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**Burbank-Glendale-Los Angeles  
Rail Transit Project**

**Final Supplemental Environmental Impact Report**  
State Clearinghouse No. 93051016

*Prepared for the*

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## CHAPTER 1.0 INTRODUCTION AND SUMMARY

### 1.1 PURPOSE AND SCOPE OF THE EIR

This Final Supplemental Environmental Impact Report (FSEIR) 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 Metropolitan Transportation Authority (MTA) interpreted, analyzed, and responded to comments which applied to the content of the Draft SEIR. This FSEIR consists of the contents of the Draft SEIR, 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 SEIR; and
- The lead agency's response to significant environmental points raised in the review and consultation process.

### 1.2 BACKGROUND

In October 1992, the Los Angeles County Transportation Commission (LACTC), predecessor to the Metropolitan Transportation Authority (MTA), completed the Burbank-Glendale-Los Angeles Rail Transit Project Final Environmental Impact Report (EIR). To complete the environmental process, LACTC directed that findings be prepared for the proposed project alignment studied in the EIR's environmental issues analysis discussion. In January 1993, the environmental component of the project came to a close when the document and its associated Findings and Mitigation Monitoring Program received certification.

Because of issues related to other proposals that have the potential to affect the proposed project, the Burbank-Glendale-Los Angeles Rail Transit Project Final EIR indicated that supplemental environmental analysis would be necessary to evaluate possible effects associated with the results of the *Taylor Yard Development Study*, originally scheduled to be completed in the Spring of 1993. In addition, the completion of the *Pasadena-Los Angeles Metro Blue Line Supplemental EIR* (January 1993) revealed that no permanent LRT maintenance facility site had been selected to serve both the Pasadena-Los Angeles line and the proposed project. Instead, the Midway Yard, located between Elysian Park and the Los Angeles River, will be utilized as an interim 40-vehicle fleet facility for the Pasadena-Los Angeles Metro Blue Line. This decision left the Burbank-Glendale-Los Angeles light rail transit alignment without a maintenance facility, necessitating the analysis of a permanent LRT yard for the proposed project. In order to study each of the issues associated with Taylor Yard and the LRT maintenance facility, the MTA, in March 1993, commissioned the preparation of this Supplemental Environmental Impact Report.

### 1.3 THE PROPOSED PROJECT

This Supplemental Environmental Impact Report (SEIR) identifies, describes, analyzes, and evaluates significant effects associated with the Burbank-Glendale-Los Angeles Rail Transit Project. Traversing portions of each of these cities in the East San Fernando Valley and Northeast Los Angeles area, the 11.9-mile proposed rail transit route forms part of the larger regional transportation system that would link these centers with Metro Rail service in Downtown Los Angeles and beyond. Prepared in accordance with the California Environmental Quality Act (CEQA) and State CEQA Guidelines, this SEIR intends to primarily serve two purposes:

- To provide the lead agency, responsible jurisdictions, civic decision makers, and the general public with detailed information of the proposed project's potential environmental impacts, and;
- To serve as a tool for decision makers to facilitate the decision-making process on the proposed project.

For the purposes of this SEIR, the following new components of the proposed project will be specifically addressed:

- Possible alternative rail transit alignments and station sites in Taylor Yard, which may exacerbate potential land use, noise, air, and traffic impacts in the vicinity.
- Analysis of potential impacts related to the development and implementation of a LRT maintenance and storage facility near the northern terminus of the proposed alignment.
- Comparison of alignment alternatives at the Pasadena-Los Angeles Blue Line Junction, including issues related to the Lincoln Heights Jail and a non-revenue connector.
- Assessment of possible hazardous waste materials and construction impacts at the proposed LRT maintenance yard sites.

In March and April 1993, MTA began the formal environmental process by performing an Initial Environmental Study which assisted in determining the environmental issues to be analyzed in this document. Upon completion of the Initial Study, MTA prepared a Notice of Preparation (NOP) and circulated it to the State of California Office of Planning and Research, all identified responsible agencies, and to persons and organizations on the project mailing list. The Draft SEIR was released for public review on October 28, 1993, with the official close of the 45-day public comment period on December 13, 1993.

### 1.3.1 Public Review of 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, MTA conducted individual public workshops and public hearings in the Cities of Los Angeles (November 30, 1993) and Burbank (December 2, 1993). 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 SEIR. The preparers of the Draft SEIR are required to respond in writing to all comments addressing the content on the Draft SEIR received from both citizens and public agencies. The comments and the responses to comments are included in this Final SEIR.

### 1.3.2 Incorporation of Contents of the Final EIR

In addition to the project's new elements, this SEIR incorporates by reference, as permitted by CEQA, the contents of the *Burbank-Glendale-Los Angeles Rail Transit Project Final EIR*.<sup>1</sup> In an effort to avoid repetition of general background information that does not contribute directly to the analysis of the project's new issues, the SEIR incorporates the Final EIR's environmental setting and previous relevant project description with respect to route alignment and unaltered station sites. These project components have been omitted from the SEIR and a summary of their content appears on the following page. They can be referenced for greater detail in the Final EIR, which is available for public inspection at MTA headquarters and at local libraries.

### Relevant Project Description

The Final EIR's project description outlines the prominent characteristics of the Burbank-Glendale-Los Angeles Rail Transit Project. Traversing through the East San Fernando Valley and Northeast Los Angeles area (Figure 1, on the following page), the light rail transit alignment would travel from the Pasadena-Los Angeles Blue Line Junction in South Taylor Yard to Hollywood Way in the vicinity of the Burbank-Glendale-Pasadena Airport (Burbank Airport). Information provided in the project description includes narrative and graphic illustration of the alignment's rail technology, ridership and operations, route alignment, and transit stations. Nine of the ten proposed stations in the Final EIR remain unchanged, with the lone exception being the Taylor Yard Station at Arvia Street just west of San Fernando Road. This station, as well

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<sup>1</sup> *Burbank-Glendale-Los Angeles Rail Transit Project Final EIR, Findings, and Mitigation Monitoring Program, California State Clearinghouse No. 91101017, LACTC, Gruen Associates et al., October 1992.*

**INSERT FIGURE 1 REGIONAL CONTEXT**

as other issues related to Taylor Yard, are depicted in greater detail in Chapter 2.0 of this document.

### **Environmental Setting**

This chapter of the Final SEIR presents an overview of the existing regional and subregional 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 provides an overview of the environmental setting as it is projected to evolve in the future. The topics of discussion in the Environmental Setting Chapter include the following:

- Regional Environmental Setting
- Geotechnical and Seismic Character
- Hydrologic Character
- Demographic Characteristics
  - Population
  - Employment
  - Jobs/Housing
- Land Use
- Transportation
- Air Quality
- Noise
- Basis for Cumulative Analysis

### **1.4 PROJECT OVERVIEW**

The following project overview provides general background to some of the project's key components. The Planning History section traces the project's planning process from approval of Proposition A in 1980 to the preparation of this Supplemental EIR. The Project Purpose discussion outlines the goals which the rail transit project intends to achieve. The Public Review of the Project narrative provides a concise yet comprehensive summary of the public's opportunity to review and comment on the contents of this document. And finally, the Permits and Approvals discussion highlights a listing of those agencies which may use this SEIR to process the issuing of permits, approvals, or cooperative agreements required for construction.

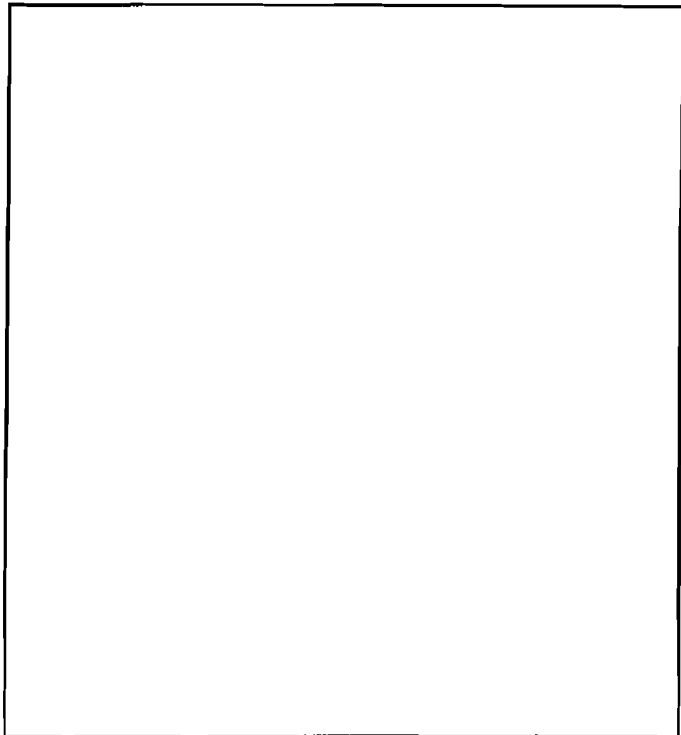
### 1.4.1 Planning History

In November 1980, voters of the County of Los Angeles approved Proposition A. This initiative authorized LACTC, forerunner to the MTA, to assess a Countywide 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 2**, a segment of the initial rail transit plan called for an extension of the system into Northeast Los Angeles, Glendale, and the East San Fernando Valley.

A decade later, in November 1990, County voters approved Proposition C. This initiative added another half-cent sales tax to further expand on the original Proposition A system. Allowing for the expedited construction of planned Countywide rail transit projects and supporting the growth and planning of other transit improvements, "Prop C" provided a vehicle for expansion of the Metro Rail system. Today, the current *30-Year Integrated Transportation Plan* provides for over 400 miles of rail service. **Figure 3** on the following page illustrates the system's configuration.

With respect to the historic planning context of the proposed transit project, the majority of the planning efforts preceding the 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 MTA-owned Southern Pacific Transportation Corridor (SPTC) right-of-way.

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.



**FIGURE 2** Proposition A Rail Transit System: 1980  
SOURCE: "Prop A" Ballot Measure, Nov. 1980

**INSERT FIGURE 3 400-Mile Metro Rail System Map**

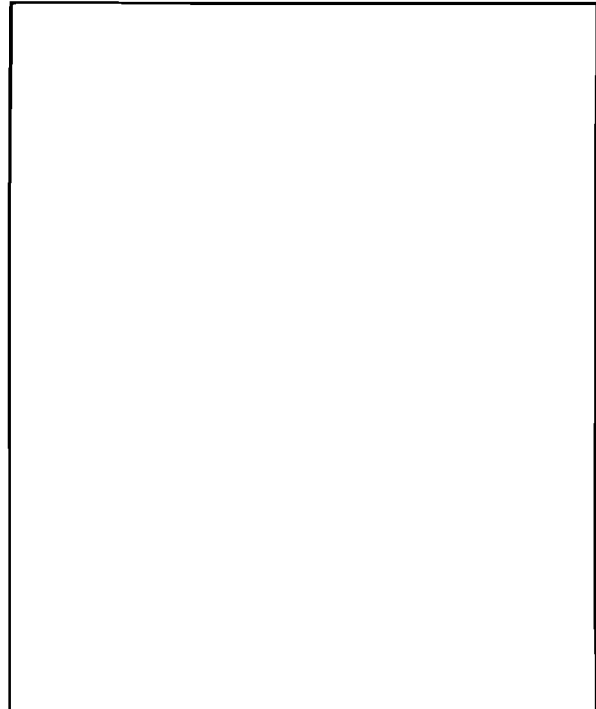


## INTRODUCTION AND SUMMARY

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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 engaged in 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 4). 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 4** 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.

