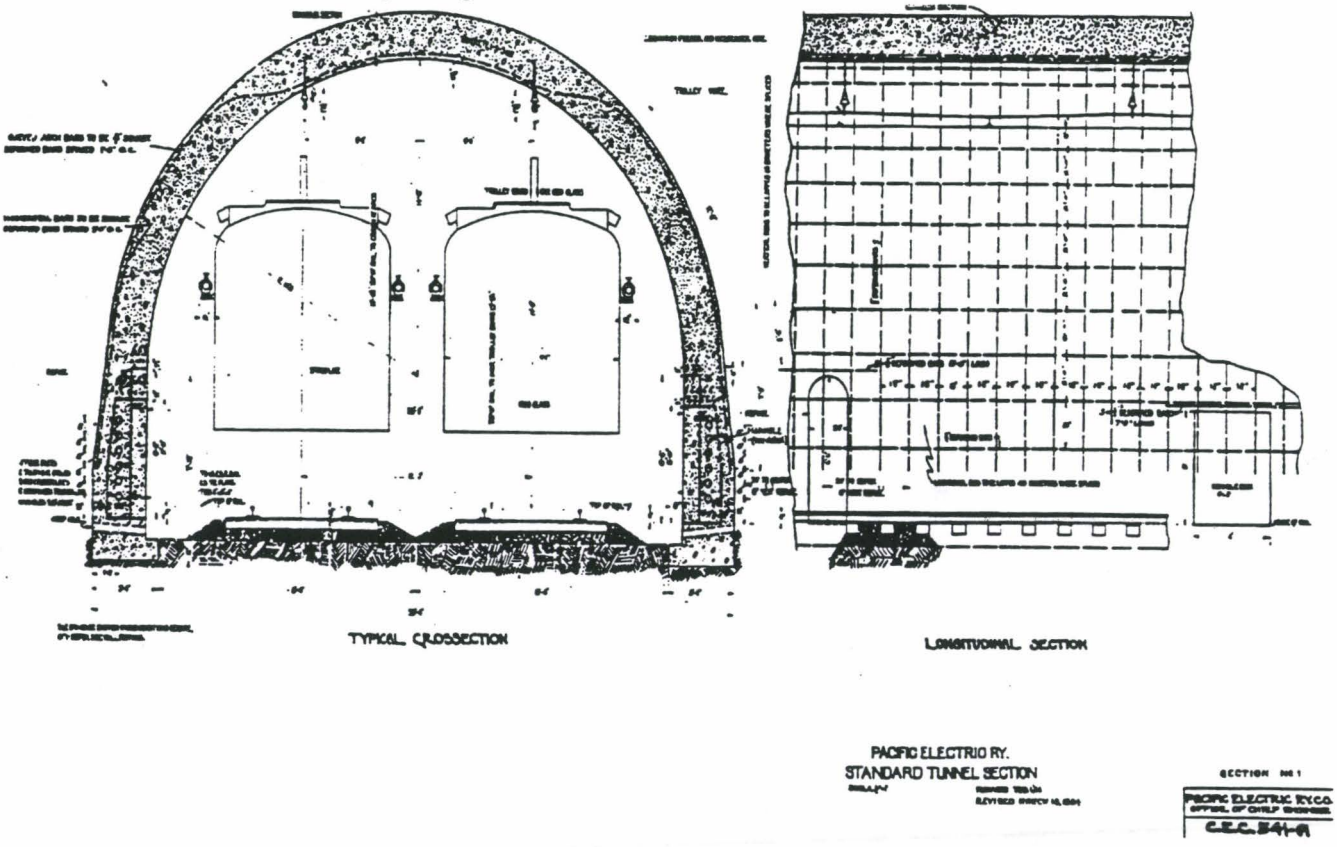
Not only will the construction of this grea transportation factor speed up and facilitat train operation and add much to passenger con venience, but it will be the greatest single facto ever designed for our section of the city in th elimination of vehicular street congestion, in tha it will automatically remove some 778 railwa cars from the surface of Hill Street and 30 cars per day from the surface of Sixth Street.





The Broadway department store was justifiably excited by the prospect of thousands of commuters arriving downtown from Hollywood, the San Fernando Valley and Glendale/Burbank circa 1905. Above PE's original plan of the special work "Diamond X-ing" that takes the two track tunnel to five tracks inside the Subway Terminal Building. The platforms and control tower are still in place, but the trackwork would have to be re-created. This drawing was last updated 01/07/46. Below, PE's standard tunnel section, revised 03/18/24.

(All three exhibits from the Ray Younghans collection.)



Subway Tunnel- taken from historic accounts

Los Angeles' first subway was a mile-long double track bore extending from Beverly & Glendale Blvds. into the basement of the Subway Terminal Building at 417 S. Hill St. It was the somewhat forlorn realization of Harriman's dream of 1907: a four-track subway west to Vermont Ave., Branching then to Vineyard, Hollywood, Beverly Hills and elsewhere. Although the subway which PE built in 1925 was far from being the major trunk line envisioned by Harriman, its downtown terminus was crowned by a noteworthy station-office building and the stories of both the subway and the terminal proper are important parts of any Los Angeles history.

Paclfic Electric was ordered to build the so-called Hollywood Subway under Order No. 9926 of the California Railroad Commission, issued in connection with authorization to increase fares to Hollywood from 6¢ to two 6¢ zones with a through fare of 10¢, effective January 1, 1922. PE could think of other reasons for building this tunnel: (1) $36,665 estimated savings yearly in operation, plus $25,000 more due to less maintenance of tracks in city streets, congestion, injury claims, etc. (2) $159,000 of the total cost of tracks and property would be used in the future subway to Vineyard. () Building the subway would forestall Los Angeles Railway's extending into Hollywood.

On February 11, 1924, plans were completed for the construction of the tunnel and its downtown terminal. This culminated many years of preparatory work, dating from the early 1906 plans of Los Angeles Pacific through 1912-1914 when heavy expenditures for land were made for rights of way to Vineyard and to First & Beverly Blvds. Alignment maps and profiles were prepared on both projects; these were little changed when the time came to build the first subway tunnel.

The Hollywood-Glendale-Valley Subway extended from the westerly line of Hill St. in a northwesterly direction approximately parallel with Forth St., under and across Olive, Grand, Hope, Flower and Figueroa, thence on a five-degree curve about 900' in length to the north, under and across Fremont and Beaudry Avenues and the intersection of Fourth & Boylston Sts., thence on a tangent in a northerly direction under and across Crown Hill Ave., Third St., Sappire. Bixel and Emerald Sts., and to the intersection of First St. & Glendale Blvd. From the westerly portal of the tunnel to First St. & Glendale Blvd., about 500', open cut construction was used.

The tunnel as built turned out to be a double-track, concrete lined, semi-circular arch section with overhead trolley. Station facilities were provided at Hill St. in the basement and ground floor of a limited height office building of heavy steel and concrete construction. Original plans called for a terminal at grade at Hill St. but these were later changed. From Hill St. to a point 65ft. west of Olive St., where the station tracks converged into the two main line tracks, the grade was level. From a point 65ft. west of Olive St. to Flower St. the grade was plus ½degrees and from Flower to First & Glendale Blvd. a grade of plus 2.1%. The total length of the tunnel was 4,325 lineal feet; its width was 28 feet, and its height 21ft.3in.

Construction: On February 18, 1924, final plans and specifications were placed in the hands of prospective bidders. Upon opening the bids submitted by six engineering contracting firms, it was interesting to note that several of the bids were within $100,000 of the estimated $1,250.000 cost of the tunnel. On April 16 of that year the tunnel contract was awarded to Twohy Brothers of Portland, Oregon. Ground was broken at 10:00 AM on Saturday, May 3. 1924, at First St. & Glendale Blvd. There were no official ceremonies, but PE was represented by D. W. Pontius, its Vice-president & General Manager, and a number of the members of his official staff, including E. C. Johnson, Chief Engineer. who had direct supervision of construction. Also present were civic representatives from Los Angeles. Hollywood, Glendale, Van Nuys, San Fernando and Burbank.

Dirt from the first 500 feet of open cut at the western portal was removed by steam shovels and dump trucks. Lucas St. had to be realigned to avoid a grade crossing and this was done at that time. The first tunnel drift was commenced at the west portal on Friday, June 13th.

The tunnel was excavated by the drift method; about 60% of the material excavated was loaded

directly into dump cars without additional handling. A standard gauge spur track was built into the tunnel from the Glendale Line and with the construction of a trestle and bunkers, sufficient storage space was made for sand and gravel for use in the tunnel lining. A cement house and a small repair shop for emergency repairs were also constructed at that point.

Bunkers were also built on the southerly side of the open cut, with narrow gauge track running from these bunkers to the drifts. Dirt was removed from the drifts with the use of small gasoline locomotives and specially constructed steel dump cars. These cars were of one yard capacity and specially designed by the contractor for rapid dumping and were built by a local firm. Loaded dirt cars mere hauled from the tunnel to the bunkers, which were at a height sufficient to permit dump trucks to load underneath; it was then hauled away to local dumps.

In addition to starting work at the west portal, the contractor also made an open cut between Figueroa and Flower Sts., a distance of about 300 feet, and from this open cut worked drifts in each direction in the same manner as at the west portal. Thus the work was greatly speeded, as shifts could be worked continuously at each of the three headings. As the bottom of this open cut was some forty feet below street level, it was necessary to install a hoist to raise the excavated dirt into bunkers, the same type of small gasoline locomotives and steel dump cars were used at this location.

Most of the tunnel excavation was through soft shale and this material was loosened by using low per cent dynamite in small quantities and by use of pneumatic air drills. Excavating proceeded by making two advance drifts, one on the lower right and one on the lower left of the face of the tunnel running about three cubic yards per lineal foot, each. Timbering to support these drifts was placed so that the uprights were of sufficient distance apart to allow the passage of dump cars; the outside upright timber was placed at a sufficient distance from the outside excavation so that forms could be built and the concrete wall poured without disturbing these timbers. This timbering also formed the base for the timbering of the two following drifts immediately above the lower drifts, each of which contained about 2.3 cubic yards per lineal foot and also supported the inside forms for the concrete arch. All of these four drifts were excavated to the outside line of concrete and found support against the core or center portion, which measured about 16 feet wide and 17 feet high and ran approximately 9.3 cubic yards per lineal foot. The third operation in excavation was the removal of the wings and arch which in most cases was accomplished in one operation, running approximately 4.8 cubic yards per lineal foot. Each drift as it progressed was decked over with lagging and the necessary portion of lagging removed to permit excavated material to drop into dump cars in the lower drifts by gravity.

Dynamiting was generally done during the noon hour or at the time of shift changes. No blasts were set off without warning, and a watchman was left to prevent workmen from passing into the danger zone.

At no time did the gasoline locomotives enter the drifts. Empty cars were brought to within about 300 feet of the face of the drifts and were dropped into the lower drifts either by gravity or pushed in by workmen. Loaded cars were pulled from the lower drifts by a cable leading to a hoist driven by an electric motor some 300 feet back from the drifts.

As the concrete lining was poured, set and stripped of form lumber, before the earth core was removed, the core was used for supporting the arch segments upon which the concrete form lumber was placed. In very heavy and swelling ground, concreting always followed closely behind the wing and arch excavation.

Grades and lines were checked daily from substantial monuments which were established on the lines of the lower drifts at intervals of about 600 feet on tangent and about 150 feet on the curve. A daily drift record was kept by the engineer and computations made at the end of each month for payments to the contractor, these payments were based on the lineal feet of drift progress. The concrete lining in the tunnel section had an inside clear opening at the top of rail of 28 feet and the spring line was 5'9' above top of rail. The arch had a radius of 14 feet with a minimum thickness of 24 inches and was reinforced with square deformed bars. The

footings had a minimum width of 3'2" and extended 36" below the top of rail with an additional depth of 12 inches where wet ground was encountered. Four -foot fiber ducts were provided in the side walls on each side for feeder and tension lines in connection with electrical operation, telephones, signals, etc. At 50-foot intervals along each side wall, a refuge recess was provided.

This section extended from the western portal to a point 65 feet west of Olive St. From that point to the west line of Olive St. the tunnel was flared by flattening the arch and from the west line of Olive Street heavy type steel construction was used, all footings, columns and girders designed to take the weight of a limit height building.

All concrete in the tunnel section was composed of one part Portland Cement, three parts washed sand to five parts washed ricer gravel. Six-inch air lines were laid in the tunnel from large compressors and concrete was mixed and placed through these lines in one operation. A piece of rubber and cotton fabric, ten feet in length, was used as a depositing nozzle and it was an easy matter to deposit the concrete at any point in the forms.

The total length of the tunnel section was 4,325 lineal feet. The concrete lining contained 26,203 yards of concrete, and the tunnel excavation was 135,000 cubic yards.

The contractor worked three shifts at each heading and daily total number of men employed amounted to about 650. The report of October, 1924, shows an average of approximately 24 lineal feet of completed tunnel daily.

Walls and arch were poured together, making a monolithic mass, except in one or two exceptional cases such as the open cut at Figueroa St., at which point the walls were poured first. Pacific Electric furnished rock, sand and cement for the concrete lining; two spur tracks were used for delivery of these materials: at the west portal and at the Figueroa St. open cut.

Water seepage into the tunnel which rose to about 24,000 gallons daily during the excavation period, gradually decreased to a flow of about 15,000 gallons daily. This heavy seepage puzzled the contractor, and the most plausible explanation came from an old-timer: the water seepage down from the Echo Park Lake, about half a mile above the west portal on the Glendale Line. To get easy drainage an eight-inch main of concrete pipe with closed joints was placed for the full length of the tunnel on the center line between tracks and about a foot below the sub-grade. Along each side of the tunnel 2 feet in from the walls a six-inch concrete pipe was placed with open bell joints, and at intervals of 25 feet cross drains ware laid of six-inch concrete pipe with open bell joints connecting the outside lines of pipe with the eight-inch main in the center between tracks. Over the top of all these drains for a depth of from twelve to eighteen inches, three inches of crushed granite was placed to bring the floor of the tunnel up to the track sub-grade, the eight-inch main led to sumps constructed under the subgrade at 0live St. and at Flower St. these sumps were equipped with electric automatic pumps which lifted water from the sumps to storm drains at these two points.

It took less than a year to drive the tunnel through to Hill St. Ground was broken at the west portal on May 3, 1924, and the bore was completed on April 16, 1925. Then began the work of laying rail and installing trolley wire.

The double track in the tunnel section was built on twelve-foot centers. Ninety pound rail was used with standard tie plates and rail anti-creepers. Redwood ties of 6" by 6" by 8' were used and eight inches of Crushed rock ballast was placed beneath the ties.

Electrification of the new tunnel involved some unusual features. Underground cables, running lengthwise through the tunnel walls, were first to be installed. A crew of "overhead" men was made over into a crew of "underground" men with much success; as this was a new line of work for them, it was necessary to obtain considerable new equipment. A standard cable-pulling winch was assembled in Torrance Shops, a steel pulling cable was salvaged from elevator cables discarded at Sixth & Main Station; duct rods and other paraphernalia obtained and actual work started on June 25, 1925. By July 3rd a total of 24,000 feet of No. 14 rubber covered wire had been installed for the lighting system; 4,000 feet of 1,000,000 CM lead covered feeder cable, 4,000 feet

of No. 3 conductor, lead covered, 2,200 volt cable, and 6,000 feet of ten pound lead covered telephone cable had been pulled into their respective ducts, ready for the cable splicers.

The trolley contact system was of catenary construction, and presented several interesting features. The supporting messengers were 900,000 CM copper cables, which also acted as auxiliary feeders. They were attached to the tunnel roof at 15ft. intervals by means of porcelain suspension insulators of standard design. The trolley contact conductors were of 4/0 copper, hung to the supporting messengers at 15ft. intervals, midway between the messenger insulators, by means of 6 inch type C.S. catenary hangers.

At intervals of 600 feet, taps were run up through the tunnel proper, the trolleys being held in alignment in the curve by the use of a new type of steady brace, developed in the electrical department of PE and made in the Torrance Shops. This permitted the trolley wire to raise with the pressure of trolley poles, but prevented it from moving sideways. It consisted of a maple block fastened to the roof brackets by insulated bolts, with an iron arm, swiveled at each end, running down at an angle to a standard trolley ear. An iron plate was bolted on one side with a hook to carry the supporting messenger.

Lights in the tunnel were spaced at fifty foot intervals on both sides. They were put in the refuge pockets where men could step back in a recess built into the wall. Every thousand feet a specially built refuge pocket housed a subway telephone connected direct to the terminal; colored lights designated these so they could be reached quickly in case of an emergency. The lighting system was fed at 1,500 foot intervals from transformers which also fed the signals. These transformers were tapped from the 2,200 volt cable by means of subway type terminal boxes which provided proper protection from failure. A feature of the use of the new type of "stead brace" described above was that it permitted complete elimination of trolley span wires, always a source of trouble when trolley poles wander.

The five-track terminal beneath the Subway terminal Building employed a type of direct suspension, it being a slow speed zone. The 4/0 copper trolley wire was fastened by means of special spring type barn hangers spaced every 15 feet on tangents, 1 feet on curves, to 2x12 inch planking, which in turn was suitably attached to the concrete beams of the ceiling. More than 2,000 lineal feet of Oregon pine planking were used. Trolley wire when installed was stretched to a tension of 2500 pounds, thereby providing a perfectly horizontal under-run, even under the maximum pressure of the trolley wheel.