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 old rail depot grounds. 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 5). 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.

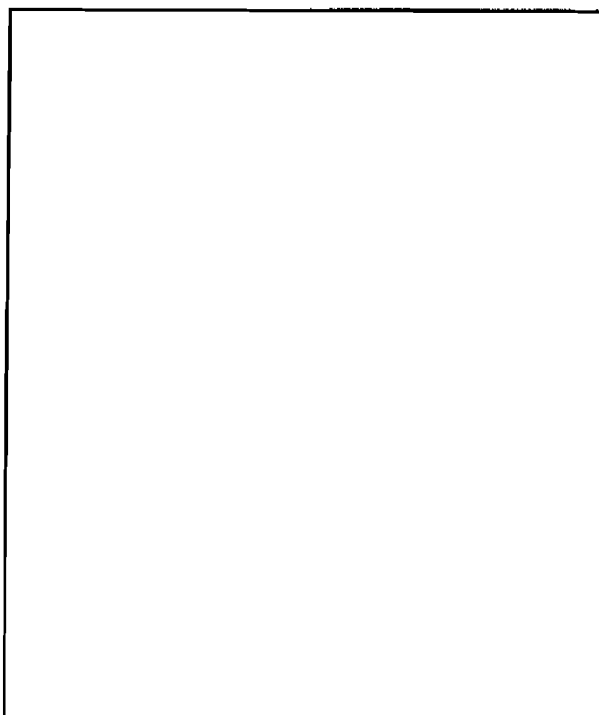


FIGURE 5 Proposed Burbank Monorail System  
SOURCE: City of Burbank, September 1990.

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 grounds; an off-street bus transfer facility across Interstate 5 on a block bounded by First Street, Orange Grove Avenue, Palm Avenue, and the Freeway; and a pedestrian bridge crossing over the Freeway 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 Master Plan calls for restoration of the historic depot structure; development of patron arcades on the Metrolink platform; installation of permanent safety fencing along the MTA right-of-way; relocation of the Metrolink ticket vending machines and arcade to an area more related to the main boarding platform, acquisition of property for the expansion of the existing parking to handle 750 transit

patrons; the installation of bus loading bays adjacent to the Metrolink platform; and the necessary landscaping and lighting of the parking areas and site. The transit modes that the City of Glendale plans on integrating at the Transportation Center include the proposed LRT system, Commuter Rail Metrolink, Amtrak Train Service, Glendale Bee Line, and MTA Bus Service.

Based on these previous studies, LACTC and the Cities of Glendale and Burbank agreed to further evaluate the merits of the proposed rail alignment in the hopes that it could gain inclusion in the Commission's 30-year plan as a funded project. In an effort to pool the rail transit planning resources of these various jurisdictions, LACTC, in conjunction with the Cities of Glendale and Burbank, commissioned the Gruen Associates Consultant Team (July 1991) to prepare environmental documentation, route refinement, and station site planning services to study a light rail alignment that would operate as a branch of the Pasadena-Los Angeles Metro Blue Line.

The rail transit project's Draft EIR was completed and approved for circulation on June 24, 1992, with its 45-day public comment and review period concluding in August 1992. During this timeframe, LACTC conducted three public workshops and hearings, one each in the Cities of Burbank, Glendale, and Los Angeles. In October 1992, LACTC completed and approved the project's Final EIR. The environmental process reached its conclusion with the certification of the document and its associated Findings and Mitigation Monitoring Program in January 1993.

The Final EIR, however, indicated that supplemental environmental analysis would be necessary to evaluate potential effects resulting from project-related proposals in the *Taylor Yard Development Study*. Because of issues related to planning efforts in Taylor Yard, as well as those associated with the site selection analysis for the Pasadena-Los Angeles Metro Blue Line LRT maintenance yard, this supplement to the original EIR has been prepared to evaluate the effects focusing on these key land planning and transportation issues. In March 1993, the Gruen Associates Consultant Team, appointed by the MTA, commenced environmental documentation, maintenance yard analysis, route refinement, and station site planning for the Supplemental Environmental Impact Report. Section 1.3 of this chapter outlines the scope of work that shapes this environmental analysis.

#### **1.4.2 Project Purpose**

The goals and objectives of the proposed rail transit project remain the same as those outlined in the Final EIR, with MTA, as successor agency to LACTC, serving as the lead agency. For the purposes of the CEQA process, the scope of this SEIR evaluates (1) two alternative LRT maintenance yards that would serve the majority of the Metro Blue Line's northern extensions, (2) the route alignment and a station site in Taylor Yard, and (3) alternative route configurations in the vicinity of the Lincoln Heights Jail at the Pasadena-Los Angeles Blue Line Junction.

Although the overriding goal of this project is to evaluate and refine key components of 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 MTA 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, the Los Angeles County Natural History Museum branch in Burbank, Los Angeles Zoo, Gene Autry Western Heritage Museum, Griffith Park, and Dodger Stadium.

### **1.4.3 Permits and Approvals**

In order to construct the proposed rail transit alignment and its ancillary facilities, MTA and other responsible agencies will be required to implement a number of discretionary actions. The following list includes but may not be limited to agencies who 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
- State of California Public Utilities Commission
- Federal Railroads Administration
- South Coast Air Quality Management District
- California Regional Water Quality Control Board
- Los Angeles County Public Works Department
- Southern California Regional Rail Authority- Metrolink
- Local and Municipal Bus Service Providers
- Amtrak Passenger Train Service

### **1.5 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 MTA-owned Southern Pacific Transportation Corridor from the vicinity of the Burbank-Glendale-Pasadena Airport to the Pasadena-Los Angeles Metro Blue Line Junction, with through service to Union Station in Downtown Los Angeles.

<b>Table 1</b>	
<b>Summary of Project Characteristics for the Burbank-Glendale-Los Angeles Rail Transit Project</b>	
<b>Characteristic</b>	<b>Description</b>
<b>ROUTE</b>	
Length	11.9 miles from Burbank Airport to Pasadena Line Junction. 13.6 miles from Burbank Airport to Union Station.
Right-of-Way	MTA-owned former Southern Pacific Transportation Corridor.
Environmental Documentation	Supplement to the original EIR, covering issues related to the (1) LRT maintenance yard site alternatives in the vicinity of Burbank Airport, (2) Taylor Yard route alignment and station site, and (3) alternative route configurations in the vicinity of the Lincoln Heights Jail. The Final EIR was certified in January 1993.
Full Project 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, Cypress Park, and Mount Washington.
<b>STATIONS</b>	
Total	10, all at-grade.
Park-&-Ride Facilities	7
Number of Parking Spaces	5,660
Joint Development Potential	5
<b>OPERATIONS</b>	
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: MTA, Gruen Associates, Schimpeler-Corradino Associates, and Manuel Padron & Associates.	

This rail transit route represents the end product of previously prepared rail planning studies that explored various alignment and transit mode alternatives.<sup>2</sup> Chapter 4.0 of this SEIR outlines the alternatives analyzed in the Final EIR. In addition, due to the changes in the project, the chapter also studies the alternatives related to the new components of the proposed project. The following listing outlines the four other potential project choices analyzed in the Alternatives to the SEIR Project Components chapter:

- Light Rail Maintenance Yard Site Alternatives: Two sites near the terminus of the alignment.
- Alternative Station Sites: Three station sites within Taylor Yard.
- Alternative Alignments: Two alignments at the Pasadena-Los Angeles Metro Blue Line.

## 1.6 ENVIRONMENTAL IMPACT SUMMARY

**Table 2** on the following page, summarizes environmental impacts and mitigation measures for effects related to those elements of the project covered in this SEIR. 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.

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<sup>2</sup> *Glendale Corridor LRT Alignment Alternatives Study*, City of Glendale and LACTC, April 1990; and *Downtown Los Angeles to Sylmar/Santa Clarita Rail Transit Study*, LACTC, and County of Los Angeles, City of Los Angeles, November 1990.

**INSERT TABLE 2 SUMMARY OF ENVIRONMENTAL IMPACTS**



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## CHAPTER 2.0 PROJECT DESCRIPTION

### 2.1 THE PROPOSED BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT

The proposed Burbank-Glendale-Los Angeles Rail Transit Project is included as one of ten candidate corridors in the Metropolitan Transportation Authority's (MTA) 30-Year Integrated Transportation Plan (refer to **Figure 3** in Chapter 1.0). The project would comprise part of the County's 400-mile Metro Rail System, serving portions of the Cities of Burbank, Glendale, and Los Angeles. As illustrated in **Figure 6** (page 23), the 11.9-mile alignment would extend from the Pasadena-Los Angeles Blue Line Junction in the City of Los Angeles to the vicinity of the Burbank Airport at Hollywood Way in the City of Burbank. As part of project development, the proposed route will include 10 transit station locations throughout the alignment.

#### 2.1.1 Route Alignment

The Burbank-Glendale-Los Angeles Rail Transit Project would travel within the MTA-owned former Southern Pacific Transportation Corridor (SPTC) right-of-way which is currently occupied by SP freight service, Amtrak passenger train service, and the Moorpark and Santa Clarita Metrolink Commuter Rail lines. Paralleling San Fernando Road, the rail alignment would be at-grade throughout, except at crossings where major arterials and highways are grade-separated above or below the right-of-way, and at the Arroyo Verdugo Wash. Of the ten stations planned for the proposed project, seven will provide park-and-ride facilities, accommodating a total buildout of 5,660 parking spaces adjacent to the rail transit stations.

The following narrative descriptions highlight the characteristics of the Burbank-Glendale-Los Angeles light rail route alignment. For the purposes of analysis, the rail transit route has been divided into six study areas. The final EIR provides more detailed visual illustrations and textual descriptions of each area. Those areas are:

- 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

***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. The light rail transit route would be located on the eastern portion of the 100-foot, MTA-owned SPTC right-of-way. Although most major arterials in this section have been grade separated, the alignment would cross Buena Vista Street at-grade. The Burbank Airport, industrial and commercial office buildings, and residential neighborhoods are the major land uses adjacent to this portion of the alignment.