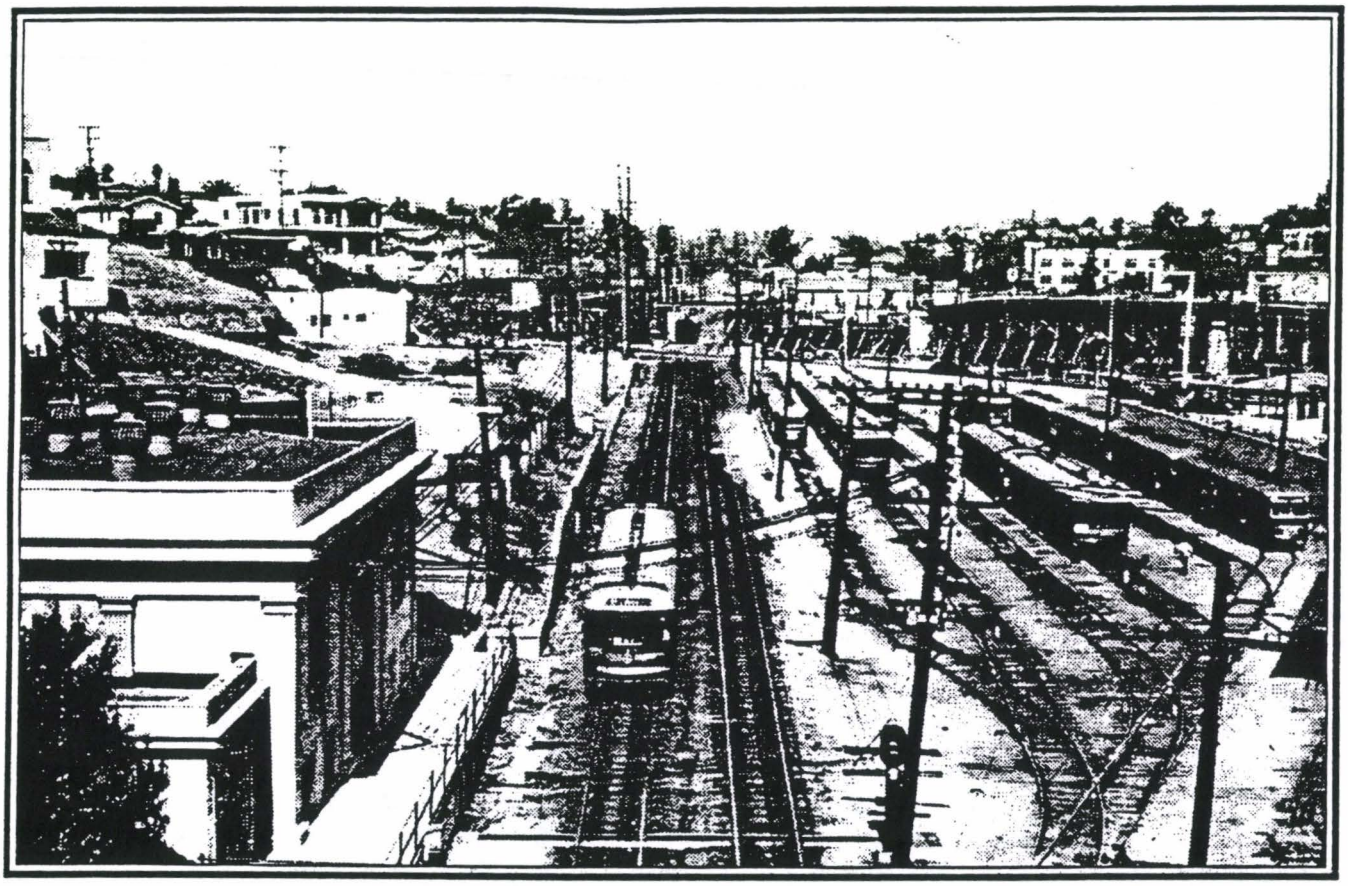
A new substation, Toluca No. 51, was constructed adjacent to the west portal to provide most of the power needed for tunnel and terminal operation. This new unit, in addition to carrying the major portion of the tunnel-terminal load, also distributed all of the electrical energy required for operating the entire railway facilities in the relocated Hill St. Station. Due to its location, the Toluca Substation relieved the existing heavy load on the Olive Substation and materially improved voltage conditions on the Hollywood and Glendale Lines.

Toluca Sub was automatic and was equipped with a 1500 kw., 600 volt DC, 6 phase, 50 cycle, 600 RPM compound wound synchronous converter, with complete automatic equipment all of the most modern type and incorporating the latest developments in the industry. The building was of concrete construction and absolutely fireproof. Its exterior design was considerably more attractive than the usual PE utilitarian design for such structures.

Toluca Substation was interconnected by means of feeders with the Maple Avenue, Olive and Ivanhoe Substations. Suitable switching equipment was installed for operating the feeders, singly or collectively, thus providing a unified system and flexible electrical energy supply to meet the varying demand of an exceedingly diversified load.

In addition to the relays and other devices required for starting and shutting down the station machine under normal conditions, there were protective relays for limiting overloads and overspeeding; for disconnecting the machine in case of power failure, and reversed polarity. Toluca Substation cost $120,000 and first went in service on June 15, 1925.

Across the two main line tracks from the new substation was Toluca yard, built in late 1925. The yard contained four passenger car storage tracks with a total capacity of 22 cars. It had 1700 lineal feet of track, one inspection pit and miscellaneous maintenance facilities and storage sheds.

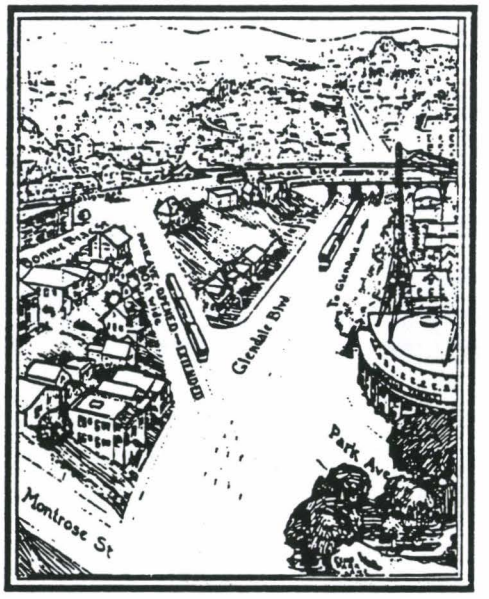


Toluca Yard in 1940, the Beverly Boulevard viaduct is under construction... the future site of the LACTC's Center City West Station?

Bonaventure/4th & Flower Street Station

The historic subway tunnel is discontinuous at only one point, the Bonaventure Hotel. This financially troubled institution lies at the heart of the Bunker Hill Redevelopment district's prime downtown high-rise legal and banking communities; exactly the type of trip generators the LACTC is seeking to convert to mass transit. The hotel would give up some of its underground parking in exchange for an in-basement LRV station. Via the Green and Blue lines the Hotel would have a direct link to LAX.

Construction necessary to re-excavated the tunnel and build the new interchange station would allow for the simultaneous construction of the North-South extension to the Long Beach Blue between 7th and Flower, the Music Center, the Courts and Union Station. The Blue Line would pass through above or below and the station would be shared by both lines. An optional interchange track would allow for RTD through routing of trains from Long Beach to Burbank, or to avoid temporary obstructions on the Pasadena line, or for the sharing of shop and yard facilities if the Los Angeles Standardized car becomes reality.



Center City West/Toluca Yard & Substation

The next great boom of construction in Los Angeles will be in the recently cleared district immediately West of the Harbor Freeway. Depending upon which account one reads, 15 to 20 new high-rise office buildings will eventually sprout in the area. The West portal of the historic subway is ideally suited to serve this potential gold-mine of trip generators. If the LACTC beats the developers to the area, legislation could reduce the allowable amount of parking built into these new structures forcing patrons into mass transit options. Businesses would be rewarded commuter credits and workers from areas served by rail transit would choose to work at companies located in Center City West.

The station would sit at the mouth of the tunnel in the open air; a long glass tube escalator would carry riders up onto Crown Hill. Private developers would pay the station and yard construction costs.

A re-created Toluca yard appropriately landscaped would provide its original purpose of mid-day layovers and dead-car storage as well as operator facilities and mid-route car clean-up.

From Toluca Yard, the line would go back underground into a new "cut-and-cover" subway tunnel under Glendale Boulevard.

Sunset Boulevard/Echo Park Station

Under the 1928 grade separation bridge at Sunset & Glendale Boulevards, the line would rise out of its tunnel to the surface. Making the transition under the overpass would muffle the acoustic emissions of the portal and would help to acclimate the operator's eyes to the change in daylighting.

The station would lie in the original PE right-of-way at the North edge of the Sunset Boulevard overpass. A traditional Blue Line outdoor platform and shelter with the addition of a staircase directly up from the platform to reach Sunset's RTD bus lines and the Echo Park shopping district. These bus lines would give patrons a quick and easy route from Hollywood to Glendale or even from Burbank to points as far west as Pacific Palisades & Malibu.

The line would travel North in the landscaped center median which is already limited access and amply wide for surface running. The few at-grade crossing would be protected with double crossing gates. A conventional gate in the direction of vehicle travel and a pavement loop activated gate protecting the wrong-way side of each intersection. This mitigation would eliminated the need for the continuous blowing of train horns which would be especially unpleasant in the valley terrain.

The line would gradually rise up onto concrete support posts to cross Glendale Boulevard in the air and meet the end of the 2 Freeway at its established level.
The underused Freeway has either the ability to sacrifice its "fast" lanes for two runs of LRV trackage (with two sets of overhead) or its wide landscaped center median could be reworked to include the rail line. The line would remain in the Freeway's center median until reaching the point where the highway crosses the LACTC's track North into Taylor Yard. Here the LRV would drop down between the Freeway's center lanes and curve North into the San Fernando corridor.

Future Extensions
In addition to dropping a right-of-way to head North, this phase of construction would also include two stub tracks in the Freeway center median. It would thus be quite easy in the future to extend a new line that would share the historic Subway Terminal Building and would serve the bedroom comminutes of Eagle Rock, East Glendale, Montrose, La Canada Flintridge as well as the Jet Propulsion Laboratory.

Plea
Following the historic route to Glendale/Burbank will cost more than the route proposed via the Pasadena line, but to what advantage?

With the "River route" no new patrons are served or courted.

The Historic alignment "picks-up" three significant trip generation points

Both routes anger no groups or snarl existing traffic patterns.

The Historic alignment has the opportunity to establish from scratch a "non-car culture" business community.

The Historic alignment provides additional options to patrons for downtown route choices. connecting the Red Line's Hill Street Station to the Blue Line's 4th and Flower Street Station.

The Historic Alignment requires the demolition of no buildings, the acquisition of no new property and the displacement of no residences or businesses. All of the necessary property is already government owned.

The right-of-way is already grade-separated and/or segregated except for Glendale Boulevard from 2nd to Sunset.

The Historic Route Alignment alternative would require more work from the staff of the LACTC than the "River route" to Burbank/Glendale. After all, the South end of the line is "free" from both cost and study due to its piggyback on the Pasadena line. Nevertheless, the route through Echo Park offers so very much more to the citizens of Los Angeles in its increased service area, its added flexibility to the system as a whole and even to the historic sense of Los Angeles as a place that does have a history, a history that we should honor and learn from and not to continually demolish and destroy.

Submitted to the LACTC 07/28/92

by

John Heller
822 North Alexandria Avenue
Hollywood, CAlifornia 90029-2504

Antenna Research Company

3954 Edenhurst Avenue • Los Angeles, California 90039 • (213) 664-7351

Judy Schwartz
Los Angeles County
Transportation Commission

July 29, 1992

After attending the first of three public hearings on the Glendale/Burbank Rail Transit Project I was surprised to see this line does not even serve Glendale, it follows the Southern Pacific right of way along San Fernando Road which is now served by the lightly used RTD 94 line and will soon have 16 Metro Link trains a day with more to follow.

How can the LACTC and the City of Glendale not include the Brand Boulevard alignment as a serious option in the DEIR?

The Brand Boulevard route is the historical route with a very wide street with even the street lighting/OCS poles mostly still in place from the former Pacific Electric rail line. The population, ridership, and destinations are all along Brand Boulevard, Glendale's major population areas are East not West of Brand.

The visual and traffic impacts can be minimal with proper engineering and landscaping. With the elimination of the angler parking and minor reworking of the sidewalks, two traffic lanes can be preserved in each direction along with an exclusive right of way for the LRV. Grass can be planted across the track way (as is popular in Europe and New Orleans) for a greener more open appearance than Brand Boulevard currently has. There is sufficient clearance between the tracks for a mid block station north of Broadway. South Brand Boulevard can now look as attractive as North Brand with green landscaping and the LRT.

The increased running time from 5 to 7 minutes (35 mph vs 55 mph) will also bring increased service.

Building this line along San Fernando Road is like building the rail lines to Los Angeles along the river and having a shuttle bus on Seventh St to get Downtown. The impact will be less. Yes their will be less impact along San Fernando Road, but there is also less to be impacted.

Why do we need this line? What is it's purpose?
What should it do? Who will use it?
Who does it need to serve?

Most important, who will leave there car to use the "more convenient" LRT service?

Answering any of the above demands the line use Brand Boulevard, or is there even a need for this line? San Fernando Road has 1 lightly used bus line, Brand Boulevard has 5 very heavily used bus lines, where is the need?

We need Light Rail to Glendale and Burbank very much, and within this century, but with out the Brand Boulevard alignment the line is only justified to go as far as the Glendale Transportation Center.

Since only the San Fernando Road alignment was considered for the DEIR I think the following questions need to be addressed:

The population and destination models must be to your new accepted standard and be used for the San Fernando Road alignment and the Brand Boulevard Alignment as well as be compared to the other candidate corridor alignments.

The cost difference between Brand Boulevard and the San Fernando Road surface alignments.

What is the cost per mile on this line compared to other new North America LRT systems, such as Baltimore, Portland St Louis or San Diego? And other canidate corradors?

What about parking mitigation for the Developers of the current and future Hi Rise buildings?

Working with Caltrans on the rout 134 HOV project to use the 134 Freeway between Brand Boulevard and San Fernando Road for the LRT alignment.

How does LACTC plan to connect the Glendale Burbank Line with the Route 134 corridor?

Is any kind of shuttle bus planed to service the Division Station?

In conclusion if the line is not built using the Brand Boulevard alignment, there is not the ridership or population now or in 2010 to justify building this line beyond the Glendale Transportation Center ahead of other much more qualified candidate corridors. The RTD rout 94 and Metrolink will be able to handle the service.

Sincerely

Alan Fishel

EX341

MICROFILMED
COPY IN RMC

1992 JUL 1 PM 12

PUBLIC COMMENT FORM

Burbank - Glendale - Los Angeles Light Rail Project 223386

Your name: MIKE HOBLINSKI

Address: 6744 CLYBOURN #237
N HOLLYWOOD CA 91606

All relevant comments received during the 45-day comment period will be answered in the Final Subsequent Environmental Impact Report due on August 10, 1992.

Comments should be addressed to:

Ms. Judy Schwartze, Manager
Government and Public Affairs
LACTC
818 West 7th Street
Los Angeles, CA 90017

WHEN I ATTENDED THE MEETING AT THE BURBANK HILTON I HEARD NO OPPOSITION TO THE LIGHT RAIL PROVECT. ALL I HEARD WAS IDEAS TO MAKE IT BETTER. IN MY OPINION THEESE PROVECTS ARE 10 YEARS OVER DUE. THE PROPOSED STOP DOSES SEEM QUITE A WAYS FROM THE BURBANK AIRPORT TERMINAL. THEN AGAIN THEY HAVE NOT ANNOUNCED THE NEW LOCATION. I AM GLAD TO HEAR THE ISSUE of TRANSPORTATION BEING ADDRESSED. WE SHOULD MOVE TOWARD

→

GETTING CARS OFF THE STREET ALONG WITH ELECTRIC CARS WE CAN CLEAN UP THE AIR! THE IDEA OF CLEAN, EFFICIENT, AND COST EFFEENT TRANSPORTATION NEEDS TO HAPPEN AND IT NEEDS TO HAPPEN NOW. THANK YOU FOR HEARING MY COMMENTS.

3311 West Third Street, # 1-430
Los Angeles, CA 90020

August 5, 1992

Ms. Judith Schwartze, Manager
Government and Public Affairs
LACTC
818 West Seventh Street, 11th Floor
Los Angeles, CA 90017

Dear Ms. Schwartze:

I am writing with regard to the Burbank-Glendale-Los Angeles Rail Transit Project EIR (Reference No. SCH #91101017), which pertains to a light rail transit project along the Southern Pacific Coast Line railroad corridor between the Burbank-Glendale-Pasadena Airport and Chinatown/the Los Angeles Union Passenger Terminal in the Los Angeles CBD.

I have grouped my comments by topic. I will begin with the question of whether the San Fernando Road option discussed in detail in the EIR is the Environmentally Superior Alternative; I will also comment on the relation of the project to parallel Metrolink commute service, and on several issues relating to noise and right-of-way requirements.

I will discuss in greater detail in the addendum to this letter, a feasible Glendale CBD alternative to the San Fernando Road line. Briefly, this alternative would employ a surface median alignment along south Brand Boulevard; a one-way couplet combining a surface track on north Brand with a single track tunnel under the Galleria, emerging to become a single track aerial line along north Orange--the two tracks joining to run aerial north of the 134 Freeway to reach Glenoaks; and a median alignment along Glenoaks.

These comments are made from the viewpoint of a concerned transportation professional, and a frequent visitor to the City of Glendale (especially the Glendale Galleria).

<u>Environmentally Superior Alternative</u>

The bulk of my comments deal with whether the proposed alignment, which follows the Southern Pacific right-of-way along San Fernando Road between the Burbank Airport and the Pasadena light rail line intercept above Chinatown, is the environmentally superior alternative for the LA-Glendale-Burbank transit project.

I am accustomed to seeing in the EIR process, patronage, capital costs, and environmental/community impacts compared for several reasonable alternative rail alignments.

Page 16 of the EIR discusses various Glendale alternatives; the text suggests that an alignment serving downtown would be either on the surface or aerial or in subway. It is not indicated

whether alternatives were considered that would mix-and-match different kinds of construction as might be required to minimize environmental impacts on various line segments.

I believe that a north-south alignment, on or closely paralleling Brand Boulevard and serving the Glendale CBD, and linked to the Southern Pacific alignment at its northern and southern ends to provide access to downtown Burbank and the Los Angeles CBD, would be an environmentally superior alternative to the San Fernando Road corridor which constitutes the sole focus of this EIR.

The reasons for this I will discuss below. First, I will indicate the advantages of adopting a Glendale CBD alignment. A downtown Glendale alternative, using Brand Boulevard and Orange Street (with an option of using Central Avenue in a one-way couplet arrangement with Brand)--and using either Glenoaks or the 134 Freeway for the link to Burbank--will be discussed in detail in the addendum to this letter, which also includes reference to sections of the EIR which describe previously-considered Glendale CBD alignments.

Comparison Of Trip Generators

Anyone who has viewed Glendale from above, i.e from the vantage point of Griffith Park or the Verdugo Mountains, as I have done many times, can confirm that the CBD with its numerous tall buildings is centered on Brand Boulevard, far away from San Fernando Road. This impression is easily substantiated when one conducts a detailed windshield survey and/or walking tour of the city, which I have also done on several occasions.

A land use comparison between the central area of Glendale and the San Fernando Road transit alignment considered in the EIR is very instructive in evaluating possible LRT alternatives. I will describe first the potential trip generators which would be served by a centrally-located, north-south LRT line, following Brand Boulevard and/or parallel streets:

o North Brand Boulevard, above Lexington, is a major financial district, with many banks and high-rise office towers (additional banks being located on Central and Lexington).

o Farther south along Brand, down to Colorado, the street is lined on both sides with numerous retail stores, delicatessens, movie theatres, etc.; this is a thriving retail-commercial area, with additional shops on downtown east-west streets and along the Maryland Ave. mall, east of Brand.

o South of Broadway, extending from Central to Brand, lies the Glendale Galleria, one of the region's largest shopping malls; the Sears store is at California and Central; and the Glendale Fashion Center (Robinson's) and numerous retail plazas are located east of Brand, near Glendale Avenue.

o There are large apartment towers along Pioneer, west of

Central; north of the 134 Freeway, east of Brand; and at Harvard, east of Brand (with numerous smaller apartment buildings also in the downtown area, and motels along Colorado Blvd. in the CBD).

o The Library, City Hall, Public Service Building, County Building, Post Office, National Guard building, and Adult Recreation Center are located between Colorado and Wilson, east of Brand.

o There are a number of medical facilities, shopping plazas, and restaurants along Central, just west of Brand; with a movie theatre and the Glendale Centre Theatre playhouse along Orange.

o South Brand Boulevard is a major automobile retail area; and east of Brand along Glendale Avenue, in the southern part of the CBD, are located the Glendale Medical Arts Center, the Glendale Corporate Center, and Roosevelt Jr. High School. above Chevy Chase.