***Burbank City Centre Redevelopment Area.*** This segment of the rail transit route 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 adjacent to the light rail corridor. However, away from the SPTC right-of way, commercial and civic-oriented uses prevail in this area. This section of the corridor continues on the east side of the right-of-way, sharing the 100-foot transportation corridor with a set of commuter and freight rail tracks, and an 8,000-foot siding stretching from the San Fernando Boulevard underpass to the SP Coast Mainline Junction. The alignment is grade-separated from every roadway in this segment except Allen Avenue.

***Northwest Glendale.*** This portion of the alignment continues on the east side of the SPTC right-of-way, parallel to San Fernando Road from Sonora Avenue to Colorado Street. The route is grade-separated only at Western Avenue. The Arroyo Verdugo Wash Bridge, located north of Fairmount Avenue, would need to be expanded in order to accommodate both the light rail and commuter and freight rail tracks. This area is characterized primarily by low density industrial uses and small storefront commercial businesses.

***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. This area is comprised of heavy manufacturing and warehousing, and residential uses. However, only one residential cluster, located along Gardena Avenue, in South Glendale, is directly adjacent to the light rail corridor. Between the Glendale Transportation Center and Los Feliz Road, the right-of-way is reduced 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. No land displacements would take place on either the Glendale or Los Angeles side of the alignment. It will, however, be necessary to widen the rail bridge over Brand Boulevard.

***Glassell Park-Taylor Yard.*** This segment of the alignment travels through Taylor Yard utilizing the former SPTC right-of-way. Extending from Fletcher Drive to the north and Avenue 26 to the south, open space, the Los Angeles River, and industrial and single-family residential land uses characterize the area. The corridor proceeds past Fletcher Drive on the east side of the SPTC right-of-way, and once past the Glendale Freeway overpass, it begins to veer westerly following the right-of-way corridor within Taylor Yard. This section of the alignment is grade-separated only at Fletcher Drive. There are, however, currently no intersections within Taylor Yard, although a street is under construction as part of the Metrolink project.

**INSERT FIGURE 6 Planning Context Map**

***South Taylor Yard-Elysian Park.*** This segment of the alignment stretches from South Taylor Yard to the Riverside Drive bridge overcrossing, where the Burbank-Glendale-Los Angeles Rail Transit Project joins with the Pasadena-Los Angeles Metro Blue Line to provide through service to the Los Angeles Union Passenger Terminal in Downtown Los Angeles. The corridor travels parallel to San Fernando Road and proceeds on the eastern portion of the right-of-way. An additional 3 feet of right-of-way needs to be acquired for a 775-foot stretch located approximately 650 feet south of Avenue 26. This is a predominantly industrial corridor with pockets of single-family residential neighborhoods.

### **2.1.2 Station Sites**

In January, 1993, the Final Environmental Impact Report for the Burbank-Glendale-Los Angeles Rail Transit Project was completed and approved. As part of this process, conceptual station site plans were environmentally cleared for the project. Special effort was made in these plans to facilitate pedestrian entrance to station locations, and to provide direct access from major arterials to the MTA-owned SPTC right-of-way. Station site planning focused on emphasizing existing centers such as the Burbank Central Business District and Downtown Glendale, as well as reinforcing planned activity centers like the Golden State Redevelopment Area, Glendale Transportation Center and Taylor Yard. The selection of station sites was also 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.

As depicted in the Route Alignment section, 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.

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 nearby streets and parking areas to the platform was planned to be as direct as possible. However, because some station areas such as the Hollywood Way Station 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 3** on the following page, 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 environmental clearance will be prepared for these facilities by their respective jurisdictions. In addition, due to the previous uncertainty surrounding the Taylor Yard station, this SEIR documents impacts pertaining to this site. Section 2.4 details the new stations site plan and its characteristics.

<b>STATION AREA</b>	<b>STATION/PARKING LOCATION</b>	<b>INITIAL PHASE PARKING</b>	<b>TOTAL PARKING</b>
<b>BURBANK AIRPORT-HOLLYWOOD WAY</b>	Platform: North of Hollywood Way Parking: Northwest corner of San Fernando Boulevard and Hollywood Way	530	1,500
<b>BUENA VISTA</b>	Platform: North of Buena Vista Street Parking: Caltrans property located below Interstate 5	60	60
<b>BURBANK CITY CENTRE</b>	Platform: Centered between Magnolia and Olive Parking: Front Street Depot site.	300*	1,300
<b>NORTHWEST GLENDALE</b>	Platform: Between Grandview and Sonora Parking: None	0	0
<b>VENTURA FREEWAY</b>	Platform: South of Doran Street Parking: Southeast corner of Doran and San Fernando	250	500
<b>BROADWAY</b>	Platform: South of Broadway Parking: None	0	0
<b>GLENDALE TRANSPORTATION CENTER</b>	Platform: South of Old Rail Depot Parking: North and South of Old Rail Depot	800*	1,500
<b>GLENDALE FREEWAY-FLETCHER DRIVE</b>	Platform: Above Fletcher Drive underpass or south of SR-2 Parking: West of Van de Kamp's building or Hughes Market	500	500
<b>TAYLOR YARD: ARVIA STREET</b>	Platform: Between Alice Street and Arvia Street, partially within MTA-owned property Parking: North of station platform on MTA-owned property	300	300
<b>SOUTH TAYLOR YARD: AVENUE 19</b>	Platform: Adjacent to San Fernando Road, south of Avenue 26 and Lawry's California Center Parking: None	0	0
<b>TOTALS</b>		<b>2,840</b>	<b>5,660</b>
* Separate site-specific environmental documents will be completed independently for these station sites by the governing jurisdiction.			

### 2.1.3 Rail Technology

The rail technology to be utilized for the proposed alignment would be similar to vehicles currently being operated on the Long Beach-Los Angeles Metro Blue Line. As depicted in **Figure 7**, LRT vehicles essentially represent modernized versions of the traditional streetcar. Contrary to popular belief, the term "light rail" does not refer to the size or weight of the train car, but rather reflects the system capacity. Operating on steel wheels on conventional continuously welded rails, LRTs are powered by electricity via an overhead catenary wire system.

The individual rail cars are made of welded steel, span more than 90 feet in length, stand 11½ feet in height, and stretch nearly 9 feet in width. The vehicles are powered by two 195 horsepower DC electric motors. The train vehicles, which typically consist of 3-car trains, are articulated with an accordion connection. Four double-ended doors on each side provide access to and from high level, accessible 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. Each vehicle maintains a maximum capacity of 237 passengers, 76 seated and 161 standing. With an acceleration rate of 3 miles per hour (mph) per second, Metro Blue Line trains can achieve a maximum speed of 55 mph.

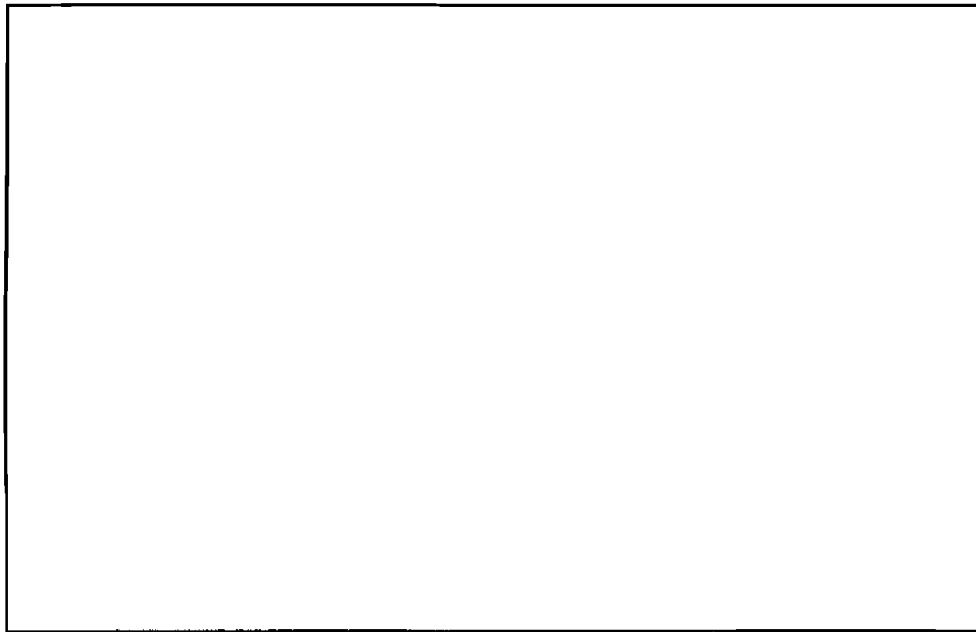


FIGURE 7

Blue Line Train Vehicle

The proposed project would function as a branch of the adopted Pasadena-Los Angeles project, which will also utilize equipment characteristic 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. The Pasadena Line has been approved with an interim yard facility at Midway Yard adjacent to the Los Angeles River to provide storage and maintenance for rail vehicles. Once the system is extended, a permanent yard will be needed. As a result, two locations for the permanent yard to be shared by both lines are being examined in this SEIR. Section 2.3 of this chapter explores the merits of the two alternative locations: the Lockheed 360 Site in the City of Los Angeles and the Weber Aircraft Site located along San Fernando Boulevard, south of Hollywood Way.

## 2.2 DESCRIPTION OF THE PROJECT FOR THE SUPPLEMENTAL EIR

Traversing portions of the Cities of Burbank, Glendale, and Los Angeles in the East San Fernando Valley and Northeast Los Angeles area, the proposed rail transit route forms part of the larger regional transportation system that would link these centers with Metro Rail service in Downtown Los Angeles and beyond. **Figure 6** (page 23), illustrates the general alignment of the proposed Burbank-Glendale-Los Angeles Rail Transit Project. The project's Final EIR, certified in January 1993, identified, described, analyzed, and evaluated the environmental effects associated with the rail transit route's alignment, station locations, and other ancillary facilities. Due to factors related to the planning and development of associated projects such as the Pasadena-Los Angeles Metro Blue Line Maintenance Yard analysis and Taylor Yard Development Study, the project for the Supplemental Environmental Impact Report will address four main factors:

- Light Rail Transit (LRT) maintenance and storage facility location alternatives.
- The alignment through Taylor Yard and the Arvia Street Station location.
- Alignment alternatives at the Pasadena-Los Angeles Blue Line Junction, including issues related to the Lincoln Heights Jail and a non-revenue connector.
- Possible hazardous waste materials and construction impact assessment in the proposed LRT maintenance yard sites.

## 2.3 LIGHT RAIL MAINTENANCE YARD SITE ALTERNATIVES

When the *Pasadena-Los Angeles Blue Line Supplemental EIR* was completed in January 1993, it revealed that no permanent LRT maintenance facility site had been selected to serve both the Pasadena line and the proposed rail transit project. Instead, the Midway Yard, located on the west bank of the Los Angeles River near Elysian Park, will be utilized as an interim facility only for the Pasadena-Los Angeles Metro Blue Line. This decision left the Burbank-Glendale-Los Angeles Rail Transit Project without a maintenance facility, triggering the need to identify and analyze a permanent LRT yard for the project. The two main yard facility locations that have been examined are the Lockheed 360 and Weber Aircraft sites (**Figure 8**).