In comparison, San Fernando Road is a relatively bleak industrial corridor, parts of which are in a rather dilapidated condition. Along San Fernando Road, west of the CBD area, can be found:

o At Harvard east of the SP line, a Home Depot store and skating center; also east of the SP, a small aerospace plant, the Glendale Medical Health Center and associated medical facilities, and various small industrial buildings.

o West of the SP tracks are Levitz Furniture and Furniture Town, scrap metal dealers, and the Ralph's Grocery Service Center, which is a large warehouse facility near Riverdale.

o Some apartment buildings occur to the east of San Fernando Road; however, similar apartment complexes extend all across the City of Glendale, including areas west and east of the CBD.

It is clear from the above that most of the employers and activity centers are located between Central and Glendale Avenues, not along San Fernando Road; higher-density residential areas are more widespread, but a Brand Boulevard LRT alignment will provide much better housing coverage.

The San Fernando Road alignment through Glendale would serve primarily commuters; there are relatively few trip generators here that will generate off-peak or weekend trips, and those are mostly furniture outlets, which are primarily served by auto. In contrast, the CBD area has a major shopping mall, numerous other stores, and many other trip generators that will create mid-day, evening, and weekend transit riders. This will produce a higher farebox return, and reduce operating deficits for the LRT line.

In this regard, it should be noted that the Final Report for the LACTC Glendale Corridor Rail Transit Project (Feb., 1991), has stated that a major transit facility like a trolley/LRT station, is highly compatible with office commercial and multi-family

residential land uses, while heavy and light industry is only moderately compatible with such transit facilities (P. 39). The same report (pp. 43-44) indicates that a key advantage of a Brand Boulevard Blvd. route or a Brand/Central one-way loop is that such alignments would provide the best (direct) service to the CBD.

The Glendale CBD is a thriving regional employment center and retail center, with ample housing in moderately high densities, accessible to downtown activities. A center of this size and diversity deserves to have direct light rail service.

CBD workers, residents, shoppers, and visitors should have the opportunity to walk to the transit line, and not be required to take a bus or drive their cars to a San Fernando Road transit line, located in an outlying area. A San Fernando Road LRT alignment will result in added fuel consumption and added emissions (especially cold start emissions) because of its pedestrian-unfriendly location.

Further, a rule of thumb in the transit industry has been that every time a transfer is required, 15% of the ridership will be lost. This is apart from added circuity that may be incurred. A Brand Boulevard alignment, or one very close to Brand, will permit travelers from Burbank and Los Angeles to have a more direct ride to the center of Glendale, without the unwanted transfer.

Further, a Brand Blvd. alignment will reinforce existing land use and growth patterns, by serving and enhancing a thriving, densified existing center (the Glendale CBD) rather than inducing scattered growth along what is currently a low density industrial corridor (San Fernando Road). It is noted that while there are redevelopment studies underway of northwest Glendale and southern Glendale, there are not as yet firm plans to redevelop these areas.

From the above viewpoints, an LRT alignment serving the center of Glendale directly will prove environmentally superior to a San Fernando Road alignment.

<u>Complementarity Versus Competition With Commuter Rail Service</u>

An arguement might be posed that a San Fernando Road LRT alignment through Glendale will increase the speed of through transit trips, from Burbank to the LA CBD. However, we are now in the process of making a major investment in the Metrolink commuter rail service, with two lines, from Ventura County and Saugus, to downtown Los Angeles. It would seem to be more efficient to capitalize on this investment for through, park-and-ride commuter trips, rather than undercutting the commuter rail service with a parallel light rail transit operation.

Further, for commuters traveling from points north and west of the Burbank CBD to downtown Glendale, a San Fernando Road LRT alignment would require passengers to change once in Burbank from the commuter train to LRT, and again along San Fernando Road

to a bus, to get to the Glendale CBD. Otherwise, commuters could stay on the Metrolink train until they reach the Amtrak station, and get on a bus which would backtrack into the center of town, which would waste time and discourage ridership.

An LRT line which diverges from San Fernando Road using Brand and Glenoaks will provide a more directional service for transit patrons bound for downtown Glendale, and hence will be a more effective feeder and distributor for the Metrolink service, than would a San Fernando Road alignment which may largely compete with Metrolink.

Previous LACTC Policy Concerning Duplicate Facilities

At least five years ago, the question came up over the use of Proposition A funds for commuter rail lines that roughly parallel identified Measure A urban rail corridors. The policy established at the time was that funds could be used for commuter rail if the urban rail improvement would not take place within ten years after the inception of commuter service.

In this case, the light rail corridor would follow exactly the same corridor (San Fernando Road) as the Metrolink service. By extension of the existing policy (intended to avoid duplication of costly rail facilities) it would seem that an urban rail line could not be allowed along San Fernando Road until early in the next century.

An exception might be made if a significant percentage of the route mileage were on a different corridor, i.e. along Brand and Glenoaks, rather than San Fernando Road.

Coast Line Track Capacity Issue

Another point concerning the relation of the light rail line to Metrolink and other rail services, is the following. The SP Coast Line which will be used by Metrolink is already used by intercity passenger trains, including San Diegans which run to Santa Barbara and the long-distance Coast Starlight (with a future, direct overnight train to the Bay Area via Bakersfield likely, and plans for high-speed rail to the Bay area via this route).

It may be desirable to provide space for additional track capacity north of Taylor Yard and south of Burbank, to allow provision of future triple tracking, sidings, etc. for main line train use. By not using the section of the Coast Line from the Glendale Amtrak station north to Grandview for light rail, right-of-way can be set aside for this purpose.

Terms Of The SP Right-of-Way Purchase

A potentially serious problem is whether construction of two LRT tracks on the 40' easement purchased from the Southern Pacific Transportation Co. will preempt the possibility of operating

reverse-peak commuter rail service on the main line tracks which are to be shared between the SP and Metrolink, on the Coast and Saugus Lines.

The terms stated in the 1990 and 1991 shared use agreements between the LACTC and SP pertaining to these rights-of-way indicate that where double track is not already provided, the LACTC will provide the second main on the 40' strip of R/W they have purchased. This will allow the Metrolink commuter trains to have priority on one of the two main tracks during rush hour.

It suggests that reverse-peak service on the SP's track either would not be allowed, or would have a very uncertain schedule. The Metrolink trains are to move over to the new (LACTC) second main on the Saugus Line north of Burbank, by 2011. All station facilities are to be located on LACTC property; however, one commuter track and two light rail tracks will take up nearly the entire 40'. There would not appear to be room left for LRT stations.

The SP will also have crossover privileges, with at-grade rail crossings of LACTC track on the 40' easement to access customers; depending upon how often the latter are served this may not be a serious problem, as there is one such arrangement on the Blue Line (such rail/rail crossings are subject to PUC approval).

The SP also has the right to construct linear trackage on the 40' LACTC easement, to connect sidings and main track as needed. This could potentially reduce the allowable number of passenger tracks on the 40' strip, to two, requiring one of the LRT tracks to be located elsewhere (up in the air, on another purchased strip, or on a different alignment altogether).

The EIR does not mention the terms of right-of-way purchase. It should do so, because otherwise it cannot be demonstrated that the LRT line as described is feasible and practicable, i.e. that it is capable of being constructed on the SP right-of-way.

Access To Griffith Park

It may be thought that a San Fernando Road alignment would provide better access to the Griffith Park area, because it is farther west than Brand. Griffith Park has a number of recreational trip generators, including the LA Zoo, Gene Autry Museum, Travel Town, Steam Town, riding stables, hiking trails, picknick grounds, golf courses, the merry-go-round, etc.

In this regard I entirely agree with the EIR that Griffith Park access would be best provided from a northwest Glendale LRT station, via Sonora and Victory Blvd. This is because the other access routes involve congested freeway corridors. Hence, a Brand Boulevard alignment would as good as a San Fernando Road alignment for access to Griffith Park--and probably better, because people from downtown Glendale would only need to transfer once between LRT and bus, rather than twice (bus-LRT-bus) to get from the CBD area to Griffith Park.

Air Horns And Other Noise Associated With LRVs

P. 7 and p. 117 of the EIR discuss the use of softer-sounding air horns on light rail trains. It should be noted that a major reason for the intrusive horn-blowing along the Blue Line is that this is an SP freight corridor. Blue Line trains sound two longs, a short, and a long, the same whistle signature that is used by the SP, to avoid confusing motorists. The same would undoubtedly be done along San Fernando Road LRT alignments where there are gated crossings.

Note that for a non-SP corridor, horn-blowing could be reduced or eliminated at gated grade crossings, should there be any. The Blue Line trains use the gong only or give only a brief toot of the horn along the former East Long Beach Branch R/W in north Long Beach, where there are no longer any SP trains operating. Horns would not normally be sounded on arterial median alignments with traffic signal preemption.

With respect to a Brand or Central alignment, there would be very little residential exposure to LRT noise, especially if signal preemption is used (no gated crossings). The Portland MAX line runs along east Burnside Street, a solidly low-density residential area, with few if any complaints about noise.

My own observations indicate that on this section of the MAX line, a single LRT train (at 38 MPH) is a little louder than an automobile, but significantly quieter than a light truck. There should be little if any noise problems with a properly-mitigated LRT alignment serving downtown Glendale.

Glendale Amtrak station

P. 151, Fig. 59 of the EIR shows the historic Glendale station with LRT 25' away from the station building, and Metrolink trains on SP tracks on the same R/W. It is assumed that at least four, and possibly five tracks will be located here in the future (two LRT and three SP/Metrolink). Elsewhere in the EIR, it is indicated that additional R/W (presumably on the west, or LA, side) will be needed for project implementation in this section. This fact should be so indicated in the caption to the illustration.

The San Diego north LRT line presently goes right past the historic Santa Fe depot, used by Amtrak San Diegan service. Intercity train passengers walk across the trolley tracks at grade to access the intercity train platforms. If it is intended to operate the Burbank-Glendale-LA LRT line in the same way, with pedestrian lights, gates, or bells warning Metrolink/Amtrak passengers who are crossing the light rail line at grade, this should be so-indicated in the EIR, along with discussion of cross-walk design, textured surfaces to warn blind people, etc.

Los Angeles City Jail Building

Pp. 160-161 of the EIR suggest it will be necessary to demolish the historic Los Angeles City Jail Building to connect the Burbank-Glendale-LA line with the Pasadena LRT line on the east side of the LA River.

An alternative, which would have only minor impacts on the building, would be to remain on the UP "river line" to a point south of the ATSF Pasadena Subdivision bridge over the LA River, and cross the river on a new bridge. This would require only a small corner at most of the jail building to be removed and reinforced to allow LRT passage. The building facade facing the street, and most of the interior, would not be impacted.

Other alignments are also possible, entailing a Glendale LRT crossing of the LA River on a new structure, north of the Santa Fe bridge. The broad, sweeping curve shown on EIR maps, requiring destruction of the jail building, hardly seems justified considering the ability of light rail vehicles to negotiate sharp curves!

Smaller Rail For LRT

P. 120 of the EIR states that smaller gauge rails are used for LRT. This may be confusing to people who will think that it means a track gauge less than 4' 8 1/2", that is railroad Standard Gauge, which is used by both the Blue Line and the SP trains. In reality, the rail used by LRT lines today is not much lighter in weight than that used by main line railroads. The term "light rail" has been highly misleading; it refers to lower capacity than rapid transit, not to light-weight cars or track.

* * * * * * * * *

In conclusion, I would strongly urge that one or more downtown Glendale alignments be studied in a Supplemental EIR covering the LRT line north of the Glendale Amtrak station. Unless we have patronage and capital cost figures available for such an alignment, it will be impossible to agree with the EIR, that the San Fernando Road alignment which has been studied in detail, is the Environmentally Superior Alternative.

Sincerely yours,

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CC: Mr. Stan Hart
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Mr. Alan Fishel

Addendum to August 5 Letter: Brand-Orange-Glenoaks Alignment Serving Downtown Glendale

Prepared by: Alan D. Havens, Ph.D. A.D.H. August 8, 1992
Transportation Analyst

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The Final Report on the LACTC Glendale Corridor Project Rail Transit Project, prepared for the City of Glendale and the LACTC by Gannett Fleming et al (Feb. 1991) indicates that serious consideration has been given by the City of Glendale to a local circulator using the light rail mode and low-floor cars. It was indicated that a one-way loop arrangement using Brand Boulevard and Central Avenue, and tying in with the proposed Glendale Transportation Center at the Amtrak station, would be the most effective way to serve the CBD area using such a rail line.

While a rail circulator would be more comfortable than a bus shuttle, and hence more attractive to the public (it might even become a minor tourist attraction), it would force a transfer at the Amtrak station, and would not provide a convenient connection to downtown Glendale for passengers originating in Burbank or the San Fernando Valley.

Furthermore, it is uncertain whether the LACTC would be able to fund not one but two separate light rail projects serving Glendale, considering the needs elsewhere. There is a very real possibility that Glendale would be deprived of truly convenient rail service to its CBD area, if it does not incorporate a CBD alignment into the Burbank-Glendale-Los Angeles rail line. The rail circulator, and an east-west Burbank-Glendale-Pasadena line, may not be constructed for decades in the future, if indeed they are ever built, despite the need for such projects.

For this reason, it is desirable to consider in the current EIR process, one or more workable LRT alignments which could serve the downtown area, to be incorporated into the initial LA-Glendale light rail transit project.

Difficulties With Glendale CBD Alignments

The three most obvious potential alignments for a Glendale CBD light rail transit route are Brand Boulevard, Orange Street, and Central Avenue. Of these, Brand is the most heavily used by vehicular traffic, while Orange is relatively lightly used. There is very heavy intersecting traffic on Colorado Boulevard, at the south end of the CBD, with moderately heavy cross traffic on Broadway and Wilson.

At the north end, there are substantial movements of vehicular traffic entering and exiting the 134 Freeway, with heavy turning movements onto/off of Brand and Central. Hence there is very heavy traffic on Sanchez and Goode, paralleling the 134, with a fair amount of vehicular traffic on Doran, related to parking

structure access along both Doran and Orange. A further constraint is traffic turning into/exiting from the Galleria parking structure, using Orange south of Broadway; and it appears that turning movements along other parts of Orange should be maintained if possible.

These traffic patterns have to be considered in designing LRT alignments serving downtown. Aerial alignments, particularly along Brand and Central, are considered to have too great an impact on the viewscape which includes the Verdugo Mountains, north of the city; and an all-aerial transit line could be costly, especially if used for a CBD distribution system developed in addition to a Glendale light rail line on the SP right-of-way.

The LACTC Glendale Corridor Rail Transit Project considered a trolley/LRT circulator system for downtown Glendale, using a surface alignment on Brand or a one-way couplet combining surface tracks on Brand and Central. Angle parking on Brand would be replaced with parallel parking; however, with the one-way couplet arrangement, only about 22' would be taken from the middle of Brand, leaving room for left turn lanes and fairly wide sidewalks, as at present.

Suggested Brand-Orange-Glenoaks Alignment

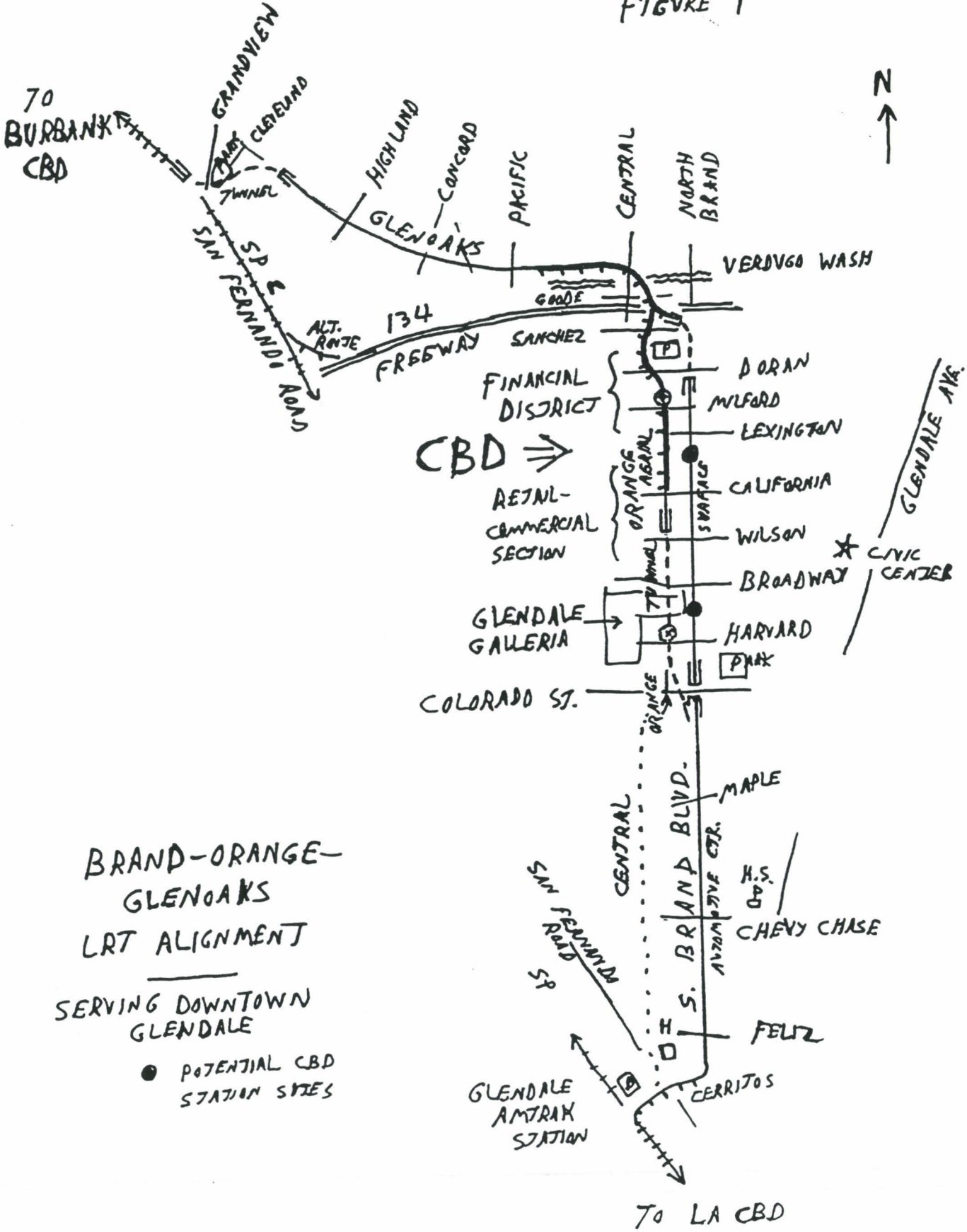
The alignment combination described below, briefly, would utilize a double track surface line on south Brand and a one-way couplet combining surface LRT on north Brand with a short single track tunnel in the vicinity of the Galleria, emerging on north Orange to lead into a single track aerial structure. The two tracks would join where they cross the 134 Freeway, continue north a short distance on mid-block aerial structure east of Central, and continue up Glenoaks, using the existing, grassy median en route to the SP right-of-way which would be used to gain entry into Burbank (see Figure 1).