### 2.3.1 Lockheed 360 Site

As illustrated in **Figure 9** (page 30), the LRT Maintenance Facility at the Lockheed 360 Site would be located between Arvilla Avenue and Lockheed Drive, southwest of San Fernando Road. The site is just north of the Burbank City boundary in the City of Los Angeles. This site is located northwest of the rail transit route's terminus at the Burbank Airport-Hollywood Way Station. The land uses on the northeastern side of San Fernando Boulevard primarily consist of industrial and office uses, with residential neighborhoods directly adjacent to the east. On the southwest side of San Fernando Boulevard is the Burbank Airport, a primary destination along this segment of the route.

**INSERT FIGURE 8 LRT Maintenance Yard Facility Site Alternatives**

**INSERT FIGURE 9 Lockheed 360 Site**

The property is approximately 22 acres in size, of which 2 acres is within the airport's Building Restriction Line. The remaining 20 acres allow for body, paint, maintenance, service, and repair shops; a storage yard; and storage track capacity for the proposed project and future additional requirements. With a capacity of 70 cars in the yard and 16 cars in the shops, this site could accommodate a total of 86 cars. Access to this yard would be provided by lead tracks extending from the Burbank Airport-Hollywood Way Station, via an aerial guideway that would "fly over" San Fernando Boulevard. The development of an LRT Maintenance Facility at this site would require the relocation of approximately 3,250 feet of US Sprint lines and 660 feet of high voltage power lines. **Figure 10** illustrates the existing site condition looking north from San Fernando Boulevard and the SPTC right-of-way.

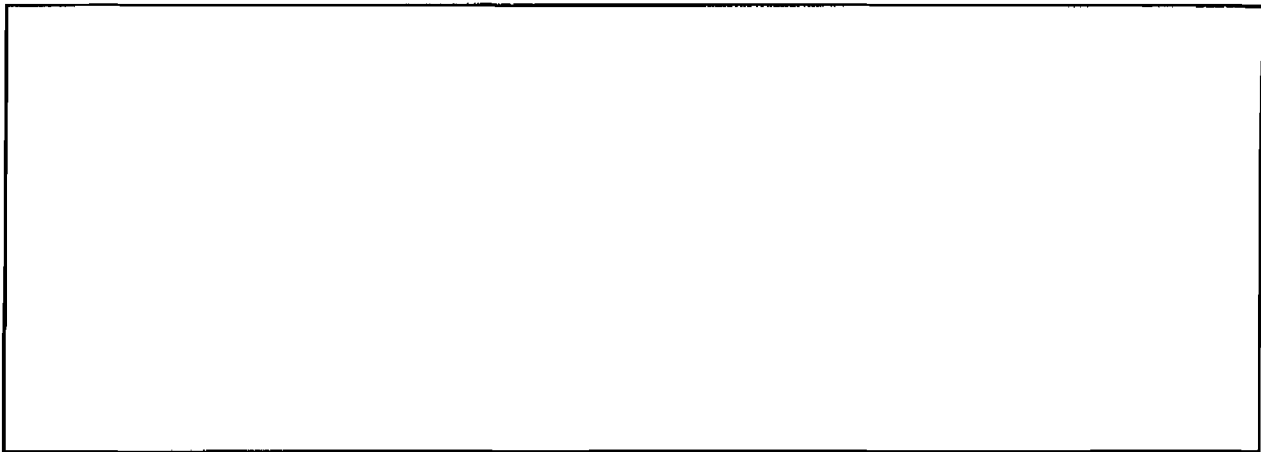


FIGURE 10

Lockheed 360 Site: Location of LRT Maintenance Yard Facility

### 2.3.2 Weber Aircraft Site

As illustrated in **Figure 11** on the following page, the LRT Maintenance Facility at the Weber Aircraft Site would be located northeast of San Fernando Boulevard and southwest of the Golden State Freeway, on the south side of California Street. This site is just south of the Los Angeles-Burbank City boundaries, in the City of Burbank. Located approximately ¼ mile from the proposed Buena Vista Street Station, all of the land uses surrounding this site predominately consist of industrial types.

The Weber Aircraft site is approximately 19 acres, also allowing for body, paint, maintenance, service and repair shops; a storage yard; and storage tracks. At full capacity, the yard could accommodate 81 cars in the yard and 13 cars in the shops, for a total of 94 cars. Access to this yard would be provided by one south yard lead and one north yard lead, both extending from the main alignment. It should be noted, however, that the average daily traffic (ADT) level on San Fernando Boulevard is 7,000.

INSERT FIGURE 11 Weber Aircraft Site



With the implementation of a maintenance yard facility at the Weber Aircraft the ADT will be an estimated 10,500. A 30,000 change resulting from delays experienced at at-grade crossings must be achieved before it can be required that these crossings be grade-separated. Therefore, the increase in traffic levels at this crossing are not considered high enough to require that these yard leads be grade-separated. In addition, a majority of the train crossings will occur on off-peak hours.

Furthermore, as is the case with a number of segments along the corridor, development of the proposed LRT Maintenance Facility at this site would require the relocation of existing US Sprint lines. **Figure 12** illustrates the Weber Aircraft Site cleared of its buildings. The site clearance took place in the Fall and Winter of 1992.

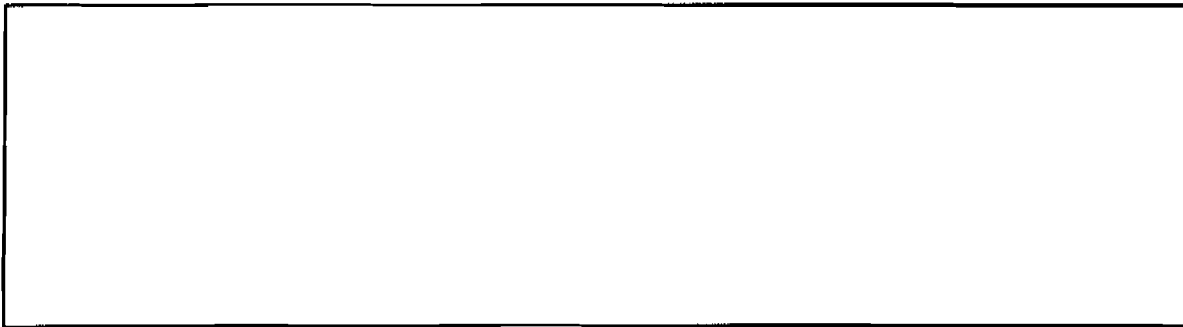


FIGURE 12

Weber Aircraft Site: Location of LRT Maintenance Yard Facility

#### 2.4 TAYLOR YARD AND ARVIA STREET STATION AREA

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 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. In order to identify and analyze alternative use strategies for the 174-acre Taylor Yard Site, in coordination with other planning and design studies being conducted, the Taylor Yard Development Study was initiated.

In an effort to coordinate with the *Taylor Yard Development Study's* goal of planning for the reuse and revitalization of the yard, it is vital to refine and design the alignment's location within the larger context of land use, open space, infrastructure considerations, and community issues, so that the alignment and its stations illustrate and emphasize the local residential community's needs, as well as what would best suit the needs of the area. As a result, the alignment and station locations proposed in the SEIR are based on the recommendations arising from the community workshops conducted as part of the Taylor Yard Study.

As illustrated in **Figure 13** on the following page, this portion of the alignment continues through Taylor Yard, within the MTA-owned SPTC right-of-way, between San Fernando Road and the Los Angeles River. Largely distinguished by the vast open space of Taylor Yard and the presence of the Los Angeles River, this segment of the study area also includes significant older industrial land uses along San Fernando Road and a number of residential enclaves. These stable, single-family areas include older City neighborhoods such as Glassell Park, Mount Washington, Cypress Park to the east of the rail alignment, and Elysian Valley located to the west across the Los Angeles River.

The station planned for this section of the alignment would be between Arvia and Alice Streets, west of San Fernando Road on a parcel owned by the MTA. It can be expected that this station would primarily serve many of the residents in the nearby residential communities, and commuters in the Northeast Los Angeles area. For this reason, approximately 300 parking spaces, bus loading bays, bus drop off areas, and kiss-and-ride facilities have been planned directly adjacent to the alignment on the northern side of the site.

**Figure 14** (page 36) illustrates the proposed station site plan for Taylor Yard. The station's configuration reflects a collaborative venture to coordinate design with Taylor Yard planning efforts (pedestrian orientation and development of a station plaza) and Los Angeles Department of Transportation (LADOT) street widening requirements (upgrade of San Fernando Road to a major arterial standards on the project-side of the street).

**INSERT FIGURE 13 Taylor Yard SEIR Alignment**

**PROJECT DESCRIPTION**

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**INSERT FIGURE 14 Taylor Yard/Arvia Street Station**

## 2.5 LINCOLN HEIGHTS JAIL

At the Metro Blue Line Junction northeast of the Los Angeles River (**Figure 15**), 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. As illustrated in **Figure 16** on the following page, the Lincoln Heights Jail study area serves as the critical site of this junction. Located on the east bank of the Los Angeles River, the former Los Angeles City Jail Building, mostly built in 1930, is listed in the City of Los Angeles Northeast Los Angeles District Plan as an eligible landmark for local listing.

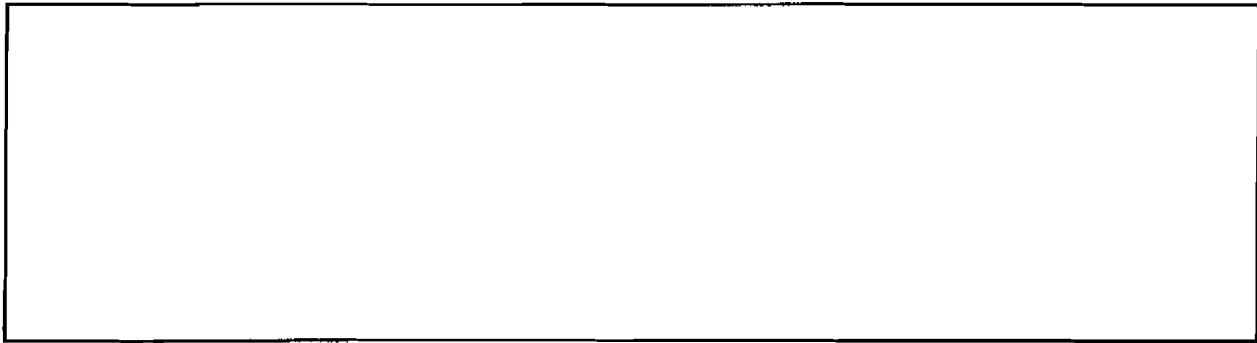


FIGURE 15

Metro Blue Line Junction Location

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 potential displacement and demolition of the Lincoln Heights Jail Building, the project's Final EIR presented additional environmental analysis in an effort to seek the best alignment that would minimize project impacts. As a result, when the Final EIR for the Burbank-Glendale-Los Angeles Rail Transit Project received certification in January 1993, various alternatives were explored for the alignment connecting these two light rail transit routes. Out of the alternatives examined, the Final EIR determined that the two most superior alternatives are:

1. Lincoln Heights Jail alignment traversing "Through the Jail" (**Figure 17**, page 39), and
2. Lincoln Heights Jail alignment in "Front of Jail", avoiding the displacement and demolition of the jail, but impacting other nearby uses (**Figure 18**, page 40).