A Brand/Central one-way couplet south of the CBD, and a 134 Freeway/San Fernando Road combination to connect the line with Burbank, are considered alternatives compatible with the basic CBD access concept.

The Brand/Orange one-way couplet concept presented here is a compromise between the desire to minimize capital costs, and the need to reduce traffic impacts. It is believed that a single track line (probably northbound) would be tolerable in terms of impacts on most arterial intersections in the CBD, under a scenario in which traffic signal priority or signal preemption (depending upon location) would be employed.

With a double track line on this part of Brand, light rail on a five minute headway would cause interference with cross traffic or turning movements every 2.5 minutes. However, with a single track line, such interference would occur only at five minute intervals. The scheme considered here would grade separate the Brand LRT alignment at Doran and Sanchez, and avoid using Brand immediately south of the 134 Freeway; a Colorado Street grade

FIGURE 1



BRAND-ORANGE-GLENOAKS LRT ALIGNMENT

SERVING DOWNTOWN GLENDALE

● POTENTIAL CBD STATION SITES

separation is also feasible.

The other track (probably southbound) would be fully grade separated except at Orange and California (a lightly-used cross street). It would underpass the Galleria parking lot entrance/ exit area south of Broadway, and leave most of Orange free for local circulation--primarily related to parking lot/structure access.

Previous plans did not consider a single track aerial structure along Orange--a street which, owing to its narrowness, could be negatively impacted by a double-track aerial line. The single track line would cast a much smaller shadow (being only 12' wide or so) and could employ smaller support pillars. Relatively little street space would be lost, allowing for additional parking movements to be accommodated (such those caused by the loss of angle parking along Brand Blvd.).

At present, Orange is a rather utilitarian corridor, providing mainly parking lot access for the CBD, with few remaining shops on Orange itself. The viewscape has already been compromised by placement of a Security Pacific parking structure at the north end, on Doran, and by the Galleria air space development above the street, south of Broadway. Many current users of Orange located on the west side of the street (where transit ramps would be located) already have alternative parking lot access provided by alleys, cross streets, and Central Avenue, farther over. Hence, it is considered that a narrow aerial structure would be feasible here.

A further consideration is that an alignment extending north of the 134 Freeway, connecting with Glenoaks, could better serve new development along north Brand and extending west to Central, in the high-growth northern section of the CBD.

It will be noted that short underpasses are suggested in several locations to connect parallel alignments. This general philosophy is patterned after the highly successful Calgary Transit light rail system (111,000 daily riders), which employs short subway or tunnel segments to underpass surface obstacles and link discontinuous surface alignments, with aerial flyovers used where necessitated by topography or lack of surface right-of-way.

A description follows by segment:

o LA to Glendale Amtrak Station. This would be essentially as in the EIR, pending the availability of SP right-of-way (R/W).

o Glendale Amtrak Station to Brand Blvd. It is understood that the intent of the city is to take advantage of aesthetics of the historic Southern Pacific Depot building to establish a pedestrian promenade, perhaps combined with an area redevelopment project extending between the station and the Glendale Memorial Hospital.

If so, there would be possibilities for property acquisition and

creation of new surface/aerial R/W. The link from the Amtrak Station to south Brand could be accomplished using surface right-of-way, a flyover at San Fernando Road, or an underpass in the same location. While it may be desirable to take additional R/W in the light industrial section along Cerritos Ave. west of San Fernando, between San Fernando and Brand, Cerritos is wide enough for two surface tracks, or a tunnel portal or ramp down from an aerial flyover (this stretch being long enough to permit an overpass/underpass to reach ground level, just west of Brand Boulevard).

A flyover would be cheaper. However, should an underpass be desired, I note that the longitudinal distance from the Glendale Blvd. grade separation on the SP south of the Glendale depot, to the old train station building, is sufficient for an LRT station as well as a tunnel portal, still clearing the depot.

o South Brand Boulevard. Brand is at least 90' wide between Cerritos and Colorado; it is occupied by two through lanes in each direction, a median left turn lane, and angle parking on both sides. Actual space requirements for the through and left turn lanes would be about 50'; if angle parking were converted to parallel parking, this would add another 12' or so. This would leave about 28' for a surface LRT alignment.

P. 169 of the EIR states that a south Brand alignment would cause a hardship to the Automotive Commercial Center. However, on a heavy shopping day (saturday), only half or less than half of these angle parking spaces seem to be actually used. There appears to be an over-supply of on-street parking here. Any loss of parking might be compensated by construction of small off-street lots or parking structures (some located on businesses which have, unfortunately, failed). I would note, having used the angle parking along Brand many times, that it is hazardous backing out into the through lanes, and conversion to parallel parking would confer safety benefits.

Also, the LRT line would provide new transit access to the auto dealerships. If 30,000-40,000 light rail riders per day pass through this part of town, it would provide an excellent opportunity for the auto dealerships to display their cars, and hence boost their business.

(Actually, it is only along the north Brand Blvd. retail-commercial section that the angle parking is heavily-used--probably 90-95% of the spaces being occupied on a busy shopping day. A south Brand alternative that could have less impact on on-street parking is the single track option, paired with a track on Central--see below.)

While cross traffic interference along the southern part of Brand could be mitigated using an overpass at Los Feliz and perhaps an underpass at Chevy Chase, several station stops would almost certainly be required to adequately serve auto dealerships and other trip generators along this section. If stations were located

at these intersections, the LRT line would probably traverse the cross streets slowly, at grade (with signal preemption), eliminating the need for grade separations in these locations.

Near-side left turn lanes and far side station platforms, as used in San Jose, would be feasible, with median LRT operation at 35 MPH, like parallel highway traffic, or at 45 MPH, if fencing is provided. If mid-block stations away from the intersections were used, on the other hand, two grade separations might be considered along this part of the Brand corridor.

As cross traffic movements other than at Los Feliz and Chevy Chase are minor, vehicular access across the new surface median LRT right-of-way would be limited (many of the minor streets do not line up east and west of Brand anyway). An additional station might be required in the vicinity of Maple or Chestnut. Entry onto the Brand median R/W at the south end would only conflict with southbound highway movements, and the Cerritos/Brand intersection could be protected with crossing gates (the only location for such along this segment).

o North Brand Blvd. single track median alignment. This would be essentially as in the Glendale Corridor Rail Transit Project proposal for a rail circulator, using north Brand. With the replacement of angle parking with parallel parking, and some cut-back of sidewalk space in places, it is possible to create an LRT R/W as much as 22' wide, allowing a single track and a station platform. Between and away from stations, the R/W could be narrowed to 12-14', leaving more space for left turn lanes.

There would be room for stations as long as 300' or so, along this part of Brand Boulevard. The most probable locations for stations would be between Harvard and Broadway, and either north or south of Lexington. Although there would be some cut-back of sidewalk space in places, it is believed that most of the trees currently located on the sides of the street could remain intact. Some of the trees in the present median could also remain in place, depending upon the exact location of the track and stations.

Otherwise, trees could be relocated, flower beds installed, grass planted between the tracks, etc., to beautify the transit line and maintain the present ambiance of north Brand.

While, as discussed above, most of the grade crossings along this single track alignment would be at-grade, with signal preemption or signal priority (depending upon how the LRT line would fit into the downtown signalization pattern), an underpass might be provided at Colorado. There is room to bring the transit line up from such an underpass and into a median R/W, to allow the line to cross Harvard, just south of an at-grade Harvard-Broadway station serving the Galleria.

Page 170 of the EIR states that a Brand Blvd. alignment would modify the viewscape. There would certainly be a change in the

viewscape, but the addition of a single track LRT line could hardly be considered a negative impact. The view of the mountains and of tall buildings to the north, would not be impeded by the plan presented here.

o North Brand, transition to aerial structure north of the 134 Freeway. Considering the heavy traffic congestion in this area, with complex turning movements on and off of the freeway, and involving Sanchez, Goode, and Doran, it is desirable to grade separate the transit line in this location.

This would be accomplished by providing a short tunnel along the north end of Brand, portalling north of Milford to clear Doran, and curving to the northwest to emerge on the embankment on the south side of the 134 Freeway. This would clear the Brand/ Sanchez intersection, and the eastbound freeway on-ramps. (It should be noted that the tunnel would probably curve initially to follow an alignment under the east side of Brand north of Doran, to provide a better curve radius for the north portal along the freeway).

The freeway embankment is very side, and space is available for a single track alignment on this side of the freeway cut. The transit line would ramp up rapidly along the south side of the freeway, coming to ground level almost due north of Orange Street and just north of Sanchez (i.e., across from the Security Pacific's big parking structure). The freeway is on a slight downgrade as you look west from Brand, facilitating a rapid LRT climb to grade level in this location. As it is, light rail can easily accommodate a 6-7% gradient (10-11% maximum, for cars with all axles powered); there would be no problem in accomodating the gradients encountered here.

The single track line would then curve out across the freeway, continuing to climb, and would clear Goode Avenue, north of the freeway. Here it would join the other single track guideway structure (for the Orange St. alignment), to form a double track mid-block aerial structure, paralleling Central for a short distance north of the freeway (see below).

o Orange Street from Colorado to 134 Freeway. Just south of Colorado, the other LRT track would go underground, following a diagonal to arrive at the Orange Street alignment. It would follow Orange using a short, underground line from Harvard to Wilson, passing below the Galleria. There is room for an underground station along this part of Orange, extending from Harvard to the section of the Galleria that bridges over Orange at Broadway. Hence, the LRT station would be very close to one of the major existing mall entrances.

This alignment would not interfere with traffic movements in and around the Galleria, nor with Fire Station 21 (which is being moved to a point west of the Galleria, off Orange, anyway). In fact, depending upon plans for Galleria expansion, which will clear the general area extending east from Central, along Harvard,

there may be opportunities to take advantage of new commercial construction in the area to furnish an underground easement to facilitate transit construction.

If constructed today, the station would probably be oriented south-southeast, largely under parking lots on the east side of Orange. However, depending upon details of the Galleria development, it might be possible to integrate it in with the shopping mall itself, with an open area allowing people on the shopping levels to look down into the station area--providing an interesting feature of the new shopping mall. Otherwise, there would be ample room to locate the station under Orange. Since only a single track would run through the station, expenses would be reduced as compared to the cost of a wider underground station.

o Continuation of the Orange St. track alignment north on aerial structure. The LRT line would portal north of Wilson, occupying one lane on the west side of Orange. The only at-grade crossing (signal preemption) along Orange would be at California, because north of this point, the line would ascend onto an aerial structure, also on the west side of Orange. Even with the slight upgrade as you proceed north along Orange, there is enough room for the LRT portal and ramp to aerial configuration (assuming a 6-7% grade--a 10-11% grade is feasible for LRT as stated above).

It should be noted that north Orange Street primarily provides access to parking lots behind Brand and Central. There are few stores remaining on this street, with much of the space on either side being occupied by surface parking lots or parking structures. Some reconfiguration of parking lot entrances--mainly effecting the Sears three-level parking structure facing on Orange and California--would be required to implement this LRT configuration, but the overall impacts would be minor.

The Orange Street aerial structure would continue along the west side of the street north to Lexington, shifting to the east side of the street near Milford (where the road jogs to the left). The line would pass fairly close to a part of the Glendale Federal Bank building on the west side of Orange (i.e., a small part of the building which juts out towards the street); it would cross over to the east side of Orange at Milford, to place it on the side of the street away from the General Cinema building (locating it next to a parking structure instead).

While the single track aerial structure would pass close to a small part of the bank, as well as near the movie theatre and the Glendale Centre Theatre, special padded track construction and low acoustic fencing along the aerial structure (as in Vancouver) could effectively mitigate any noise/vibration impacts here.

An aerial station serving the financial district would be located along this segment of the line, either north of Lexington or north of Milford. As a single track elevated station, the width would be considerably less than that for a bi-directional aerial line, lowering costs and visual intrusiveness.

Transition to a Glenoaks Boulevard alignment would be provided by curving the aerial structure to the northwest over an empty lot (part of which is used for parking) north of Milford and east of Central, clearing the Security Pacific's multi-level parking structure which is on the north side of Doran.

The structure would go around the west side of the Security Pacific parking structure, passing over the east side of a driveway used to access the parking lots behind a small medical building at the corner of Doran and Central. The structure would actually be above parking spaces on the east side of the driveway, not next to the building itself. Otherwise, noise and vibration impacts would be handled as discussed above. An alternative alignment passing east of the Security Pacific parking structure, and close to the office building, might also be possible.

On P. 168 the EIR suggests that a Central Ave. alignment downtown would impact cross traffic. However, the Orange St. alignment indicated here would have no impact on traffic along Colorado or Broadway, or in fact any cross-street except California.

On P. 170 of the EIR, loss of on-street parking along Orange in conjunction with an LRT line is cited as a negative impact. However, I believe this would not constitute a significant impact given the ample amount of off-street parking all along Orange (with ample room for new parking structures). Possible one-way street operation, or displacement of several left turn lanes for two blocks along the west side of Orange under the plan I have described here, would hardly constitute a major impact on traffic flows.

o Orange Street alignment, continued north of Doran. From Doran to the freeway, the line would follow a mid-block alignment east of Central. There may very well be future development on open parcels which are mostly used for parking lots here; however, if such projects should precede the construction of the LRT line, an aerial easement could be provided, such that the future rail line would run through the buildings.

o Transition to Glenoaks Blvd. alignment. This could be accomplished by crossing the 134 freeway on new aerial structure east of Central, for both the Orange Street and Brand Blvd. tracks, which would join to run on a common guideway structure north of the freeway. This double-track aerial line would pass to the east of the Tri-City Realty Building and west of the Glendale Grill where potential R/W is available in the form of a park-like area.

After installation of the aerial line, additional landscaping would need to be done here. (Trees could be replanted along the R/W, flower boxes hung from the sides of the aerial structure, etc., to mitigate any visual impacts here.)

North of Burchett St., under present conditions it would be possible to run the line diagonally northwest over parking lots,

to Arden/Central. Again, development of the land under the line and the air space above it would be possible here in the future. North of Arden, the aerial structure would transition to the south side of Glenoaks along the Verdugo Wash, continuing west to Pacific at least partially on aerial structure.

o Eastern Glenoaks along the Verdugo Wash. There appears to be space for footings for an aerial structure on the south side of Glenoaks here; it is even possible that much of the extant landscaping could be left in place. The line could remain on aerial structure to come to ground in the wide median of Glenoaks west of Pacific; however, if an aerial structure is not desired at Pacific for reasons of aesthetics, the line might be brought to ground east of the intersection, with an at-grade crossing.

Various alternative treatments may be possible for this short section. For instance, LRT construction along the flood control channel might take the form of a line over the middle of the channel, with streamlined support pillars; or a cantilever design with supports spanning the channel might be used, especially in the case of transition to the ground east of Pacific. It might even be possible to reduce the number of traffic lanes along this part of Glenoaks and run one of the tracks the surface.

o Glenoaks Boulevard alignment West of Pacific. This part of Glenoaks has an extremely wide median, ranging from 27' to 30'. This would seem to be adequate for an at-grade residential LRT line treatment similar to the successful East Burnside alignment in Portland. West to Concord, it would even be possible to leave the line of trees in the middle of the present R/W intact.

Beyond Highland, the R/W narrows to about 20' for one block, probably requiring the elimination of street parking, or placement of on-street parking in curb cuts. Traffic signal preemption would probably be used at cross streets along Glenoaks. It might be possible to leave some of the present left turn lanes on the R/W, with light rail trains using signal preemption to clear out any left turning traffic sitting on the tracks, as the train approaches the intersection.

o Transition to SP R/W. The return of the line to the SP alignment might require a short underpass, in the Calgary fashion, to avoid impacting the low-density residential neighborhood and Pelanconi Park (parkland is scarce enough in this area). This would bring the line out at the proposed Grandview transportation center, should the City of Glendale decide to proceed with that project (the EIR does not mention it).

o Northwest Glendale to Burbank CBD and Airport. This would be essentially as in the EIR, pending the availability of SP R/W.

Mileage by Segment and Type of Construction

The segment of the San Fernando Road alignment which would be bypassed is approximately three miles long. The corresponding

segment of the Brand-Orange-Glenoaks alternative discussed above is about 4.2 miles long. Of this:

(double track, southern end)

0.3 miles along Cerritos would be surface, overpass, or underpass
1.1 miles along south Brand would be surface median, possibly with one or two grade separations, and several stations

(single track CBD section/Orange St.)

0.55 miles along south Orange would be in tunnel, with one station underground, and surface transition to next segment (below)
0.45 miles would be aerial along north Orange and mid-block east of Central, with one station

(single track CBD section/Brand Blvd.)

0.7 miles would be surface in a median along Brand, with two at-grade stations
0.3 miles would be tunnel/transition along 134 Fwy./aerial crossing freeway--no stations

(double track, north of Glendale CBD)

0.6 miles would be aerial east of Central and probably mostly aerial along the eastern end of Glenoaks
0.9 miles would be surface along Glenoaks west of Pacific
0.3 miles would be tunnel transitioning from Glenoaks to the SP R/W near Grandview--no stations

The extent of underground and aerial construction required to mitigate possible neighborhood and traffic impacts does not seem unreasonable, for a regional center as important as Glendale; nor does the additional 1.2 route miles needed to connect the CBD with the SP right-of-way seem excessive, considering the number of additional trip generators which will be served.

134 Freeway Alternative

Instead of using Glenoaks north of the CBD, it appears equally feasible to run the line west along the 134 Freeway (on aerial structure), and transition to the SP R/W using the undeveloped area west of the on/off ramps on the north side of the freeway, and the space above the Verdugo Wash, where it approaches San Fernando Road. It is feasible to link both the Orange Street and north Brand alignments to an aerial line running along the north side of the 134 Freeway.

Although I prefer the Glenoaks alignment, I find a statement in the Glendale Corridor Rail Transit Project report, that a 134 Freeway aerial transit line would cause "visual distraction" for freeway drivers, incomprehensible! There is no reason, on this basis, to avoid building an aerial structure along a freeway alignment--if this were a real concern, we would never build four-level interchanges, or engage in projects like the Harbor Busway.

(I would add, that it will be necessary to use parts of the 134

Freeway for right-of-way in constructing a future Burbank-Glendale-Pasadena LRT line, which has the support of all three cities.)

Brand-Central One-Way Couplet Variation

An alternative to locating two tracks on Brand south of Colorado would be to place one track each in medians in Central and Brand, much as suggested in the rail circulator proposal in the LACTC Glendale Corridor Rail Transit Project Final Report.

There are two major reasons for considering part of Central for LRT: first, a double-track line along Brand would remove more of the on-street parking spaces in the automotive center along south Brand, and might make placement of left turn lanes more difficult; and second, a Central alignment would provide better service to, and higher visibility for, the numerous shopping plazas and other trip generators on Central. It could in fact enhance local property values, allowing further commercial development along this major arterial, should this be desired.

In this case, however, the northern end of the line in the Glendale CBD would employ a Brand/Orange St. couplet and treatment for the respective alignments would be as described above, except that south of the Galleria station, the tunnel linking the Orange Street track with its southerly alignment would veer to the southwest, to connect it with Central instead of Brand. (This is in the area of future Galleria expansion, and an underground easement could be left for the LRT line and mall station, when the property is cleared, as discussed above.)

Central is about 50' wide or more, with two lanes per direction and left turns lanes; while narrower than Brand, the sidewalks are quite wide (12' or so) and it should be possible to find room for a single LRT track on this street. Central is a three minute walk from Brand, and LRT stations would need to have very good signing to indicate where the rider would have to go to for the return trip (with stations more or less at the same cross street for both one-way alignments).

Underpasses might be provided at major cross streets such as Chevy Chase if no stations were located in these locations; however, there would almost certainly be stations in the general area of major intersecting arterials, for local access.

At the south end, an underpass or flyover would probably be needed to clear San Fernando Road en route to the Glendale Amtrak station, perhaps involving some property condemnation (which might occur anyway if the area is redeveloped).

Low-Floor LRT Alternatives

It is understood that a major objection to a LRT alignment along north Brand Blvd. is the visual intrusion caused by high-platform stations. An alternative might be to adopt a low-floor LRV design, such as will soon be ordered for Boston and Portland. The LACTC

Glendale Corridor Rail Transit Project report in fact discusses a low-floor option, and illustrates a 5-axle car (single axle under the articulation joint), for use as a trolley circulator.

Numerous low-floor LRV models are being tested in Europe at present, and by the time this line is built, some useful conclusions can be drawn on designs which could have an LA application. It is suggested that such equipment might be used for the LA-Glendale-Burbank LRT trunk line itself, instead of being restricted to use as a circulator mode.

Otherwise, an option would be to use high-floor cars with adjustable high/low level steps, like those used by the MUNI in San Francisco. This would make it possible to dispense with high platform stations in downtown Glendale, should a north Brand Blvd. alignment be used. However, mini-high platforms would be needed for handicapped access; these could be patterned after those in Sacramento, which allow wheelchairs to be loaded in 10 to 30 seconds, with minimal on-board equipment. The general design of the LRV cars in this case would be very similar to existing Blue Line equipment, except for the door and step arrangement.

Train Speed Compared with the San Fernando Road Alignment

The Brand and Glenoaks alignments would not permit as high a speed as would be allowed on the SP right-of-way; specifically, without gated crossings, 45 MPH is possible with a fenced R/W, and 35 MPH without fencing, as per PUC regulations (55 MPH or so is possible along the SP R/W, or for that matter the 134 Freeway).

However, for passengers originating at or destined for downtown Glendale, there would be less circuity and a transfer to/from a bus would be eliminated. Through commute trips along San Fernando Road are assumed to be on the Metrolink commuter trains, such that fast transit service along the San Fernando Road corridor between Burbank and Los Angeles Union Station will be provided whether the LRT line operates here or not.

Relation To The Burbank-Glendale-Pasadena Corridor

An additional benefit from developing a downtown Glendale alignment for the Burbank-Los Angeles LRT line, is that it would automatically provide one to 1.5 miles of guideway which could be jointly used with a future Burbank-Glendale-Pasadena light rail line. The latter is assumed to use the 134 Freeway alignment east of Brand Boulevard in Glendale, together with parts of Colorado Blvd. farther east. By reducing the distance requiring new construction between Burbank and Pasadena, it may make this east-west line more affordable/facilitate future implementation.

Possible Combination With Single-Track SP LRT Alignment

A long-range option would be to combine a double-track LRT trunk line serving the Glendale CBD, with a single-track LRT connector using the San Fernando Road alignment on the western border of

Glendale, in a way that would complement a directional Metrolink commuter rail service on the SP corridor.

Justification for this is as follows. It is understood that an employee origin-destination survey conducted by Wilbur Smith Associates for the SCRTD circa 1975, revealed that there are a considerable number of work trips originating in the Lincoln Heights area, bound for industrial employers along San Fernando Road, between the LA CBD and Burbank.

It is suggested that there may be merit to providing a reverse-peak, directional LRT service along the SP corridor--tied in with the Pasadena light rail line--to serve the commute needs of Hispanic people who live in Highland Park/Mount Washington as well as in Lincoln Heights, and work in light industrial areas along San Fernando Road.

The operational concept would be as follows: a single LRT track would be installed on the 40' easement on the Coast Line purchased from the SP, from the Amtrak station to northwest Glendale. In the AM peak, northbound light rail trains originating in Highland Park on the Pasadena light rail line, would divert over to the Glendale LRT alignment using a curved track connection near Avenue 19. These trains would continue past Taylor Yard, and follow the San Fernando Road industrial corridor through Glendale to Burbank, serving employers en route (Figure 2).

These northbound commuter-oriented LRT runs may very well serve quite early morning shifts along San Fernando Road. The light rail consists would then be well situated to return to downtown LA via the Glendale CBD line, providing commute trips to the LA CBD during the later morning rush hour. During the PM peak, the same operation would occur in reverse: the San Fernando Road track would operate in a southbound direction, and join the Pasadena light rail line to complete their runs to Highland Park.

This single-track connector would appear to be feasible, in the event that commuter/intercity rail demands for the 40' easement in question should allow space for only a single LRT track along parts of the SP alignment. A consideration is that the Metrolink service, on the same corridor, will primarily operate southbound in the AM peak period, and northbound in the PM peak.

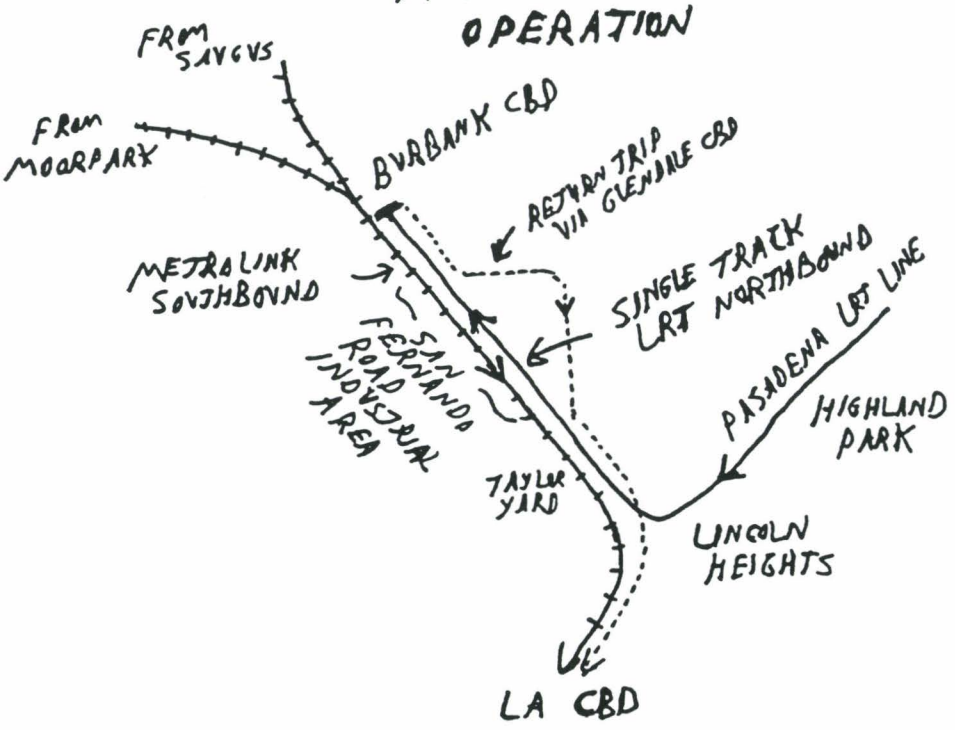
An LRT line running next to the Metrolink line, operating primarily northbound in the AM peak to Burbank, and southbound in the PM peak, would complement this commuter rail operation very well, and perhaps reduce the need to provide reverse peak commuter rail service. If one or more additional commuter rail stations were provided along San Fernando Road between downtown Burbank and the Glendale Amtrak depot, this single track LRT line could use the same stations, and provide travel in the reverse direction.

There might turn out to be several peak periods in the same direction on the single track LRT line in question, depending upon the temporal distribution of work shifts. It might also be

possible to have bi-directional operation on this track, i.e. provide several Burbank-LA express LRT trains, filling in gaps in the Metrolink schedule, and operating at times when the track is not needed for reverse peak commutes as described above. As a short, single-track connector, it might even be possible to construct this with local funding, after the downtown Glendale line is completed and placed in operation.

FIGURE 2

AM PEAK PERIOD OPERATION



COORDINATED METROLINK AND SINGLE TRACK LRT SERVICE

James W. Norton
600 West Ninth Street, No. 1001
Los Angeles, California 90015

Mr. Peter De Haan
Project Manager, Burbank-L.A. LRT
Los Angeles County Transportation Commission
818 West Seventh Street, Suite 1100
Los Angeles, California 90017

August 6, 1992

Subject: Proposed Burbank-L.A. LRT Line

Dear Mr. De Haan:

Congratulations, LACTC, for forging ahead on so many promising transit developments. With so much governmental and corporate "can't do" in the air today, it's encouraging to see positive planning and action taking place. But I needn't remind you that every penny counts, now perhaps more than ever. Which brings me to the point of this letter:

Instead of building a parallel light rail line adjacent to the Metrolink line, why not just beef up the number of Metrolink trains and run them on a day-long schedule? Since either a LRT or Metrolink will require an extensive shuttle system to service the transit stations effectively, there is little need for closely spaced stops. Perhaps adding three Metrolink stations—e,g, Ventura Freeway (SR 134), Glendale Freeway (SR 2) and at the Pasadena Blue Line—would prove adequate. If Metrolink trains on both the Santa Clarita and Moorpark lines operated at half-hour intervals, this would provide 15-minute headways between Burbank and downtown L.A., very competitive with LRTs. Obviously a full complement of cars would not be required off peak.

I don't have access to information to make cost comparisons. According to LACTC figures, however, the L.A. Burbank LRT line would cost $500 million (including the $55 million!? Pasadena Line connection). What would be the cost for increasing Metrolink operation to bring it up to the level of service I suggested?

I realize there are advantages associated with light rail over heavy in terms of acceleration, but heavy rail can be more competitive in this regard by electrification. And I understand that the intention is to electrify Metrolink lines in the future; what would it cost to do that now on the Burbank line as compared with going forward with a LRT project?

Another impressive argument for a new light rail line is its greater ability to help define and guide future urban development according to more desirable and rational guidelines. This is a reasonable, even commendable, goal—except for one important consideration: taxpayers did not vote for a system to serve new riders and new neighborhoods; neither did they vote for an urban planning tool. They voted for a rail system that would serve *their* needs, preferably as soon as possible.

So to sum up—I would hope a thorough analysis comparing the cost and operating advantages of both systems is prepared. I look forward to keeping informed of progress. Thank you for your attention.

Sincerely,

James Norton

cc: Neil Peterson
Executive Director, LACTC

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PAMELA CORRADI, EA

224150

August 7, 1992

LOS ANGELES COUNTY TRANSPORTATION COMMISSION
813 W Seventh St., Suite 1100
Los Angeles, CA 90017

ATTN. Judy Schwartze

Dear Ms. Schwartze:

The Responsible Citizens of Burbank sponsored an educational forum for the residents of Burbank reviewing the Burbank-Glenale-Los Angeles Rail Transit Project. The positive response was tremendous. Almost everyone in attendance was most excited that Burbank would be among the first to enjoy mass transit. The comments ranged from the economics of the project (it is one of the least expensive to build) to the comfort of the project. No residential areas will be affected.

The possibilities for the future are endless, but we need to begin NOW.

If we can be of further assistance in the future, please contact me.

Sincerely,

Pamela Corradi, EA

Pamela Corradi, EA
PC:me
Treasurer-Responsible Citizens of Burbank

BURBANK/GLENDALE/LOS ANGELES RAIL PROJECT

ENVIRONMENTAL IMPACT REPORT

PUBLIC HEARING

THE TRANSCRIPT OF PROCEEDINGS OF LOS ANGELES COUNTY TRANSPORTATION COMMISSION, taken at Environmental Management Center, 780 Flower Street, Glendale, California, at 6:00 P.M., Wednesday, July 15, 1992, before ANN BONNETTE-SMITH, C.S.R. No. 6108, pursuant to Public Notice.

APPEARANCES:

MS. BRYNN KERNAGHAN
818 West Seventh Street
Los Angeles, California 90017

SPEAKERS	PAGE
MR. PAT MOSER Southern California Transit Advocates P.O. Box 41198 Los Angeles, California 90041-0198	6
MR. ALAN FISHEL 3954 Edenhurst Avenue Los Angeles, California 90039	9
MR. DARRELL CLARKE 339 10th Street Santa Monica, California 90402	10
MR. CHARLES P. HOBBS Southern California Transit Advocates 10938 Palms #2 Los Angeles, California 90034	13

Glendale, California, Wednesday, July 15, 1992

6:00 P.M.

MS. KERNAGHAN: My name is Brynn Kernaghan. I am the manager of government and public affairs for the South Bay area, and I am not directly involved in the proposed project, but my role tonight is to act as the moderator for tonight's hearing.

This public hearing is called to obtain public comment on the Draft Environmental Impact Report for the Burbank/Glendale/Los Angeles rail transit project proposed by the Los Angeles County Transportation Commission.

The draft report has been prepared and a 45-day public review project has been undertaken in accordance with the requirements of the California Environmental Quality Act. The public review period for this document is between June 29, 1992, and August 10, 1992. As part of the process, the Commission has notified the public of the availability of the document by public notice advertisements in local newspapers and by direct mail to interested community members.

In addition, as has been mentioned, the Commission will hold two more public hearings after tonight's meeting. Finally, the Commission staff has briefed interested elected officials, community

organizations and individuals. Copies of the advertising and meeting notices are submitted into the record with a copy of the draft EIR, the design appendix and the EIR executive summary.

We will now begin the public testimony. Individuals wishing to testify at this hearing should be aware of the following rules:

First, each speaker must submit a request to speak card. And if you haven't submitted one of the blue cards yet, Mark can collect them over there.

Speakers will be called on a first come, first served basis within the following groups: Public officials or staff first, followed by representatives of community groups and then individuals. As I call the name of the speaker, I will also announce the following two speakers as well so you can be prepared to make your remarks.

Normally, we would limit each speaker to three minutes to make his or her comments, but I think tonight we can allow a few more minutes for each of you. But I will let you know when your time has been concluded, and then if you can summarize quickly, that would be appropriate.

Prior to beginning with your testimony, please state for the record your name, your address and any organization that you are formally representing.

Written comments are also welcome and may be

submitted tonight or by mail to LACTC, attention Judy Schwartze, S-c-h-w-a-r-t-z-e, at 818 West Seventh Street, Suite 1100, Los Angeles, California 90017. The record will remain open until 5:00 P.M. on August 10, 1992.

If you would like to testify by telephone, you may call area code (213) 244-6484. Your testimony will be recorded by an electronic message machine and will be included in the public record. This service will be available through August 10th, 1992.

As a reminder, the purpose of the public hearing is to obtain comments on the contents of the draft EIR, which will be considered by LACTC as part of the final EIR due in October 1992. Your comments tonight will be most helpful if they focus on the contents of the draft EIR.

Finally, neither the project staff nor I will be able to answer any questions at the microphone. So if you do have questions, we have other Commission staff that will be located to my left who can respond to your questions; and if you to need to go over and talk, if you would please talk quietly so the person testifying at the microphone here can still be heard.

So with that, let's go ahead with our people who would like to testify. And right now I just have three. So first of all, we will call Mr. Pat Moser, and next will be Mr. Alan Fishel, and then Mr. Darrell Clarke.

Mr. Moser.

MR. MOSER: My name is Mr. Pat Moser, M-o-s-e-r. My address is P.O. Box 41198, Los Angeles, 90041-0198. I am with the Southern California Transit Advocates. We would like to make the following comments:

Number one, the stations: Buena Vista Street, no need for the station so close to Burbank Airport. The station does not really serve the media district, which is why you obviously put it there. Actually, Burbank City Centre station is closer to the media district. A shuttle line from the Burbank City Centre station to the media district would go in a straight line to the media district as opposed to Buena Vista Station.

"Northwest Glendale" should be renamed Grand Central Station. LACTC should use historic names as much as possible. The Grand Central Industrial Park at one time was the site of the Grand Central Airport, the airport of the stars, because the movie stars disembarked and took off from Grand Central Airport.

Ventura Freeway: We have enough problems with the (unintelligible) interest without giving them a station name. The Ventura Freeway station to be renamed Doran Street, D-o-r-a-n.

Broadway: Station site should be moved to Colorado Street.

Glendale Transportation Center Station should be named Cerritos Avenue Station.

Fletcher Drive: That station should be renamed Glassell Park Station.

Division Street: The site should be moved to Verdugo Road just north of Division Street to allow bus lines 90, 91, and 94 to stop right at the station. In addition, the name should be changed to Cyprus Park Station.

Avenue 19 should be moved to Avenue 26, if at all possible, so that people going to and from the station who live in the community would have -- not have to walk too far from Figueroa Street.

In addition, bus service should be rerouted so that -- and there should possibly be a shuttle line in the neighborhood.

I want to also express some concerns about the proposal to demolish the Lincoln Heights jail. It is a historic facility, and as much as possible, historic sites should be kept. It is possible to mitigate the line so that you do not have to destroy the historic building.

As regarding Taylor Yard, I know that Councilman Hernandez is opposed to the use of Taylor yard for your light rail facility. Unless the City of Los Angeles is going to make up the difference that it will cost LACTC to build an alternate station -- to build an

alternate facility, maintenance facility, then you should ignore what Councilman Hernandez is saying.

I am not saying that lightly because I know that LACTC does not like to tread on the toes of the politicians who serve the specific geographic area. But I am saying that in this case, unless Mr. Hernandez is going to have the City pay the difference -- the increments, then LACTC should not move the station -- the facility, I should say.

Barring that, I would say the cornfield would be the best possible place for your light rail maintenance facility.

The other third alternate is not acceptable. It costs even more. I know that the City of Burbank has proposed giving part of its acreage for a maintenance facility.

But the problem being is, of course, that you have to dead head to the Burbank Airport, to the light rail maintenance facility, and that will cost the taxpayers operating expense as well as the capital expense. That is not acceptable. Therefore, the only appropriate place for the light rail maintenance facility is Taylor Yard.

Other than that, I believe I find no fault with your draft summary. Thank you.

MS. KERNAGHAN: Thank you, Mr. Moser.

Next we will call Mr. Allen Fishel.

MR. FISHEL: I am Alan Fishel, F-i-s-h-e-l. I live at 3954 Edenhurst Avenue, Los Angeles, 90034.

And again, this definitely concerns me because I am adjacent to the line.