The Final EIR, therefore, did not designate a preferred alternative between these two alignments because each appeared to be feasible for construction with similar impacts on the environment. As a result, supplemental analysis was necessary to document in greater detail the potential effects associated with each alternative in order to designate a preferred route alignment.

**INSERT FIGURE 16 Lincoln Heights Jail Study Area**

**INSERT FIGURE 17 Through the Jail**

**PROJECT DESCRIPTION**

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**INSERT FIGURE 18 Front of Jail**



## 2.6 NON-REVENUE CONNECTOR

The Pasadena-Los Angeles Metro Blue Line has been approved with an interim maintenance and storage facility at Midway Yard to provide service for rail vehicles. Once this project and the Burbank-Glendale-Los Angeles Rail Line are connected, a permanent yard will be needed since Midway Yard lacks the capacity to accommodate all of the rail vehicles required for the proposed project. This yard would be located either at the Lockheed 360 Site, or the Weber Aircraft Site, as discussed earlier, near the terminus of the Burbank-Glendale-Los Angeles Rail Transit alignment. In order for the vehicles to access this yard, assuming the interim yard would be abandoned, a "non-revenue connector" would need to be constructed in the vicinity of the Pasadena-Los Angeles Metro Blue Junction (**Figure 19**).

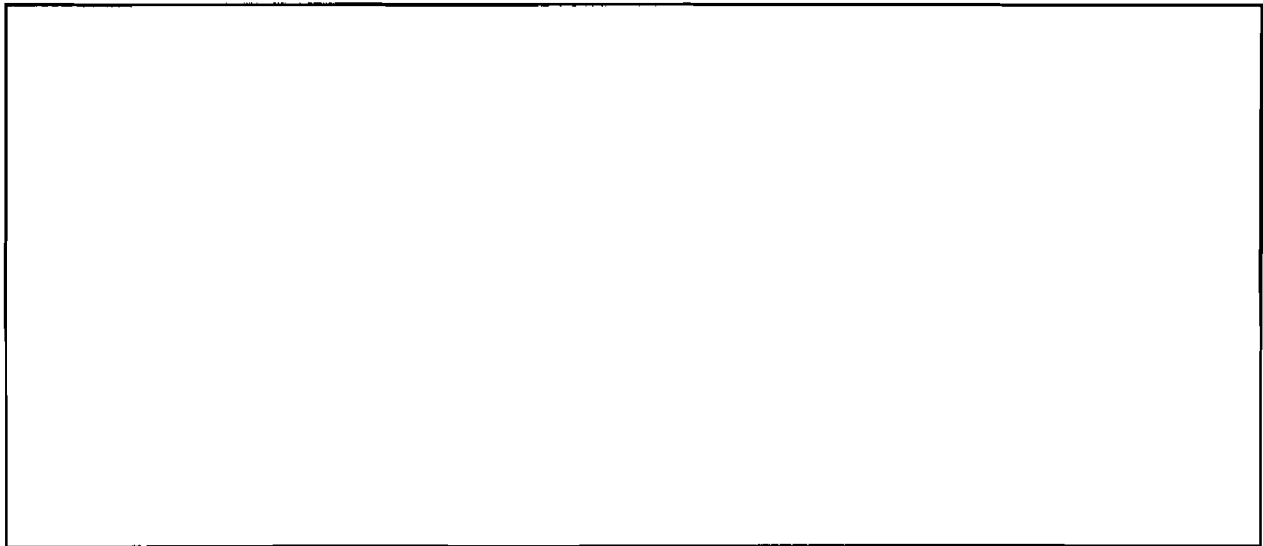


FIGURE 19

Non-Revenue Connector Site

Without the non-revenue connector, vehicles on the Pasadena line needing service would have to be reversed on the main line in order to switch to the Burbank-Glendale-Los Angeles line and access the yard. It is estimated that 50 trains on a daily basis coming from or going to the Burbank yard would need to reverse direction on the Pasadena line to enter or leave revenue service. This would occur at peak periods and throughout the day, each time requiring a six minute service gap on both the Pasadena and Burbank-Glendale-Los Angeles lines, even though the design would otherwise provide for four-minute headways. In addition, any unforeseen difficulty during train reversal would further delay mainline operations. A non-revenue connector, however, would provide an alternate route between the Pasadena-Los Angeles and Burbank-Glendale-Los Angeles routes to alleviate such delays. As illustrated in the photo above, the non-revenue connector would need to be located at the Pasadena-Los Angeles junction in order to provide access for both transit projects.

**INSERT FIGURE 20 Non-Revenue Connector Alignment Alternatives**

Determining the alignment location for the non-revenue connector has necessitated further study of alternatives that closely resemble those studied for the connection of the Pasadena-Los Angeles Metro Blue Line and the Burbank-Glendale-Los Angeles Rail Transit Projects. **Figure 20**, on the previous page, schematically illustrates the potential rail transit alignments that would be implemented should a non-revenue connector be constructed.

## CHAPTER 3.0 ENVIRONMENTAL ISSUES ANALYSIS

As indicated in section 15163(b) of the California Environmental Quality Act (CEQA), this supplement to the original EIR need contain only the information necessary to make the previous EIR adequate for the project as revised. The Supplemental Environmental Impact Report (SEIR) must, however, be given the same kind of notice and public review as provided for the Draft EIR. As such, this SEIR provides the same format and includes a discussion of impacts related only to the project elements that have been defined in Chapter 2.0. Under the State CEQA Guidelines, 20 categories of potential environmental impact and a related list of Mandatory Findings of Significance determine a project's level of impact. 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 both the Draft and Final SEIRs.

The Initial Environmental Study for the Burbank-Glendale-Los Angeles Rail Transit Project SEIR was released in April 1993. **Table 4** identifies the environmental sections against which the project was screened and summarizes the results of that evaluation. In total, two categories were determined to have an impact on the environment, 16 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.

Impact Category (EIR Section)	Potential for Impact			Impact Category (EIR section)	Potential for Impact		
	Yes	Maybe	No		Yes	Maybe	No
1. Earth (Construction)		X		12. Housing (3.1)		X	
2. Air (3.3)		X		13. Transportation (3.4)	X		
3. Water			X	14. Public Services (3.7)		X	
4. Plant Life (3.8)		X		15. Energy (3.9)		X	
5. Animal Life		X		16. Utilities (3.9)		X	
6. Noise (3.5)	X			17. Human Health (3.7)		X	
7. Light and Glare (3.10)		X		18. Aesthetics (3.10)		X	
8. Land Use (3.2)		X		19. Recreation (3.8)		X	
9. Natural Resources			X	20. Cultural Resources (3.11)		X	
10. Risk of Upset (3.6)		X		21. Mandatory Findings of Significance (5.0)		X	
11. Population (3.1)		X					

### 3.1 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 in the vicinity of Taylor Yard and proposed maintenance facility sites near the Burbank Airport.

#### 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 5, 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.

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%
<b>TOTALS</b>	<b>767,527</b>	<b>639,681</b>	<b>20.0%</b>	<b>272,762</b>	<b>242,615</b>	<b>12.4%</b>

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. These include communities such as Elysian Valley, Glassell Park, Cypress Park, and Atwater Village in the vicinity of Taylor Yard and single-family neighborhoods located northeast of the Burbank Airport in the Cities of Los Angeles and Burbank.

### Environmental Impacts

Impacts to population and housing include changes to the distribution of population and the demand for and availability of housing. Because the proposed project would neither add nor eliminate any residential units from the local housing stock, no changes to the distribution of the resident population near the project would occur.

However, impacts could result to the population during instances where pedestrians, automobiles, and trains come in conflict at station areas and at-grade street/track crossings. Changes to the pedestrian environment due to project implementation would result in potential public safety conflicts. Since its opening in July 1990, train accidents on the Long Beach-Los Angeles Metro Blue Line have resulted in 15 deaths and 161 injuries. Fifteen percent of these accidents have occurred between pedestrians and trains. In addition, the Metrolink Commuter Rail System, which operates on the former SPTC right-of-way from Moorpark and Santa Clarita, has experienced nine fatalities. A campaign is currently underway to increase the public awareness of safety issues as well as provide additional safety features.

In addition, the proposed project, particularly in the vicinity of Taylor Yard, could alter the location, distribution, density, or growth rate of the human population due to greater access to the areas served by the proposed project. The rail transit system may encourage more intensive commercial and/or residential development; however, these factors are dependent on growth and planning policies affecting the study area (i.e., *Taylor Yard Development Study*). More specific to the proposed project would be impacts created by the project's close proximity to residential neighborhoods near Taylor Yard and the proposed LRT maintenance facility site alternatives. Project implementation 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

Mitigation measures intended to reduce air quality, traffic and circulation, noise, and aesthetics have been included in their respective sections in an effort to minimize impacts to the study area's residents and housing stock. In addition, the following mitigation measures are recommended as a means of improving public safety:

- The MTA considers the safety of pedestrians and motorists of paramount importance. As such, at the rail transit project's at-grade crossings (maintenance yard leads and undetermined future intersections within Taylor Yard), 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 existing Metro Blue Line.
- During the initial years of project operation, the lead agency shall monitor the instances of conflict between train vehicles, pedestrians, and automobiles. If particular intersections exhibit a significant number of incidents, the lead agency, working with local jurisdictions, shall explore methods of improving public safety at the location. Possible solutions to be considered will include but may not be limited to warning devices (audio or visual) or construction of grade-separated crossings.

### Unavoidable Adverse Impacts

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

## 3.2 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 land uses. This section addresses these land use effects.

### 3.2.1 Compatibility with Existing Land Use and Adopted Local Area Plans

#### Environmental Setting: Existing Land Use

Historically, land uses surrounding the proposed project 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 number of industrial and commercial businesses opened along the San Fernando Road corridor. During the 1950s through the 1970s, the area exhibited the gradual conversion to its current condition of manufacturing, warehousing, and public facility uses, immediately adjacent to the corridor, with residential uses nearby.