After seeing the EIR, I have a very hard time understanding its overall meaning, meaning that the line, the Glendale-Burbank line, it does not go to Glendale. It avoids the civic center, the population area, the destination area, the ridership; all of the needs that this line needs to be built for, it neglects.

It is like building a line to Los Angeles but running along the Los Angeles River because there's less impact there, and then we will have a shuttle bus to go downtown on Seventh Street, or something. It makes about as much sense.

The line that needs to go to Glendale, up Brand Boulevard, the historical route, it's wide, the traffic impact would be minimal, in spite of what the City of Glendale says. They have spent a lot of money making Brand look very attractive for six blocks. It would require some redoing, but not making it look all that terrible, and not losing much in the way of traffic

You are looking at approximately seven minutes to running -- overall running time, but you would be picking

up all of the destinations, all of the new skyscrapers, all of the needs that are in Glendale.

If the line doesn't go to Glendale, it really isn't justified. The 94 bus that goes up San Fernando Road now isn't that heavy a line, which essentially follows your exact route, and that's one bus line.

There are seven bus lines that go up Brand Boulevard into Glendale from different routes from Los Angeles, as well as other bus lines that go up to the east side of Glendale, and the Hollywood-Pasadena line. So it's just not justified unless it goes through Glendale where all the need is.

I am very much in favor of the line. I really want to see it, but it doesn't justify its expenditure if it doesn't go to Glendale -- through Glendale on its way to Burbank.

Thank you.

MS. KERNAGHAN: Thank you, Mr. Fishel.

Now, we will call Mr. Darrell Clarke, and following Mr. Clarke will be Mr. Charles -- it's either Hobbs or Kobbs.

MR. HOBBS: Hobbs.

MR. CLARKE: I have a written portion which I will give you a copy of.

My name is Darrell Clarke, C-l-a-r-k-e. I live

at 339 10th Street, Santa Monica.

I have been closely following the LACTC 30-year plan, the various candidate corridors involved, the population served, the ridership involved, and I have some specific observations concerning the Glendale line.

Basically, on the first page of the handout I gave you, which is hard to show the audience, but what I have done, I have followed the same methodology that the LACTC used in the 30-year plan, particularly the last August draft of plot, determining the overall population served by each of the proposed rail corridors in Los Angeles. And they defined a rail corridor as all of the population within the two-mile radius, in other words, within two miles each side of a rail transit line.

Following that methodology, also, of all existing rail transit lines on the West Coast -- Sacramento, Portland, Oregon, San Diego, Long Beach, San Francisco MUNI, even BART -- there's quite a consistency, and it makes sense between the ridership of the line and the surrounding population: Just divide the average daily trips by the population served in the corridor within two miles, and you come up with a very consistent sort of result.

On the recently opened lines, those within the last 10 years or so, trips divided by population within two miles works out to about 8 percent -- reasonable consistency

on most of the candidate corridors in Los Angeles as well.

That is what particularly troubles me about the ridership projections for the Glendale line, which is, they are saying, between thirty-three and thirty-eight thousand trips per day. That same ratio, based on the population served in the Glendale-Burbank corridor, comes up with about 14 percent.

In other words, they are projecting twice as many trips per person in the corridor on the Glendale-Burbank line as any other line in Los Angeles, and that any other city has achieved in Los Angeles -- excuse me, on the West Coast, with the exception of downtown San Francisco, which is, obviously, a different situation because rail transit has been there since the early part of the century.

So I would have to seriously question the 33,000 trips per day figure, particularly in light of the fact, as Allen Fishel described, the line doesn't even go to downtown Glendale. And if you look at my page 2, based on 1990 census tract data, the heavy population density in Glendale is east of Brand Boulevard.

So not only do you have the downtown (unintelligible) in Glendale, major designation for trips, but the densest population in the City of Glendale is also east of Brand and major trip origin. And both of those are

inconveniently far from where the rail line goes.

You will lose a lot of people if they have to get on a shuttle bus to go down to the rail lines, because the rail line is over at San Fernando Road in a low density industrial -- very low density residential and predominantly open space.

I mean Griffith Park is a nice destination. I hope there's plans for connections between the rail lines and Griffith Park, at least in the zoo area, but it's not where the density is.

So, given where the line is in the corridor, given the population served in the corridor, one really has to question the proposed ridership, and from the problems with the proposed ridership, one has to question the cost per trip and that kind of thing.

Final point: Basically, just about the ridership projections. So, for now, thank you very much.

MS. KERNAGHAN: Thank you, Mr. Clarke.

Now Mr. Charles Hobbs.

MR. HOBBS: My name is Charles Hobbs. I live at 10938 Palms in the city of Los Angeles, 90034. I am also with the Southern California Transit Advocates.

In reviewing the proposed routing for the Glendale line, I was really disappointed that it goes along San Fernando Road in the city of Glendale. It really

doesn't serve Glendale at all.

I know the City of Glendale is rather protective of Brand Boulevard, so an alternate could be to route the line from the Amtrak station and take it along Central where, to my knowledge, no such project is being taken place. It's a nice, wide street. There's plenty of space for the line. We could take it up to Central, either up to Broadway or Colorado, take it right back past the Glendale Galleria, which is going to be a huge demand generator, and then take it along Broadway or Colorado back out to the S.P. right-of-way and on to Burbank.

That's all I have to say. Thank you.

MS. KERNAGHAN: Thank you, Mr. Hobbs.

Are there any other people that would like to speak tonight?

Okay. Peter or Pat, did you care to make other comments?

MS. McLAUGHLIN: No.

MS. KERNAGHAN: Then I believe that our hearing is closed for this evening. And we do have two future hearings if you would like to make them.

We will break for a while, a 10-minute break.

(A brief recess was taken.)

MS. KERNAGHAN: Do we have any other people who would like to make formal comments this evening? No?

Okay. Then I guess we will close the formal part of our evening session, but our staff will be around if you would like to discuss the project further with them.

Thank you very much for coming this evening.

(At 7:00 P.M. the hearing was concluded.)

-oOo-

STATE OF CALIFORNIA)
) ss.
COUNTY OF LOS ANGELES)

I, ANN BONNETTE-SMITH, C.S.R. No. 6108, a Court Reporter in and for the State of California, do hereby certify:

That the foregoing hearing was taken before me at the time and place therein set forth and was taken down by me in shorthand and thereafter was transcribed into typewriting under my direction and supervision, and I hereby certify the foregoing transcript is a full, true and correct transcript of my shorthand notes so taken.

I further certify that I am neither counsel for nor related to any party to said action nor in any way interested in the outcome thereof.

IN WITNESS WHEREOF, I have hereunto subscribed my name and official seal this 22nd day of July, 1992.

Ann Bonnette-Smith

ANN BONNETTE-SMITH

BURBANK/GLENDALE/LOS ANGELES RAIL PROJECT

ENVIRONMENTAL IMPACT REPORT

PUBLIC HEARING

THE TRANSCRIPT OF PROCEEDINGS OF LOS ANGELES COUNTY TRANSPORTATION COMMISSION, taken at Burbank Hilton, 2500 Hollywood Way, Burbank, California, at 6:00 P.M, Thursday, July 23, 1992, before JEANNETTE K. JESSUP, C.S.R. No. 8573, pursuant to Public Notice.

APPEARANCES:

MS. MIRIAM SIMMONS
Manager of Public Affairs

MR. MARK DIERKING
MR. PETER DE HAAN

SPEAKERS:	PAGE
MR. ROBERT RICHMOND 2980 East Villa Street Los Angeles, California	6
MR. PAT MOSER 2342 Addison Way Los Angeles, California 90041-2604	6, 14
MR. TED MC CONKEY 1916 Riverside Drive Burbank, California 91506	8
MR. MICHAEL DICKERSON 2262 East Chevy Chase Drive Glendale, California 91206-1807	11
MR. TED DAMON 2521 Los Amigos Street La Crescenta, California 91214	15
MR. ALAN FISHEL 3954 Edenhurst Los Angeles, California 90039	17

Burbank, California, Thursday, July 23, 1992;

6:00 P.M.

MS. SIMMONS: Good evening, everybody. I'm Miriam Simmons, and I'm the Public Affairs Manager from the L.A. team of the LACTC. And I'm not directly involved in the proposed project. I've been asked to come and act as the moderator for tonight's hearing.

This public hearing is called to obtain public comments on the draft environmental impact report for the Burbank/Glendale/Los Angeles rail transit project proposed by the LACTC.

The draft report has been prepared, and a 45-day public review process has been undertaken in accordance with the requirements of CEQA, California Environmental Quality Act. The public review period for this document runs between June 29th, 1992 and August 10th, 1992. As part of this process, the commission has notified the public of the availability of the document by public notice advertisements in local newspapers and by direct mail. In addition, the commission will hold two more public hearings after tonight's meeting.

MR. DE HAAN: One more public hearing.

MS. SIMMONS: One more public hearing.

Finally, the commission staff has briefed

interested elected officials, community organizations and individuals. Copies of the advertising and meeting notices are submitted into the record with a copy of the draft EIR, the design appendix and the EIR executive summary.

We will now begin the public testimony. Individuals wishing to testify at this hearing should be made aware of the following rules:

One: Each speaker must submit one of these blue request cards to speak. If you have one and haven't turned it in, just hold up your hands and we'll have a staff person pick it up and bring it up to me. You'll be called on a first come, first serve basis in the following order: Public officials and their staff, followed by representatives of community organizations and then individuals. As I call the name of the speaker, I will announce the names of the following two speakers. That way we can keep the meeting flowing quickly.

The following speakers should move up to the front and be prepared to speak in order. Each speaker has approximately three to five minutes to make their comments. A timer will be used, and you'll be asked to conclude your remarks once the time has expired.

Prior to the beginning of your testimony, please state your name, your address and any organization that you represent. Written comments are welcome and may be

submitted tonight or by mail by mailing them to LACTC, attention Judy Schwartze. The address is 818 West 7th Street, Suite 1100, L.A. 90017. The record will remain open until 5:00 p.m. on August the 10th.

If you'd like to testify by telephone, you can call us at area code 213, 244-6484. Your testimony will be recorded by an electronic message machine and will be included in the public record. This service is available also through August the 10th.

As a reminder, the purpose of this hearing is to obtain comments on the contents of the draft EIR which will be considered by the LACTC commission as part of the final EIR due in October 1992. Your comments tonight will be most helpful if they focus on the contents of the draft EIR.

Finally, neither project staff nor I will be able to answer questions at the microphone. If you have questions, there will be other commission staff located in the rear of the room to answer any of your direct questions. While speaking to them, though, please speak softly so the meeting can continue to be underway.

Are we ready to begin? Our first speaker is Robert Richmond.

Robert, will you come forward? Following Robert is Pat Moser and Ted McConkey.

MR. RICHMOND: My name is Robert Richmond, and I live at 2980 East Villa Street, Pasadena, California. I'm a member of the Southern California Transit advocacy. And I can point to 40 years of serious advocation and civic interest in urban transit development with particular regard to the needs of this region. And I find that the contents of this hearing carefully avoid any question as to why this line is to be built as a so-called light rail line regarding legal stipulations or funding as contained in the language of 1980 Proposition A.

There is no authorization for any money for a facility called a light rail line. There is funding there up to 27 percent for development of more than rapid transit lines. Light rail is not and cannot meet the definition of rapid transit. It's not fast enough. It's really not safe enough, and it's not reliable enough.

That's all I have to say. You can either accept it and start investigating, or you can just brush it off as somebody just yelling fire in a crowded theater and then ignoring it.

MS. SIMMONS: Thank you, Mr. Richmond. Pat Moser. After Pat we have Ted McConkey.

MR. MOSER: Mr. Pat Moser, M-o-s-e-r. 2342 Addison Way, Los Angeles 90041-2604.

I'm founder and president of the Southern

California Transit Advocates. I agree with the previous speaker in regards to the question of legality of light rail because of the Prop A mandate, which specifically mentions rapid transit several times. Getting on to that, I'd like to mention other points that I'm concerned about. Much has been made about maintenance yard alternatives. But let's go through the proposals.

Number one, Taylor Yard is obviously the best, near the junction of the passing Glendale/Burbank lines. There is controversy of the Taylor Yard, but the LACTC is not likely obligated to obey L.A. city government directives or those of a single politician may be playing up to his constituency.

Number two, is the corn field just south of the junction. This is a less of an ideal alternative. Third is downtown Burbank, which would result in enormous dead-heading resulting in inoperative scheduling. Please document the additional energy consumption by the trips necessary to reach the proposed Burbank yard site. This should mitigate against the Burbank yard site on environmental grounds.

And worst of all is the Westbank just north of the Santa Ana freeway. This is the worst alternative of all. Station Avenue 19 proposed station is less visible from passers-by. And the airport is less easily policed.

And the proposed stations will attract passengers -- or I should say this proposed site will attract passengers to a less secure station. This impact could be mitigated by locating the station site at Avenue 26.

To the argument that the Avenue 26 station will be on a curve, the proposed Avenue 51 station site is also located currently on a curve. The advantage of Avenue 26, among other things, is that it would be much more convenient to pedestrians from Figueroa Street. And also the problem is you'd also be able to route buses to the Avenue 26 station better than you could if the station were located behind Lawry's. I don't think you'll find many Lawry's customers taking the light rail train, anyway. So there is no -- there is no benefit environmentally or economically to locating it at Avenue 19. But there are benefits locating it at Avenue 26.

Lastly, I feel strongly about the fact that the -- that to use the -- going back to the Westbank proposal for one of your rail yard alternatives. You would have to tear down the Lincoln Heights Jail, a historic building, as we well know. And it should not be torn down. Rail alignment can be conducted in a more appropriate manner. And that is my testimony. Thank you.

MS. SIMMONS: Thank you. Ted McConkey?

MR. MC CONKEY: I'm Ted McConkey. I'm representing

the Burbank Rancho Homeowners, 1916 Riverside Drive. We are going to be submitting a written response. And so I won't take up a lot of time tonight. There are a couple of things I would like to comment on. And the first one is that I think some people in the audience and some people generally are misled to believe that because Los Angeles County Transportation Commission is in this region giving presentations on this particular light rail line, that somehow you favor this over other candidate lines.

As I understand it, and confirmed this with Miss Schwartz, at the same time as you have a team presenting this line, there are similar teams presenting the other candidate lines. So it's not -- don't think that this is the favored line. Each are going to be treated equally, I assume.

We are concerned about the stations. Although it's called the Burbank Airport Station, Station No. 1, we don't really see the need for a station there to serve the passengers at the station. Particularly since it's not on site. And there is nothing, as I understand it, in the airport EIR, which is also being reviewed now, that links the two. The airport has, as far as I know, taken a neutral position. And as a matter of fact, the City of Burbank recently had to spend $10,000 to do a study. The airport wouldn't pay the $10,000. We had to pay it as a city from

our Prop A funds.

We don't think that the potential is there for the kind of commuters that you're looking for. We also are concerned about the Buena Vista/San Fernando with the 60 spaces. We don't really see the need there. On the other hand, there is a -- you may or may not know, a Walmart store is going in generally between Stations 12 and 30, the south side of the freeway. And we think that potentially that could serve a greater need than the Buena Vista and San Fernando.

I'd like to read one sentence from your EIR, page 177. Incidentally, I compliment the preparers of the EIR. I've gone through many of them in the past few years, and although I disagree with some of the conclusions, I think they have presented it in a fair and effective way. And I have found nothing yet that they haven't presented at least for consideration. Again, I disagree with the conclusions.

On page 177, under "Growth Inducing Effects" it says as follows: "At the regional scale no evidence exists" -- let me take this very slowly.

"At the regional scale no evidence exists that the institution of a rail transit system promotes a direct net increase in population growth or economic activity." "Or economic activity."

Many of the supporters of the light rail would have us believe that this somehow is going to be a panacea for all of our economic problems. The report tells you otherwise. What the rail line is likely to do, as they go on to say, is to facilitate rather than induce growth. Now, there's a vast difference in that. So if you're sitting back saying, "Once we get this light rail line in, folks, our problems are all solved and employers are going to flock here and we're going to have high tech jobs and well-paying jobs, and we're going to be in hog heaven," don't believe it. Growth is already planned. If the city has the mechanism in place, this may facilitate it, but it doesn't guarantee it nor will it induce that. Thank you very much.

MS. SIMMONS: Thank you. I'd love to hear what the rest of you have to say. All I need is a blue card and I'll call you up.

MR. MOSER: Can we amend our statements?

MS. SIMMONS: Yeah. We've got one more. Our next speaker is Michael Dickerson.

Come forward, Michael.

No, not you, Pat. There's someone else.

MR. MOSER: Sure.

MR. DICKERSON: Well, I wasn't going to say anything, but it seemed like there was a death of speakers. And I thought it was rather interesting. I always enjoy the

comment that light rail is a rapid transit. It's an interesting comment. I was struck by the gentleman who quoted from the EIR that transit doesn't -- development doesn't really go around transit. And I hadn't read that in the EIR. And I couldn't hear what page it was on, but I would call his attention to the cities who built rapid transit as what kind of development is going around the station.

One of the other cities is Vancouver. And their latest report said they had something in excess of $8 billion of development around the station. But I do agree it doesn't solve every problem that we have here in the city. I am somewhat in agreement with the RTD's comments regarding the EIR. I believe personally, and not as any of the groups that I represent, that this line should go through the CBD's as opposed to exactly on the railroad right-of-ways for all of the reasons that RTD mentioned in their letter. Because I do believe that the transit, as does freeways, has a very major effect on the allocation of resources.

If you have any doubt on what happens when you change transportation patterns, you have the "miracle mile" problem with the freeways. "Miracle mile" on Wilshire Boulevard just simply died. And they fought having a freeway come into that immediate area and caused great

problems. But I think all of us have seen places like Brand Boulevard in Glendale, that when they built the freeway, it took off the traffic off Grand before, but it decreased the business down on Brand Boulevard.

And we all know that the freeways now or that the shopping centers go where there are freeways in general situations, and that does pull. And I think it is helpful to have this through the CBD's. And I think it would also be helpful that at some point the commission could study low-level, base-level style cars for use in that kind of a corridor. We have a very severe problem, because these things have to be absolutely clean and addressable by everyone who is handicapped.

There's two ways of doing this. You can either raise the platforms to the rather high levels we have now, or we can lower the level of the car to the curb height. In Europe you now have a major change going to the low-level cars. There are 21 cities in Europe that have now ordered low-level cars for curbside loading. It solves a great deal of problems and allows a more adequate way of going to the CBD.

And the reason I suggest this for the Pasadena line -- and I realize it's too late and it isn't going to happen. But I think everybody should be aware that under present conditions, even if they build the Blue Line from

Long Beach into Union Station, this will never connect to it. So this is always going to be an isolated line only to Union Station, which I think is unfortunate, because I think the Blue Line should connect to Long Beach.

But, overall, I also would have to compliment the people who drew this. I normally hate EIR's with a passion. But I thought they did an extremely good job, with one small exception. The first plan shows this relationship to all of the things in L.A., but it only shows it in relationship to the freeways. Being sort of a transit person, we would have rather seen a little bit better map used by Gruen. Thank you.