For the purposes of this SEIR land use analysis, three areas have been identified for in-depth examination: (1) the Lockheed Building 360 Site, (2) the Weber Aircraft Site, and (3) Taylor Yard and Lincoln Heights Jail study area. Land use and planning features of these areas can best be described in the context of their existing conditions.

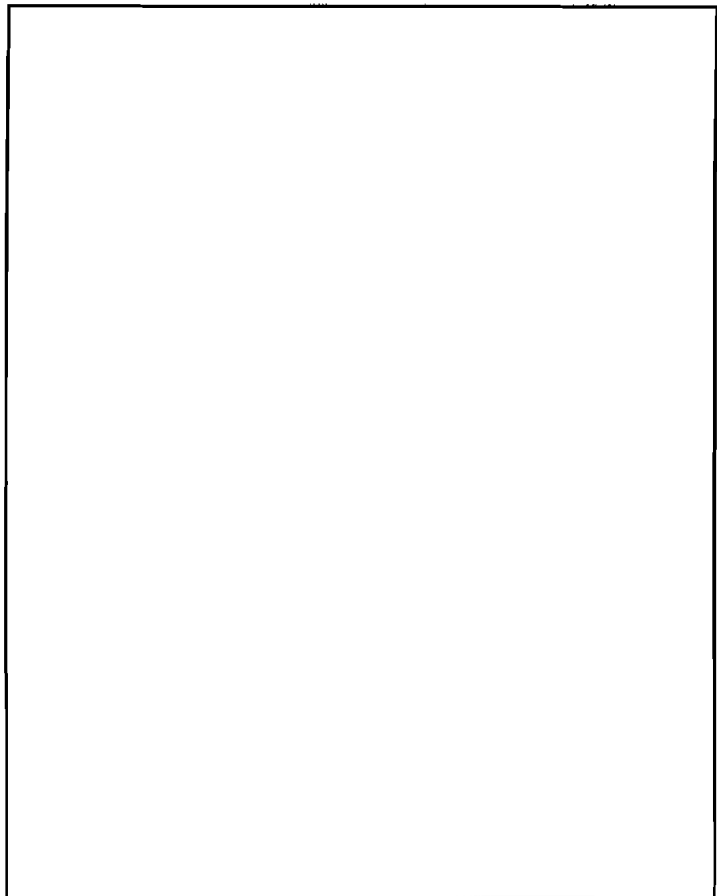


FIGURE 21

Residential Areas near  
Proposed Project

SOURCE: L.A. Aerial Photography, 1991

**Lockheed Building 360 Site.** Located in the City of Los Angeles with the Golden State Freeway to the east, this site is defined by the Burbank Airport and its related uses. Office, commercial and industrial oriented uses are directly adjacent to the main arterials such as San Fernando Boulevard, separating the residential uses from the alignment (Figure 21). The Golden State Freeway also serves as a dividing line between residential and industrial uses in this area.



Located within approximately one mile of Lockheed's Building 360 are Woodbury University, Glenwood Elementary School, Roscoe Elementary School, and portions of the Verdugo Mountain Park. The two elementary schools are separated from the proposed yard by industrial uses. The other sensitive land uses are located to the northeast of the Golden State Freeway which acts as a buffer. The presence of either industrial uses or the Freeway between the sensitive land uses and the proposed project site minimizes the impacts of the development of a LRT maintenance yard facility in this area.

***The Weber Aircraft Site.*** Located where the Golden State Freeway and San Fernando Boulevard meet, this site is in the middle of a diverse urban setting. Comprised of Woodbury University, several elementary schools, a variety of parks, and the Verdugo Mountains, properties surrounding Weber Aircraft also include commercial and industrial uses. However, residential uses in this area are less likely to be shielded by these uses. Single- and multi-family residences are located directly adjacent to the Freeway in some sections. As such, the land uses in this area are more susceptible to the impacts of the development of an LRT maintenance yard facility.

***Taylor Yard-Lincoln Heights Jail.*** Located in the Northeast District of the City of Los Angeles, this study area encompasses more than 170 acres of vacant land between the Los Angeles River and San Fernando Road. Surrounded predominately by industrial uses, Taylor Yard represents one of the few open areas available for development in the City. In addition to the strong industrial and manufacturing influence, the Taylor Yard-Lincoln Heights Jail study area also contains numerous older and stable residential neighborhoods that include Elysian Valley, Glassell Park, Mount Washington, Cypress Park, and Atwater Village. Due to the relative proximity of some of the residential neighborhoods, the potential exists for potential impacts associated with the construction and operation of the rail transit route.

#### 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 elements of the proposed project, as defined in this SEIR. 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 document.

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### Environmental Setting: Compatibility with Adopted Local Area Plans

Among the key plans which govern the proposed project include the following:

- Sun Valley Community Plan
- Burbank General Plan
- Burbank Golden State Redevelopment Plan
- Glendale Municipal Transportation Center Specific Plan
- Northeast Los Angeles District Plan Revision
- Los Angeles County Department of Public Works Taylor Yard Multi-Use Study
- Redevelopment Plan for the San Fernando Road Corridor Redevelopment Project Area
- Taylor Yard Development Study

### Environmental Impacts: Compatibility with Adopted Local Area Plans

Planning documents for the study area 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 may displace land uses in the vicinity of the Pasadena-Los Angeles Metro Blue Junction, land uses are primarily affected at maintenance yard facility locations, and at sections of the rail alignment where portions 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 Los Angeles Sun Valley Community Plan:** Adopted in 1977, the area's proposed maintenance facility site at Lockheed 360 Building has been designated as industrial use. The proposed maintenance facility can also be considered consistent with the goals and policies of the Sun Valley Community Plan because it facilitates the proposed rail transit project in the improvement of traffic conditions and the public transportation services.
- **City of Burbank General Plan:** The two elements of the General Plan that directly affect the proposed project are the Land Use and Transportation Elements. The City's Land Use Element was recently updated in May 1988. The area's proposed maintenance facility site alternatives have been designated primarily for industrial or public facility use. The City's current Transportation Element is currently being updated and is expected to be completed in Spring 1994. The Element will include 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 maintenance facility 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 proposed

maintenance facility site alternatives are in keeping with the proposed designations of the Redevelopment Area.

- **Glendale Municipal Transportation Center Specific Plan:** The Glendale Municipal Transportation Center Specific Plan is being prepared for the area surrounding the future Transportation Center. The project will incorporate a number of transportation facilities into an expanded existing Amtrak station centered on a historic depot. Transportation facilities, in addition to existing Amtrak service, will include two commuter rail lines, the proposed Burbank-Glendale-Los Angeles Rail Transit, the Bee Line downtown shuttle, Greyhound bus service, and Southern California Rapid Transit District bus service. The proposed rail transit project is consistent with the Glendale Municipal Transportation Center Specific Plan because every effort has been made to coordinate the land use and transportation planning of each project.
- **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 Santa 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' 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 additional multi-uses such as habitat creation, recreation, groundwater recharge, and transportation.
- **Redevelopment Plan for the San Fernando Road Corridor Redevelopment Project Area (Glendale):** Adopted in December 1992, this plan designates most of the redevelopment area for industrial and commercial land uses. Retaining and attracting these uses will encourage industrial and commercial sales activity within the redevelopment area. The proposed Burbank-Glendale-Los Angeles Rail Transit project is consistent with the goals and objectives of the redevelopment program for two reasons: (1) The project improves and enhances the local and regional transportation system, and (2) The project complies with the land uses designated within the redevelopment area.
- **Taylor Yard Development Study (MTA, in association with City of Los Angeles):** The Taylor Yard Development Study plays an integral role in the development of the proposed project. Every effort has been made to coordinate land use and transportation planning for this property in order to develop the most feasible and environmentally sensitive station site and rail alignment. These efforts are reflected in the Taylor Yard at Arvia Street station site plan depicted in Chapter 2.0 of this SEIR.

### Mitigation Measures

The proposed rail transit project could potentially have impacts to existing land uses, but these are not expected to reach significant levels. Therefore, no mitigations are recommended. Measures, however have been included in other sections of this SEIR to reduce impacts associated with impact categories such as air quality, noise, traffic, and public services.

### Unavoidable Adverse Impacts

The proposed project would not result in net adverse impacts associated with existing land uses and compatibility with local land use planning efforts.

### **3.2.2 Land Acquisition and Displacement Impacts**

In order to minimize potential impacts on residential land uses and recreational resources, LRT Maintenance Facility site alternatives and Taylor Yard station site and alignment locations have been selected in an effort to utilize available publicly-owned properties and rights-of-way. In areas where no such opportunity presents itself, private property takings would be required. MTA would either acquire such land or obtain easements from the owners as outlined in the California Public Utilities Code Section 30600. MTA'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 the MTA-owned 100-foot transportation corridor would be required for construction of portions of the rail transit alignment and maintenance and storage 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) MTA'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 August 1993, to verify improvements and recent construction.

### Environmental Impacts

Development of specific segments of the proposed rail alignment and maintenance facilities would result in the displacement of existing properties. These would be in addition to those already documented in the Final EIR. **Table 6** specifies the land takings which would be required in order to implement the possible components of the proposed project. Although the project avoids taking sensitive uses such as residential structures and recreational facilities, public service, commercial, and industrial businesses, and a number of employees would be displaced. The following summarizes the properties which would be taken by the proposed rail transit alignment:

- **Lockheed Building 360 Site:** Development of a LRT maintenance yard facility at this site would result in the taking of an existing 13,938-square foot light manufacturing facility and a 149,000-square foot parking lot, both owned by the Lockheed Corporation. In addition, based on formulas which designate the building as an industrial use, an estimated total of six workers would be displaced.
- **Weber Aircraft Site:** Displacements at this site would include Kahr Bearing, a light manufacturing facility, industrial and office buildings owned by Kidde Incorporated Weber Aircraft Division, and light manufacturing facilities owned by Kidde Incorporated. The site, with the exception of Kahr Bearing, has been demolished and cleared.
- **Lincoln Heights Jail "Through Jail" Alignment:** The alignment through this segment of the route would take the Lincoln Heights Jail Building and displace the following uses: the Bilingual Foundation of 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 organizations on the Lincoln Heights Jail property 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.
- **Lincoln Heights Jail "Front of Jail" Alignment:** This alignment avoids the displacement of the Lincoln Heights Jail Building, however, it results in the taking of the An Hing Corporation, M & M Wholesaling, and Bakery Installations, Inc. Approximately 40 workers and over 12,000-square feet of industrial buildings would be displaced.
- **Non-Revenue Connector "Through Jail" Alignment:** Construction of the non-revenue connector in conjunction with the "Through the Jail" alternative would require displacement of the An Hing Corporation, affecting approximately 25 workers and displacing 9,600-square feet of industrial buildings. If the non-revenue connector were built in conjunction with the "Front of Jail" alternative, no additional displacements would be necessary.