MS. SIMMONS: I haven't got any more cards. But I have a sense that people have something that they want to say.

Pat, I want to remind you that it's only so that your comments are entered into the record. So we don't allow people to speak twice. But I appreciate your interest.

MR. MOSER: Could I amend my uncorrected statements? I promise I'll take one minute.

MS. SIMMONS: Okay.

MR. MOSER: I want to thank you. I'm Pat Moser. Again, I want to thank the commission for allowing me to do this. Number one, in regard to the previous gentleman,

light rail and rapid transit are two distinctly different types of rail technologies. They are not the same. And there's so many differences I don't have the time to explain why. The rail line -- incidentally, this rail line is deficient in that it should be directly into the airport. Many urban areas throughout the United States and the world have their rail lines going directly into the airport. I don't care what Burbank -- the Burbank Airport Authority said. This line should go directly into the airport.

And, lastly, let me say that there are indeed plans to physically connect the Pasadena and Long Beach lines in downtown Los Angeles; albeit wrongfully, through a subway tunnel. But there are plans to connect the two lines. Another statement is incorrect. Thank you.

MS. SIMMONS: Are there no other people that want to make a comment at this time? The purpose of this segment is to receive public comment. If there's no other comments at this time, I guess we can take a break for 15 minutes. You can talk to staff, and we'll still be here. We'll reconvene in about 15 minutes.

(A recess was taken.)

MS. SIMMONS: Our first speaker is Ted Damon.

MR. DAMON: My name is Ted Damon. And I live in La Crescenta. 2521 Los Amigos. A little distant from Glendale and Burbank in order to ride the line. But some of the

things I feel, we've heard nothing but negative expressions on this thing. And I'm in -- after coming here, I had different views than what I thought it was going to be. But I feel that this would be better than nothing to have the line to Burbank -- Glendale and Burbank and along the railroad, because the right-of-way is there. And even though I'd like to see the line go from Glendale up Brand Boulevard and out Glen Oaks, like the Old Pacific Electric, unfortunately I think the cost would be much higher. And I feel that the people living in the Burbank/Glendale area, if they want to ride it, they'd been able to drive to the stations that are listed and they would -- and as far as the commercial people to go shopping in it, I'm not sure about that.

And the Burbank Airport would be a temporary thing because possibly people who got enthused about it like the Blue Line, then they would extend it clear to Sylmar some day. But I would like to see -- though I wanted to see also a light rail line from Burbank going out to the north Hollywood on the old Burbank Ranch of the Southern Pacific all the way to Van Nuys and Canoga Park and Chatsworth, I think it's an ideal line; where the subway would take longer to build. And I know the people out there don't want it out there really, but they're stupid.

But I think that the station -- and as far as

the railroad -- the rail yard for the cars, since it would be a long time before they ever can build, continue the subway from 7th and Flower up to come out out, you know, Chinatown. Then I think the yard down in the old -- along Spring Street, the corn field, would be ideal. There would be less reversing than if the yards were built in Taylor Yard. Because to go to Pasadena, if you want to go direct, you'd have to go down and reverse and then go to Pasadena. Where the yard, the maintenance yard would be much better there.

MS. SIMMONS: Thank you very much. We have another speaker, Alan Fishel.

MR. FISHEL: Hi, all. I'm Alan Fishel. 3954 Edenhurst, Los Angeles. I'll try not to repeat too much from last week, add more new items. But, again, first I'd like to say this is something that we need very, very much. There's a tremendous amount of bus traffic from Glendale to Los Angeles. But, again, it all goes from Glendale along San Fernando Road. The line needs to go through Glendale where the riders -- is where the destinations are, where the use is. Not along San Fernando where there's already commuter trains. And there's essentially two stops that are on this line that would be served if it served Glendale. And it used to go where it provides a service. If it doesn't go to downtown Glendale, it's not needed, because

the 94 bus does a reasonably good job right now servicing this.

The question I'd like to ask and have it addressed is what would the cost difference be between having the line run at grade up Brand Boulevard versus the Southern Pacific right-of-way?

MS. SIMMONS: Alan, there's staff in the back to answer that question for you. The purpose of this portion --

MR. FISHEL: But I'd like this included and to be specifically part of the EIR.

MS. SIMMONS: Okay.

MR. FISHEL: Other than the fact, again, that how much is needed and how it has to serve Glendale where the business people are -- you think someone who's a business person in Glendale who has a parking lot right in his building is going to get on the busy bee bus, which I use, spend more time to get from downtown Glendale to get to the station than wait for the light rail vehicle and then get to Los Angeles? I think that's where it's needed and will be used. It won't be used. We will just not need it if it doesn't go where the use and need is. Thank you.

MS. SIMMONS: Thank you. Are there other speakers? I'm interested in your comments -- I hate to close the meeting. I can see there's a lot of interest.

MR. RICHMOND: Maybe somebody can recite Lincoln's Gettysburg Address.

MS. SIMMONS: Of course.

MR. MOSER: Can I add one little thing?

MS. SIMMONS: Pat, we're going to close now.

I'd like to thank everyone for coming out. And all of your comments are officially recorded in the record. Good night.

(At 7:10 p.m. the proceedings were closed.)

* * * * *

STATE OF CALIFORNIA)

) ss:

COUNTY OF LOS ANGELES)

I, JEANNETTE K. JESSUP, C.S.R. No. 8573, hereby certify that the attached proceedings are a correct copy of the original transcript of the proceedings taken before me on July 23, 1992 as thereon stated.

I declare under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.

Executed this 30th day of July, 1992.

JEANNETTE K. JESSUP

BURBANK/GLENDALE/LOS ANGELES RAIL PROJECT

ENVIRONMENTAL IMPACT REPORT

PUBLIC HEARING

THE TRANSCRIPT OF PROCEEDINGS OF LOS ANGELES COUNTY TRANSPORTATION COMMISSION, taken at Loreto Elementary School Auditorium, 3408 Arroyo Seco Avenue, Los Angeles, California, at 6:00 P.M., Tuesday, July 28, 1992, before KIM ARIAL, pursuant to Public Notice.

APPEARANCES:

MS. MONICA GONZALES

SPEAKERS:

MS. SALLIE W. NEUBAUER
Citizens Committee to Save Elysian Park
1501 Cerro Gordo,
Echo Park, California 90026

MR. JOHN HISSERICH
Northeast Los Angeles Community Plan Advisory Committee
1985 Zonal Avenue
Los Angeles, California 90033

MR. PAT MOSER
Southern California Transit Advocates
P.O. Box 41198
Los Angeles, California 90041

MR. BOB JAMIESON
Mt. Washington Association
3547 Tacoma Avenue
Los Angeles, California 90065

MR. ALAN FISHEL
3954 Edenhurst Avenue
Los Angeles, California 90039

MR. BILL HUNTER

MR. BRYAN ALLEN
3142 Drew Street
Los Angeles, California 90065-2305

MR. JOHN HELLER
822 North Alexandria
Hollywood, California 90029

MS. ELENA HONQURIA
123 East Avenue 37
Los Angeles, California 90031

MS. GONZALES: My name is Monica Gonzales, and I'm a member of the public affairs staff for the rail construction corporation. I am not directly involved in the proposed project; my role is to act as moderator for tonight's hearing.

This public hearing is called to obtain public comments on the draft environmental impact report for the Burbank/Glendale/Los Angeles rail transit project proposed by the Los Angeles County Transportation Commission.

The draft report has been prepared and a 45-day public review process has been undertaken in accordance with the requirements of California Environmental Quality Act. The public review period for this document runs between June 29, 1992, and August 10, 1992. As part of this process, the commission has notified the public of the availability of the document by public notice advertisements in local newspapers and by direct mail to interested community members.

In addition, the commission has held two public hearings prior to tonight's meeting. Finally, the commission staff has briefed interested elected officials, community organizations and individuals. Copies of the advertising and meeting notices are

submitted into the record with a copy of the draft EIR, the design appendix, and the EIR executive summary.

We will now begin of the public testimony. Individuals wishing to testify at this hearing should be aware of the following rules:

Each speaker must submit a request to speak card. If you have not yet turned yours in, a staff person will take it now.

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Normally we would limit -- Each speaker has three minutes to make his or her comments. A timer will be used, and you will be asked to conclude your remarks once the time has expired.

Prior to beginning your testimony, please state for the record your name, address, and any organization that you're officially representing.

Written comments are welcome and may be submitted tonight or by mail to the LACTC, attention Judy Schwartze, at 818 West Seventh Street, Suite 1100, Los Angeles, California 90017. The record will remain open until 5:00 P.M., August 10th, 1992.

If you would like to testify by phone, you may call area code (213) 244-6484. Your testimony will be recorded by an electronic message machine and will be included in the public record. This service will be available through August 10th, 1992.

As a reminder, the purpose of this public hearing is to obtain comments on the contents of the draft EIR, which will be considered by the LACTC as part of the final EIR due in October 1992. Your comments tonight will be most helpful if they focus on the contents of the draft EIR.

Finally, neither project staff nor I will be able to answer questions at the microphone. If you have questions, other commission staff located at the rear of the auditorium are there to assist you. While speaking to them, please speak softly so others may hear the testimony underway. Thank you very much.

I'm going to go ahead and begin calling the names, and as of right now I'm going to call Sallie Neubauer of Citizens Committee to Save Elysian

Park, and after Sallie is John Hisserich, Northeast Los Angeles Community Plan Advisory Committee, and after Mr. Hisserich is Pat Moser, Southern California Transit Advocates.

MS. Neubauer: Good evening. My name is Sallie Neubauer. I'm representing the Citizens Committee to Save Elysian Park, 1501 Cerro Gordo, C-e-r-r-o G-o-r-d-o, Los Angeles 90026.

Initially, we had been concerned about the impact on Elysian Park that this proposed line would have, but I see after having questions answered tonight that this line only goes to the blue line that connects to Pasadena, and Pasadena EIR will address the impact of the Elysian Park site.

However, any -- any rail line -- any public transit line will affect Elysian Park because currently millions -- I think -- millions of cars go through Elysian Park to avoid the bottlenecks between the I-5 and the Pasadena Freeway on their way downtown. And many other cars exit on Glendale Boulevard from the Glendale Freeway, and that severely impacts the Echo Park neighborhood in Echo Park.

We object to either the Van de Kamp Station or the proposed Hughes Station as being a bail-out point for commuters. Currently it's planned

for 500 cars, a parking lot for 500 cars. It is the only one of these stations with a parking lot that has 500 cars planned for the initial stage.

This kind of approach is divisive to the intent of the light rail and of the commuter line. The idea for a commuter line is to start from where you live and to commute to downtown. It is not to commute to the edge of the Glendale Freeway and to congest the neighborhood there and then commute to downtown.

We would like to see the parking lot reduced to one of the smaller parking lots that are proposed here, such as, perhaps even 100 cars maximum.

Futhermore, the Ventura stop is currently planned for 250 in the initial stages, and we would like to see that parking lot expanded. It's in a much more industrial area, suitable for an expanded parking lot for a commuter type of dump out.

Also, we object to the assumption that the only alternative to connect up to the Pasadena blue line must destroy the culturally significant jail. It is eligible for national register of historic places, and we would like to see other alternatives addressed in this final EIR. They are alluded to in the draft EIR. We would like to see a thorough investigation of

other alternatives that would save that jail than connecting with the blue line.

Finally, with regards to a possible stop in the Taylor Yard, we would much rather see a stop -- a station there -- than another maintenance yard. As many of you probably know, the LACTC has a huge facility that they have placed in Taylor already, and we don't need another maintenance yard there. Thank you.

MS. GONZALES: John Hisserich is now coming up, and we'd like Pat Moser to be on the side and then Bob Jamieson with Mt. Washington Association.

MR. HISSERICH: As indicated my name is John Hisserich, and I'm chairperson of the Northeast Los Angeles Community Plan Advisory Committee. The principal focus of our concern first is Taylor Yard. And while I recognize that this EIR is not specifically addressing the issue of a maintenance facility for this particular line, we all know that the previous facility that was built in Taylor Yard was done without the EIR. And we are concerned lest this facility end up with a maintenance facility in Taylor Yard, which would diminish it's capacity to provide jobs and other resources to the people in the

Cypress Park and adjacent communities.

I noted in the presentation prior to the public testimony that there was an implication at least that there was greater cost associated with the yard, in that the Taylor Yard maintenance facility was not made available as part of the Pasadena one. Now, I know that cost is not directly dealt with in the EIR, but I would like to clear for the record that an issue has been introduced so that we don't somehow later on hear that we need to put the maintenance yard in Taylor Yard, and it's because of cost that was not addressed in the first instance. So I think we're very clear on that subject.

I think in general the C-pact, the Northeast Los Angeles C-pact, is supportive of rapid transit in the area. We are concerned about maximizing public access to it for the residents of Cypress Park and the adjacent areas.

We don't want to be just another facility that takes people through here at 75 miles an hour, and people that are in the area that bear the brunt of the impacts, both the sound of the noise, the dust, the dirt -- those people do not have the opportunity to board this train and use it to their own personal advantage, so that it is not just a way station.

Along those lines we're concerned, of course, about safety, and we realize that by building an upgrade line there's always a danger, as we've seen with the blue line, that there can be vehicle-train impacts and collisions. That's particularly a concern when you're operating more than one type of train on a similar right-of-way. A person sees one train coming through and thinks that's the reason that the gate's down and may try to go around, only to find that the other train is coming through on an adjacent or nearby track. So I think maximizing grade separations and maximizing safety considerations is, of course, crucial to this line. Those are the principal concerns we have.

We, of course, want to have as much design consideration as possible built in -- as much neighborhood-friendly design built into whatever stations are a part of this. I think that's all that I wanted to be sure to put on the record. We'll be looking forward to hearing more about it.

MS. GONZALES: Thank you very much. Next we will have Pat Moser with Southern California Transit Advocates. We would like Bob Jamieson to be prepared after Mr. Moser and then Alan Fishel.

MR. MOSER: My name is Mr. Pat Moser,

M-o-s-e-r, Southern California Transit Advocates. I want to say the first thing that the speaker from the Citizens to Save Elysian Park -- that organization traditionally is anti-public transit, so to let the people know where she's coming from. I want to say that the right-of-way is on a curve at Avenue 26, but so is the right-of-way on the Pasadena line between Avenue 50 and 51. You have not yet proven that it is impossible to have a straight station platform or two straight side platforms on the curved right-of-way.

I want to say also that the station in Cypress Park should be placed as close as possible to Avenue 26 for walk-in riders, that is to say, especially Cypress Park residents. The proposed station location near Avenue 19 will be inaccessible to the many potential walk-in riders from Cypress Park. No current bus lines serve that site either. Rerouting existing bus lines to serve the Avenue 19 site will be offered and probably infeasible for most of them. Therefore, the proposed Avenue 19 Station will totally fail the transit needs of Cypress Park residents and those of surrounding communities, most of whom are transit dependent. Therefore, it is imperative that the commission try and try again to find a feasible way to build the Cypress Park Station

close to Avenue 26.

The comment was made about the Lincoln Heights jail. This is one time that I agree with the two previous speakers. The Lincoln Heights jail should not be torn down because a demolition is unnecessary. LACTC's stand believes that to the best of its ability a sharp curve between the east bank of the L.A. River and the Pasadena line bridge over the L.A. River. If you decided to build the connection to the Pasadena line with a larger curve and with a second bridge over the Los Angeles River, the problem will be avoided. The Lincoln Heights jail should be kept because it is a historic site.

In regard to the Division Street Station -- the proposed Division Street Station -- the final EIR should consider two possible station sites serving the Glassell Park/Mt. Washington areas. One, as proposed now, has about -- is about one thousand feet off of San Fernando Road in line with Division Street, and another site off of San Fernando Road approximately in line with Verdugo Road. The second site will be a little closer to San Fernando Road and Eagle Rock Boulevard and will be more accessible to bus riders. Currently, the 84 line does stop at Eagle Rock Boulevard/Division Street. The 90, 91, and 94

bus lines do not stop there and neither does -- well the 176 does stop there but it stops on the far side. So it's actually another reason why it should not be built at Division Street.

I wanted to say also that the access to the second station site should be made through a junkyard with overhead electric wires passing through near the dead-end of Verdugo Road. The EIR should also consider the awful traffic impacts of park-and-ride and kiss-and-ride patrons accessing each site by Division Street in the first case, and Eagle Rock Boulevard in the second case.

As an Eagle Rock resident and bus rider, I favor personally a station location as near as possible to San Fernando Road at the intersection of Verdugo Road and Eagle Rock Boulevard because not only does the 84 stop there, the 176 stops there, the 90, 91, and 94 lines also stop there. This is a perfect nexus for a connection. This is the station where I would most likely transfer from line 84 to the rail lines, and a one-quarter mile is too far for me to walk to the Division Street site.

Let me state or comment on what the -- what Mr. Hisserich said about rapid transit. Obviously he's another confused person because he's

mixing the phrases "light rail" and "rapid transit" together. This is not a rapid transit line. This is a light rail. It should have been a rapid transit line. Thank you for listening to me.

MS. GONZALES: Next is Bob Jamieson from Mt. Washington Association. I would like Alan Fishel to be prepared to speak and Bill Hunter.

MR. JAMIESON: I'm Bob Jamieson and I'm representing the Mt. Washington Association. Their address is P.O. Box 42716, Los Angeles, 90050-0716.

The Mt. Washington Association supports the construction of a light rail transit line connecting Burbank, Glendale, and Los Angeles. Our community has a long history of advocating improvements to public transportation in our neighborhood. Many of our residents will benefit immensely from this proposed service. We welcome the proposed stations at the Glendale Freeway, Taylor Yard, and Avenue 19. We think that the planning and urban design workshop currently sponsored by the AIA is the best community-wide forum to study which alternatives to select at both the Glendale Freeway and Taylor Yard. This workshop will present joint development opportunities at these stations which will have broad support from the nearby communities.

We support the inclusion of parking and kiss-and-ride facilities at these locations. If I may now depart from what I've written here -- The previous speaker from Elysian Park was misguided at best in recommending reducing the amount of on-site parking at the freeway -- Glendale Freeway site.

MR. MOSER: Sallie Neubauer.

MS. GONZALES: Please refrain from any comments.

MR. JAMIESON: Any parking in the future that's not accommodated on-site will overflow into the adjoining side spaces. The Mt. Washington Association is concerned about displacement of the old Los Angeles City jail. Our neighbors in Lincoln Heights oppose its abandonment or disfigurement. We hope that an engineering solution is possible that will sucessfully address the concerns of this community.

We oppose the use of parcels in Taylor Yard for storage and maintenance purposes. The above mentioned workshop is currently studying how fast to develop this area. Taylor Yard already has an overwhelming maintenance facility. We look forward to sucessfully working with LACTC to accomplish this important transportation project. Thank you.

MS. GONZALES: Thank you, and I would like

to ask the people in the audience that we extend to each other the courtesy of listening to one another. Next is Alan Fishel and then Bill Hunter will be prepared to speak and then Bryan Allen.

MR. FISHEL: My name is Alan Fishel. I live at 3954 Edenhurst Avenue, Los Angeles, 90039, and I'm within half a mile walking of the Glendale transportation center.