**Table 6  
Summary of Potential Land Use Displacements**

AREAS AFFECTED BY PROPOSED RAIL TRANSIT ALIGNMENT	LAND TAKING		LAND USE					Building Square Feet	Estimated Employees <sup>1</sup>
	# of Parcels	Acres Taken	Number of Establishments						
			Public Facility	Comm.	Office	Indus.	Total		
LRT Maintenance Yard Facility Lockheed 360 Site <sup>2</sup>	2	21.55	*	*	*	1	1	13,938	6
LRT Maintenance Yard Facility Weber Aircraft Site <sup>3</sup>	5	17.71	*	*	*	*	*	2,220	0
Lincoln Heights Jail "Through the Jail"	1	4.17	3	1	*	*	4	88,000	56 <sup>4</sup>
Lincoln Heights Jail "Front of Jail"	2	3.24	*	*	*	3	3	12,200	40
Non-Revenue Connector "Through the Jail" <sup>5</sup>	1	4.17	*	*	*	1	1	9,600	25

<sup>1</sup> 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.

<sup>2</sup> One parcel is an existing 3.43 acre parking lot located southwest of the Lockheed 360 building.

<sup>3</sup> In August 1993, field investigations verified that the Weber Aircraft site has been demolished and cleared. The only remaining structures are on the Kahr Bearing property.

<sup>4</sup> 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).

<sup>5</sup> If the "Front of Jail" alternative is selected, no additional right-of-way takings would be required to build the non-revenue connector.

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

The work effort for the *Taylor Yard Development Study* included evaluation of potential alternatives for the three community groups currently utilizing the jail. Under one alternative, the groups would remain in the jail; other alternatives involved moving to different locations. **Table 7** on the following page, summarizes the scenarios evaluated as part of the Taylor Yard planning process.

<p align="center"><b>TABLE 7</b>  <b>Scenarios for Mitigating Lincoln Heights Jail Land Acquisition</b></p>			
SCENARIO NAME	DESCRIPTION	OPPORTUNITIES	FINANCIAL FEASIBILITY
Taylor Yard	Organizations from jail move to new facility at MTA's Taylor Yard property.	<ul style="list-style-type: none"> <li>• MTA funding used to build new facility.</li> <li>• Adjacent to LRT station.</li> <li>• Potential to become hub of community-oriented center.</li> </ul>	<ul style="list-style-type: none"> <li>• Scenario does not depend on additional funding sources.</li> </ul>
Bus Division	Cypress Park Bus Division moves to Taylor Yard; organizations from jail move to former Bus Division.	<ul style="list-style-type: none"> <li>• MTA funding used as "seed money" for joint development.</li> <li>• Adjacent to residential communities.</li> <li>• Potential to become hub of community-oriented center.</li> </ul>	<ul style="list-style-type: none"> <li>• Additional private developer funding would be required.</li> </ul>
Refurbished City Building	Organizations from jail move to a refurbished city building in adjacent community.	<ul style="list-style-type: none"> <li>• MTA funding used to refurbish abandoned city buildings.</li> <li>• Organizations have option to be in one building or in separate buildings.</li> <li>• Possibly near LRT station.</li> </ul>	<ul style="list-style-type: none"> <li>• Scenario does not depend on additional funding sources.</li> </ul>
Lawry's	Organizations from jail move to Lawry's.	<ul style="list-style-type: none"> <li>• MTA funding used as "seed money" for joint development.</li> <li>• Adjacent to LRT station.</li> <li>• Lawry's could become major community center. Uses could a Latino Museum, senior housing, gardens, restaurants, and transportation technical high school.</li> </ul>	<ul style="list-style-type: none"> <li>• Additional funding from a number of sources would be required to purchase and remodel site.</li> </ul>
Refurbished Private Building	Organizations from jail move to a refurbished private building in adjacent community.	<ul style="list-style-type: none"> <li>• MTA funding used as "seed money" to purchase and refurbish abandoned privately-owned buildings.</li> <li>• Possibly near LRT station.</li> <li>• Organizations have option to be in one building or in separate buildings.</li> </ul>	<ul style="list-style-type: none"> <li>• Funding donations or other grants would be required to purchase abandoned buildings.</li> </ul>
Fletcher Drive	Organizations from jail move into new development near Fletcher Drive and San Fernando Road.	<ul style="list-style-type: none"> <li>• MTA funding used as "seed money" to purchase and refurbish abandoned privately-owned buildings.</li> <li>• Adjacent to LRT station.</li> <li>• Organizations have option to be in one building or in separate buildings.</li> </ul>	<ul style="list-style-type: none"> <li>• Additional private funding would be required for joint development; site's proximity may make it attractive.</li> </ul>
Remain in Jail	Rail line avoids jail and displaces businesses on other side; organizations remain in jail.	<ul style="list-style-type: none"> <li>• MTA funding used to purchase and relocate businesses for "Front of Jail" alignment option.</li> <li>• Aerial line would pass in front of jail uses.</li> <li>• As part of construction, additional parking and/or landscape could be built.</li> <li>• Alternatively, new business structure could be built beneath the aerial line.</li> </ul>	<ul style="list-style-type: none"> <li>• No additional funding required to improve properties across street from jail.</li> <li>• No MTA funding available for groups in jail.</li> </ul>
SOURCE: MTA			

### 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.

To mitigate potential impacts related to the displacement of community-oriented organizations located within the Lincoln Heights Jail Building, the following mitigation is recommended:

- Because of their value to the community and their particular terms of tenancy, MTA should work with the City of Los Angeles (particularly the First Council District) and the existing tenants of the old City Jail Building to develop a relocation program along the lines of the scenarios laid out during the Taylor Yard Development Study (See Table 7). MTA should establish a relocation fund for the current tenants which would provide for relocation into a situation which is, at minimum, comparable with what currently exists. The MTA should also set aside sufficient funds to pay the City, as landowner, for the fair market value of the jail structure and land. The City could then utilize these funds to enhance the relocation package and make the tenants' relocated facilities superior to what they currently have.

### Unavoidable Adverse Impacts

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



### 3.3 AIR QUALITY

#### Environmental Setting

The environmental setting is contained in the previous Burbank-Glendale Los Angeles Rail Transit Project. For the purposes of the analysis, the source receptor area information which represents ambient air quality has been updated to include 1992, the latest year for which information is available.

Of the three school sites two (Glassel Park and Aragon Avenue) are located in Source Receptor Area 1, and the other (Fletcher Drive/Irving) is located in Source Receptor Area 7 as designated by the SCAQMD. The air quality in these Source Receptor Areas is represented by measurements taken at the North Main Street and Burbank monitoring stations, respectively. Air quality measurements taken at these locations between 1987 and 1992, the most recent years for which complete data exist, are shown in Tables 8 and 9. These measurements indicate:

- Ozone - The maximum one-hour concentration in Source-Receptor Area 1 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 57 days during 1992. 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 115 days during 1992.
- Particulates (PM<sub>10</sub>) - The maximum 24-hour concentration in Source-Receptor Area 1 was 152  $\mu\text{g}/\text{m}^3$  in 1990; the state standard was exceeded during every year and the federal standard was exceeded during 1990 and 1991. The maximum 24-hour concentration in Source-Receptor Area 7 was 222 micrograms ( $\mu$ ) per cubic meter, recorded in 1992. The state standard of 50  $\mu\text{g}/\text{m}^3$  was exceeded during every year studied; the federal standard of 150  $\mu\text{g}/\text{m}^3$  was exceeded during 1990 and 1992.
- Total Suspended Particulates - The maximum concentration of 257  $\mu\text{g}/\text{m}^3$  in Source-Receptor Area 1 occurred during 1988. The federal standard was exceeded during every study year. In Source-Receptor Area 7, the maximum 24-hour concentration of 563  $\mu/\text{m}^3$  was recorded during 1992. The federal standard of 150  $\mu\text{g}/\text{m}^3$  was exceeded during every year studied. No state standard exists for this pollutant.
- Carbon Monoxide - Maximum one-hour and eight-hour concentrations in Source-Receptor Area 1 reached 16.0 ppm and 11.4 ppm during 1988. These concentrations meet the state one-hour standard of 20.0 ppm and exceed the state eight-hour standard of 9.1 ppm. In Source-Receptor Area 7, the maximum one-hour and eight-hour concentrations of 20.0 parts per million (ppm) and 13.9 ppm, respectively, occurred during 1989.
- Nitrogen Dioxide - The maximum concentration in Source-Receptor Area 1 of 0.54 ppm

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

- Sulfur Dioxide - In Source-Receptor Area 1, 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. The maximum 24-hour concentration recorded in Source-Receptor Area 7 during this period was 0.03 ppm in 1989 and 1992.
- Sulfate - The state standard was exceeded in Source-Receptor Area 1 during 1988 and 1990 with concentrations of 26.6 and 25.3  $\mu\text{g}/\text{m}^3$ , respectively. In Source-Receptor Area 7, the maximum 24-hour concentration of 25.9  $\mu\text{g}/\text{m}^3$  occurred during 1990. The state standard of 25.0  $\mu\text{g}/\text{m}^3$  was exceeded during 1988 and 1990.
- Lead - In Source-Receptor Area 1, the maximum concentration of 0.44  $\mu\text{g}/\text{m}^3$  occurred during 1988. The state standard of 1.5  $\mu\text{g}/\text{m}^3$  was met during every study year. In Source-Receptor Area 7, the maximum monthly concentration of 1.02  $\mu\text{g}/\text{m}^3$  occurred in 1988.

**TABLE 8  
AIR QUALITY SUMMARY-SOURCE RECEPTOR AREA 1  
(North Main Street Monitoring Station)**

Pollutant	State Standard	Federal Standard	Year	Max. Level	Days State Standard Exceeded
Ozone	0.09 ppm for 1-hour	0.12 ppm for 1-hour	1988	0.21	68
			1989	0.25	76
			1990	0.20	70
			1991	0.19	59
			1992	0.20	57
Particulate (PM <sub>10</sub> )	50 µg/m <sup>3</sup> for 24 hours	150 µg/m <sup>3</sup> for 24 hours	1988	130	33
			1989	137	33
			1990	152	31
			1991	151	31
			1992	137	22
Total Suspended Particulates	No State Standard	150 µg/m <sup>3</sup>	1988	257	na
			1989	217	na
			1990	211	na
			1991	183	na
			1992	192	na
Carbon Monoxide	20 ppm for 1 hour	35 ppm for 1 hour	1988	16	0
			1989	14	0
			1990	13	0
			1991	12	0
			1992	12	0
Carbon Monoxide	9.1 ppm for 8 hours	9.5 ppm for 8 hour	1988	11.4	5
			1989	9.8	2
			1990	9.9	1
			1991	9.0	0
			1992	9.5	2
Nitrogen Oxides	0.25 ppm for 1-hour	0.0534 ppm annual average	1988	0.54	6
			1989	0.28	1
			1990	0.28	3
			1991	0.38	5
			1992	0.30	1
Sulfur Dioxide	0.05 ppm for 1-hour	0.14 ppm for 24 hours	1988	0.04	0
			1989	0.03	0
			1990	0.02	0
			1991	0.02	0
			1992	0.05	0
Sulfates	25 µg/m <sup>3</sup> for 24 hours	No Federal Standard	1988	26.6	0
			1989	23.0	1
			1990	25.3	0
			1991	23.1	1
			1992	19.4	0
Lead	1.5 µg/m <sup>3</sup> for 24 hours. 1 month average	1.5 µg/m <sup>3</sup> for 24 hours quarterly average	1988	0.44	0
			1989	0.17	0
			1990	0.09	0
			1991	0.21	0
			1992	0.16	0

Source: South Coast Air Quality Management District, Air Quality Data Summaries, 1988-1992.