First, I want to state that I feel this line is very necessary. There's great difficulty to get -- even driving, but on public transportation using the service, it still takes a long time to get to downtown. It's difficult to get to downtown from this side of the city. With this line you're able to get from Glendale in less than 15 minutes, and from the end of the line at the airport in half an hour is certainly advantageous.

However, the real purpose of the line is to get people away from their automobiles, to make the line convenient to use, and to go close to where the population is, to go where the office buildings are, where the workers are, where the need is. But this line here from the Glendale transportation center north again continues to follow the right-of-way where there's no population, there's no ridership, there's

no destinations, other than the park-and-ride facilities that are planned. That can still be there.

The line needs to go into Glendale where the ridership is, where the need is. What is going to make people want to conveniently leave their cars and to take their shuttle bus? It will take longer to get from the shuttle bus in Glendale to the station, than from the station to Los Angeles, not counting the waiting between the transfer points.

So without the line going to Glendale, is it really needed? Is it really justified? That's essentially my comments, and from this area here going north, I think a lot of the people would want to use the shopping and the accessibility, and all that Glendale has to offer going from here north versus going from here to Los Angeles. But without the line going to Glendale, it will be extremely inconvenient to use the facilities that Glendale has to offer. Thank you.

MS. GONZALES: Thank you.

Next is Bill Hunter. Then I'd like Bryan Allen to be prepared to speak and John Heller.

MR. HUNTER: My name is Bill Hunter, and I'm a member also of the Southern California Transit

Advocates, and I am speaking tonight because I am concerned, as LACTC seems to have been in the past, about duplication of service.

As I look at the map I see a total duplication of service from downtown, Los Angeles all the way as far as Burbank, Front Street Station. The duplication of service, of course as you know, involves the Metro link which will be opening this October 20th.

Why do we have to have duplication of service when a much more logical route; that is, light rail, would serve thousands and thousands and thousands of more ridership to go smack in the middle of Glendale. Of course the politicians in Glendale do not want this, but I have another proposal for this route in Glendale.

Some of you may not know there's an existing right-of-way now in existance, that has not at all been brought up here, called the "Glendale/Montrose U-P right-of-way." It goes around by Forest Lawn. It enters the right-of-way. It crosses San Fernando Road just south of the No. 2 Freeway.

I propose this line leave the Taylor Yard line. I propose it go exactly the way it's planned,

but when it gets to this right-of-way, it branches off into this right-of-way. There's a station there. It goes on up through Glendale. It can go through Broadway. It can serve the Galleria where thousands of people shop every day. It can then go back right into the Glendale transit center right-of-way and go on into Burbank.

Another thing I want to speak about is I don't understand why this Lincoln Heights jail has to be demolished. If the people will just think and use what's there, they can put a bridge over the current river, the Los Angeles River. You could avoid this curve by building over the river by using that space, and that will eliminate the necessity to tear down a very historical monument in Los Angeles. We're losing more and more of these every day, and when it's not necessary, I don't think it should be done. I think more thought should be put into this thing. You can put this rail over -- You even can build it over the river and use the river for the right-of-way.

One more thing I would like to say at this time. When I was talking to Bryan -- Bryan will mention this too -- If you could consolidate this line with the current Metro link line which uses diesel power, and at the Glendale Metro Center Station

-- or whatever they call it -- the Metropolitan Transit Station, the Amtrack Station, if this could be used as a change off, you could put diesel powered generator trains, and you could actually run these trains all the way up to Santa Clarita and use that track through Santa Clarita as well. And Santa Clarita would not only have heavy rail metro link, they would have also light rail service.

And one more thing. I think you should -- I am all for using the Taylor Yards and/or the corn fields. There's lots of space there, and I think you should consider consolidating all maintenance facilities in these yards and that means metro link, Pasadena light rail and Glendale light rail. Why spread these maintenance yards all over the place? All these maintenance yards should be consolidated into one area that's concise and it's consolidated, and you could use these yards. There's plenty of space there, and there's plenty of space either in the corn fields which are near Chinatown, or in the Taylor Yards. And I think that really should be considered. And I thank you very much for your time.

MS. GONZALES: Thank you. Next, Mr. Bryan Allen, John Heller, and Elena Honquria.

MR. ALLEN: For the record my name is

Bryan Allen, B-r-y-a-n A-l-l-e-n. My address is 3142 Drew, D-r-e-w Street, Los Angeles, 90065-2305.

It was announced earlier quite correctly that the subject of public hearing is not the rail project but the EIR for the rail project. Unfortunately, the entire public hearing process is a sham. I must denounce it as being a sham because you announce to the public that this public hearing is for the EIR, but you do not announce what the requirements were for the EIR, for them to make comments which will receive a response from EIR.

Title 14 of the Civil Code of Regulations, Section 15087, Subdivision G, explicitly provides that public hearings are not required upon environmental problems. If you hold a public hearing upon environmental document, the next step is to supply CEQA guideline requirements. Then, I submit, it is essential that you inform the public as to what the requirements are for properly commenting upon the document.

I might offer an analogy here. Imagine a court of law offers an opportunity to speak before the judge, speak before the Court, but it failed to inform you of the proper procedures, of the provisions of the Code of Civil Procedure, of the provisions of the

various other codes, Evidence Code and so forth. An average person appearing before the Court would inevitably speak in a manner contrary to the requirements of the Court and inevitably at length will be found in contempt of court. Therefore, it would not be in the average person's best interest to speak before the Court even though the court of law would offer an opportunity to speak before the Court. No one present here today will be jailed for contempt of court for failing to speak upon the requirements of CEQA. But you still are not acquainted with the requirements of CEQA. Let me do that right now.

Section 21100 of the California Public Resources Code limits the EIR to the responsibility of disclosing adverse effects upon the physical environment which are -- potentially substantial ways to mitigate these effects, and alternatives to the proposed project which tend to mitigate those adverse effects. No one here knows that fact, and no one here knows if you do not address your comments to those issues, your comments will receive no response in the EIR. Bring along an environmental lawyer to instruct you how to respond to the EIR and comment to the EIR, or your comments will receive no response. Now, let me quote again from the California Code of

Regulations, Title 14, Section 15204, Subdivision A, "Focus of a Hearing":

"In the hearing draft EIR's, people should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when these additional specific alternatives (unintelligible) that would provide better ways to avoid or mitigate the significant environmental effects."

I bet that no one here except for me and some professionals even know that you must speak to this end or your comments will not receive any response in the EIR. Now, if you are familiar with the environmental law and you can confine your comments to those kinds of issues, your comments will receive a response. Yet the LACTC is absolutely negligent in informing any of you of that fact. Again bring along an environmental lawyer to instruct you on how to speak properly or your comments will receive no response. Even if they do receive a response still -- I am extremely well familiar with the environmental process of EIR, the bureaucratic process of EIR, and response to EIRs. I have yet to see an EIR which

accurately, robustly responds to comments of the EIR, even when focused as recommended in the CEQA guidelines and in the CEQA law itself. This is not the fault of the environmental law but the fault of those who review the environmental document and those who prepare the responses.

I have a number of recommendations here, recommendations which would solve the objections I have just stated. Do consider that the objections are already too late since you have failed to inform the public of what the responsibilities are to get a response.

Recommendation No. 1: -- All these recommendations are notwithstanding the rest of the requirements of CQA and CEQA guidelines.

Request No. 1: Subject all testimony in letters to review by a competent professional on licensing staff who is not part of the product team and who is not involved in the EIR preparation. This would be the function to ensure that no substantive comment is overlooked incorrectly as being nonsubstantive or nondistinct in comparison with other comments.

Request No. 2: Establish a subdivision in the F-EIR's comment response section entitled

"Environmental Enhancement Issues," and in this subdivision comments would suggest or by implication suggest enhancements of previous environmental conditions, or enhancing the project alternative environmental benefits and receive a response, as this is required by CQA.

Recommendation No. 3: Establish an appendix --.

MS. GONZALES: Mr. Allen, your time is up.

MR. ALLEN: If you don't want me to -- I can write letters to the editors of the local newspaper, the Los Angeles Times, the Glendale Newspress and all of the newspapers, condemning the LACTC's review process or you can allow me to finish these recommendations.

No. 3: Establish an appendix for exhibiting F-EIR in which all substantive and nonenvironmental comments upon competent alternatives or upon the LACTC rail program receive response as if required by CQA.

Request No. 4: Establish a standard that the quality of every response, substantive comment, environmental or not, shall be the same as if the writer of the response was responding to his or her best friend regardless whether the comment is

meritorious or not.

Request No. 5: Subject every comment to -- every response to every comment to critical scrutiny by a competent professional on LACTC staff who once again is not part of the project team involved in EIR preparation. This review in distinction to my previous request No. 1 is to ensure that every response is truly responsive and is not unduly defensive or refractory in responding to the issues posed.

If you will grant these five requests, then there will be some reason for me to address the EIR. Unless these five requests are granted, there's no point in anyone submitting testimony on this EIR and testifying on issues really of importance to me because they never will get decent responses. I know the LACTC final process and by only granting these five requests have we any chance of reforming the process to make it responsible as it needs to be.

MS. GONZALES: Thank you, Mr. Allen. Mr. John Heller and then Elena Honquria.

MR. HELLER: My name is John Heller. I live in Hollywood, 822 North Alexandria Avenue. I'm a private citizen.

I'm in support of the line, and I would

like to add four more stations to those that have been proposed, none of them in the existing right-of-way, but between downtown, Los Angeles and the 19th Street Station. I think it's implicative to take the Pasadena right-of-way out to Taylor Yard when there's a much better way that could be had.

1916 Pacific Electric needed a new way to get out of downtown to Glendale and Burbank. Even then it was to the point where trains could no longer get out of town. So they built a subway terminal building between Fourth and Fifth on Hill Street. The building still stands. It still has a five-track light rail station in its basement. I superimposed -- unfortunately you don't have this -- but the original architect's section of the building, Pacific Electric Station, the blue line car and the LACTC red line tunnel go under Fourth and Fifth, and in fact, the mezzanine level of the Fourth and Fifth Hill Street red line station is within a few feet of the historic platform of the Pacific subway station. It would be an easy matter to build a handicap-accessible ramp or an archway from that mezzanine level to the new station that has just been built, and I'm sure it's got a historic subway station that still stands. This would by ticketing provide for air conditioning,

security, and access for the handicapped through escalators and elevators from downtown, Los Angeles to the Glendale/Burbank line which would originally extend to Fourth and Fifth and Hill rather than the Pasadena line.

It would continue through the historic tunnel to the Bonaventure Hotel where the tunnel has been compromised (1967) for the Bunker Hill redevelopment project. This site is convenient because the existing Long Beach blue line is proposed to eventually extend to the Music Center, the courts, and then downtown Union Station. In doing the construction under the Bonaventure Hotel to reopen the tunnel and provide a station there which would serve Fifth and Flower, they could also do an interchange to extend the Long Beach blue line on it's way north. This provides a tremendous variety for downtown patrons to come in on blue or red lines and go out a different direction. It adds a very significant trip generator to the Glendale/Burbank line in that the Bunker Hill high-rise buildings employ something on the order of 250,000 people.

At the existing end of the tunnel, which is currently known as Toluca Yard, there is a new plan called "Innercity West." You've probably noticed

they've torn down much of the real estate west of the Harbor Freeway and propose to rebuild it on top of Crown Hill and down at Second Street and Beverly.

Putting a light rail station there makes tremendous sense especially if the light rail system is in place before those high-rises are put in, because parking could actually be restricted by the new construction. And you would have an entire rail-riding culture generated by companies who wish their employees to take the train and people who wish to take the train to work who are working for those companies. The station could even be built of private money because I think it would get an inducement to build a high-rise near a light rail station.

The only significant problem with this route is Glendale Boulevard which would run on surface ground past Echo Park, past Alvarado, past Temple, under Sunset. That would be acceptable today. So this route adds substantial cost to what you're proposing so far. That's not to say it's not without merit. This additional cost would probably bring three major trip generator centers in exchange for the additional cost and could make this the most widely patronized line in the system.

I'm proposing one more station at Sunset

to serve Echo Park. It would be underneath the overpass or immediately adjacent to it, and stairs and escalators would provide for the RTD No.1 and No.4 lines through Hollywood and also downtown. There's a right-of-way with very limited street crossover. The train would run at grade with the crisscrossing gates until it got to the 2 Freeway where it would gradually elevate up and meet the end of the never-finished 2 Freeway at its level. And the very last turn would be there close to the freeway because it's under-used and probably always will be -- in line following with the 2 until it links up with the line as proposed. It would drop down to grade and join at the 19th Street Station and the Taylor Yard.

One other advantage to this is that by leaving a stub in the center of the 2 Freeway, future extension of entirely different lines to La Canada, Flintridge, Eagle Rock, Colorado Boulevard, Jet Propulsion Lab -- all of the bedroom communities along the 210 Freeway will be very easily served by a line that would be running in the middle of the freeway, and therefore probably not raise major objection. It might even be much welcome, and it will be relatively low cost because that entire freeway stretch is under-used.

MS. GONZALES: Thank you. Our next and last speaker, unless we have any other people in the audience who would like to speak, is Elena Honquria.

MS. HONQURIA: Good morning. My name is Elena Honquria, and I belong to the Mash group. Okay. The first time you ever came to talk about the light rail you made a very nice presentation and showed us very nice things. And we came to realize that you planned to put a station at Marmion Way and Figueroa; however, we also realized you had made no plans for any sort of parking.

So my husband and two people went and videoed a section of the blue line where there is already a line that is functioning, and what we realized is that the majority of the people there are Spanish-speaking. And those people in that community feel that they were very ignored, they were badly treated, and that when they did report problems by using the phone lines, the special phone lines that were installed, they were not answered, and they were not dealt with, and that this therefore was a lie.

The majority of the people in this community are also Spanish-speaking, and they are afraid that if they do speak out, that they will experience the same problem, that their calls will

never be returned, and that things will end up badly.

On the corner of Marmion Way and Figueroa, there is already a group of about a hundred day workers that gather there on a daily basis. We believe that a station that would be placed there would make the community worse. What we also realize is that the streets were, before the appearance of these people, cleaner, and they are now dirtier.

But regarding the video that was taken of the blue line, we also saw that the environment there was full of graffiti and dirty. Is that what would happen to our neighborhood? We believe that that would worsen our neighborhood. This is what I have to say regarding this possible site for a station.

Everyone here has made comments about problems that would come up at different stations, but at least other stations are planning for parking. This site has no parking proposed or planned for it. For those, I guess, who would use this line, the line would be convenient, but for those of us who don't go very often, and maybe once or twice a year to downtown, the line is not very necessary, as in my own case.

According to Councilman Hernandez, the station was going to be built in front of the museum.

But now you're talking about building a station at Marmion and at the museum as well. Thank you.

MS. GONZALES: Thank you. I would like to thank all --.

MR. MOSER: Excuse me. May I make a 30-second rebuttal to some inaccurate statements that were just made? Please, I promise to be short.

MS. GONZALES: I'm sorry we have a public process, and you were given your turn to speak.

MR. MOSER: Yeah, but she made a remark that could confuse --

MS. GONZALES: I'm sorry but we do not permit people to comment on the speakers. This is not the forum. Sorry.

I would like to thank all of the people who spoke here today, and if you have any additional questions, again there are numbers for you to contact, where you can request additional information or provide any additional comments to the EIR. Thank you.

(A brief recess was taken.)

MS. GONZALES: I'd like to know if there's any more presentations to be made? Any other slips for any additional comments that need to be made? Would anyone like to speak at this time?

MR. HUNTER: I'd like to make a comment. After going over the map -- I think as I study the map, I think there's a solution about the jail. I think we found -- more or less are trying to find a solution to this jail, and I think if you just really push on, you'll find it.

There's two other ways to go. There's one way going over the river, building another bridge, and there's another way going by Avenue 26. But looking at the map, I think you people at LACTC should really push for this because this is a historical structure, and I believe it's used as an art museum today. And I think all manner of effort should be expended to save this jail because Los Angeles is losing rapidly it's monuments, and in a few years there will be hardly anything left. And when it's not necessary -- if it's necessary we say "yes," but we don't think it's necessary at all. You've got the river. Why not use the river? It will never be used for anything else. Air rights over the river are going to be used, and I really wish you'd consider this because I think if you study it further, there is a solution to this problem.

MS. GONZALES: Thank you. Are there any additional comments or anything else that anybody would like to say at this time?

Okay. Then we'll go ahead and close the meeting, and I'd like to thank all of you for coming this evening.

(At 7:30 P.M. The hearing was concluded.)

STATE OF CALIFORNIA)

COUNTY OF LOS ANGELES)

I, KIM ARIAL, do hereby certify:

That the foregoing hearing proceeding was taken before me at the time and place therein set forth and was taken down by me in shorthand and thereafter was transcribed into typewriting under my direction and supervision, and I hereby certify the foregoing transcript is a full, true, and correct transcript of my shorthand notes so taken.

I further certify that I am neither counsel for nor related to any party to said action nor in any way interested in the outcome thereof.

IN WITNESS WHEREOF, I have hereunto subscribed my name this 4th day of August, 1992.

Kim Arial

KIM ARIAL

APPENDIX IV:
REFERENCES, AGENCIES CONTACTED, AND PREPARERS

This appendix contains lists of all references utilized in preparing this Environmental Impact Report; agencies which have participated in its preparation and review; and preparers of this document. These lists appear in this appendix under the following headings:

III.i REFERENCES

III.ii AGENCIES CONSULTED

III.iii PROJECT MANAGEMENT TEAM

III.iv DOCUMENT PREPARERS

III.i REFERENCES

The following reports, documents, and other resources were utilized in preparing this Environmental Impact Report:

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III.ii AGENCIES CONSULTED

The following agencies were contacted and consulted in order to retrieve information needed to prepare this Environmental Impact Report:

City of Burbank

- Advance Planning
- Burbank Redevelopment Agency
- Traffic Engineering
- Police Department
- Fire Department
- Burbank Unified School District

City of Glendale

- Management Services
- Glendale Redevelopment Agency
- Traffic Engineering
- Planning
- Public Works
- Police Department
- Fire Department
- Glendale Unified School District

City of Los Angeles

- City Planning
- Los Angeles Department of Transportation
- Council Districts #1, #2, #4, and #14
- Police Department
- Fire Department
- Los Angeles Unified School District

County of Los Angeles

- Los Angeles County Transportation Commission
  - San Fernando Valley Area Team
  - Rail Construction Corporation
- Department of Public Works

South Coast Air Quality Management District (SCAQMD)

Southern California Association of Governments (SCAG)

Southern California Rapid Transit District (SCRTD)

Southern California Regional Rail Authority (SCRRA)

Southern Pacific Transportation Company

State of California

- Department of Conservation, Division of Mines and Geology
- Department of Fish and Game, Natural Heritage Division
- Department of Transportation (Caltrans)
- Environmental Protection Agency

United States

- Department of Transportation
- Environmental Protection Agency

University of California at Los Angeles (U.C.L.A.)

- Institute of Archaeology

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