**TABLE 9  
AIR QUALITY SUMMARY-SOURCE RECEPTOR AREA 7  
(Burbank Monitoring Station)**

Pollutant	State Standard	Federal Standard	Year	Max. Level	Days State Standard Exceeded
Ozone	0.09 ppm for 1-hour	0.12 ppm for 1-hour	1988	0.24	135
			1989	0.20	97
			1990	0.20	95
			1991	0.22	101
			1992	0.22	115
Particulate (PM <sub>10</sub> )	50 µg/m <sup>3</sup> for 24 hours	150 µg/m <sup>3</sup> for 24 hours	1988	138	--
			1989	133	--
			1990	161	--
			1991	133	--
			1992	222	--
Total Suspended Particulates	No State Standard	150 µg/m <sup>3</sup>	1988	217	--
			1989	183	--
			1990	191	--
			1991	184	--
			1992	563	--
Carbon Monoxide	20 ppm for 1 hour	35 ppm for 1 hour	1988	15	0
			1989	20	0
			1990	16	0
			1991	13	0
			1992	13	0
Carbon Monoxide	9.1 ppm for 8 hours	9.5 ppm for 8 hour	1988	11.9	14
			1989	13.9	21
			1990	13.0	8
			1991	10.6	12
			1992	10.5	4
Nitrogen Oxides	0.25 ppm for 1-hour	0.0534 ppm annual average	1988	0.26	1
			1989	0.25	2
			1990	0.23	0
			1991	0.29	0
			1992	0.19	0
Sulfur Dioxide	0.05 ppm for 1-hour	0.14 ppm for 24 hours	1988	0.02	0
			1989	0.03	0
			1990	0.02	0
			1991	0.01	0
			1992	0.03	0
Sulfates	25 µg/m <sup>3</sup> for 24 hours	No Federal Standard	1988	25.1	2
			1989	22.1	0
			1990	25.9	0
			1991	18.6	0
			1992	12.9	0
Lead	1.5 µg/m <sup>3</sup> for 24 hours. 1 month average	1.5 µg/m <sup>3</sup> for 24 hours quarterly average	1988	1.02	0
			1989	0.20	0
			1990	0.08	0
			1991	0.10	0
			1992	0.16	0

Source: South Coast Air Quality Management District, Air Quality Data Summaries, 1988-1992.

Existing air quality for sensitive receptors in the project vicinity was determined by analyzing four representative intersections in the vicinity of Taylor Yard. These intersections are as follows;

- San Fernando Road and Eagle Rock Boulevard
- San Fernando Road and Avenue 26
- San Fernando Road and Arvia Street
- Cypress Avenue and Arvia Street

**Table 10** illustrates existing carbon monoxide levels for sensitive receptors adjacent to the intersections. 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 not exceeded at all four locations and the state eight-hour standard of 9.1 ppm is exceeded at all four locations.

<b>TABLE 10 EXISTING ONE-HOUR AND EIGHT-HOUR CARBON MONOXIDE CONCENTRATIONS PARTS PER MILLION (ppm)</b>		
Receptor Location and Description	One-Hour Concentration	Eight-Hour Concentration
1. Residences W/o San Fernando Road/Eagle Rock Blvd	14.6	* 11.1
2. Residences SE/o San Fernando Road/Avenue 26	14.8	* 11.2
3. Residences W/o San Fernando Rd/Arvia St	14.6	* 11.1
4. Residences N/E/W/o Cypress Ave/Arvia St	15.7	* 11.9
<p><b>Notes:</b>                      * = Exceeds State Ambient Air Quality Standard                      a. One-hour CO concentrations include ambient concentrations of 14.6 ppm and 11.1 ppm based on the average of 2nd highest eight-hour measurements from the SCAQMD Burbank Monitoring Station between 1988 and 1992.                      Source: Terry A. Hayes Associates</p>		

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## Environmental Impacts

### Construction Impacts

Tables 11-13 on the following pages, illustrate the findings of the emissions analysis which address construction emissions from the proposed projects at the Taylor Yard, Lockheed 360, and Weber Aircraft sites. For all the sites, construction emissions estimates indicate that under worst case conditions, SCAQMD threshold criteria would not be exceeded with the exception of particulates which would be generated mainly in the grading/earthwork phase. With mitigation measures, however, this pollutant will not exceed the criteria.

In response to the Notice of Preparation, the Los Angeles Unified School District (LAUSD) raised a concern regarding potential dust impacts on schools in the vicinity of the proposed project. It is anticipated that there would be no significant dust impacts on these facilities because there would be no extensive excavation or stockpiling of soil or earthwork. Dust mitigation measures to be imposed on the project will have the effect of reducing emissions from grading to below the SCAQMD threshold criteria of 150 pounds per day. In addition, LAUSD schools in the vicinity of the various project sites range from 400 to 4,800 feet. With the exception of Glassell Park School located east of Taylor Yard, transport of pollutants at concentration levels greater than State or Federal standards at distances greater than 1,000 feet is not likely. Although the 400-foot distance (measured from the boundary of the Taylor Yard site) of the Glassell Park School would be of concern, it should be recognized that wind speeds greater than 12 mph are typically necessary to transport significant concentrations of particulates.<sup>3</sup> Monitored wind speeds in the project vicinity range, however, from 0.3-9.7 mph.<sup>4</sup> Thus, no adverse dust impacts are anticipated at Glassell Park School.

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<sup>3</sup> Based on the Wind Equivalent-Beaufort Scale. A copy of this scale can be found in *Wind in California*, Bulletin No. 185, January, 1978, California Department of Resources.

<sup>4</sup> *California Surface Wind Climatology*, 1984, California Air Resources Board. Wind measurements for Burbank Airport.

**TABLE 11  
ESTIMATED CONSTRUCTION EMISSIONS-TAYLOR YARD SITE**

Phase	Source	Pounds Per Day				
		CO	ROG	NOX	SOX	PM10
Demolition						
	Equipment/a/	51.5	7.7	61.8	5.2	7.7
	Area Source/b/	0	0	0	0	0
	Haul Trucks/c/	0	0	0	0	0
	Vehicles/d/	0	0	0	0	0
	TOTAL	51.5	7.7	61.8	5.2	7.7
Grading/ Earthwork						
	Equipment/e/	51.5	7.7	61.8	5.2	7.7
	Area Source/f/	0	0	0	0	224.8
	Haul Trucks/g/	0	0	0	0	0
	Vehicles/h/	0	0	0	0	1.5
	TOTAL	51.5	7.7	61.8	5.2	234.0*
Foundation						
	Equipment/i/	38.6	5.8	46.4	3.9	5.8
	Area Source	0	0	0	0	0
	Cement Trucks/j/	0	0	0	0	6.4
	Vehicles/k/	0	0	0	0	1.5
	TOTAL	38.6	5.8	46.4	3.9	13.7
Erection						
	Equipment/l/	51.5	7.7	61.8	5.2	7.7
	Area Source	0	0	0	0	0
	Haul Trucks	0	0	0	0	0
	Worker Vehicles/m/	0	0	0	0	11.2
	Other Vehicles/n/	0	0	0	0	52.0
	TOTAL	51.5	7.7	61.8	5.2	70.9
Finishing						
	Equipment/o/	25.8	3.9	30.9	2.6	3.9
	Area Source/p/	0	0	0	0	0
	Haul Trucks	0	0	0	0	0
	Worker Vehicles/q/	0	0	0	0	14.9
	Other Vehicles/r/	0	0	0	0	52.0

**TABLE 11  
ESTIMATED CONSTRUCTION EMISSIONS-TAYLOR YARD SITE**

Phase	Source	Pounds Per Day				
		CO	ROG	NOX	SOX	PM10
	TOTAL	25.8	3.9	30.9	2.6	70.8
Worst Case Phase		51.5	7.7	61.8	5.2	234.0
Percent of SCAQMD Threshold		9%	10%	62%	3%	156%

\* With mitigation measures, this number would be reduced by 50% which would lower it to 75% of the SCAQMD threshold.

**Assumptions:**

- /a/ 16 diesel equipment hours per day.
- /b/ 0 cubic feet of demolition per day.
- /c/ 0 truck loads per day based on 1993 EMFAC7EP rates.
- /d/ 0 demolition worker vehicle trips per day.
- /e/ 16 diesel equipment hours per day.
- /f/ 16 dozer grading hours per day.
- /g/ 0 truck loads per day based on 1993 EMFAC7EP rates.
- /h/ 1 worker and other vehicle trips per day based on 1993 EMFAC7EP rates.
- /i/ 12 diesel equipment hours per day.
- /j/ 1 truck load per day based on 1993 EMFAC7EP rates.
- /k/ 1 worker and other vehicle trips per day based on 1993 EMFAC7EP rates.
- /l/ 16 diesel equipment hours per day.
- /m/ 4 worker vehicle trips per day based on 1993 EMFAC7EP rates..
- /n/ 20 delivery and inspection vehicle trips per day based on 1993 EMFAC7EP rates.
- /o/ 8 diesel equipment hours per day.
- /p/ 0 gallons of paint per day.
- /q/ 5 worker vehicle trips per day based on 1993 EMFAC7EP rates..
- /r/ 20 delivery and inspection vehicle miles per day based on 1993 EMFAC7EP rates.

**General Data:**

- Duration of Construction 240 work days
- Demolition Phase 30 work days
- Grading/Earthwork Phase 30 work days
- Foundation Phase 30 work days
- Erection Phase 80 work days
- Finishing Phase 90 work days
- Site to be Graded 24.5 Acres
- Buildings Demolished 0 Square Feet
- Buildings Constructed 11,200 Square Feet

Source: Terry A. Hayes Associates - Construction Emissions Model (CEM1992).



**TABLE 12  
ESTIMATED CONSTRUCTION EMISSIONS-LOCKHEED 360 SITE**

Phase	Source	Pounds Per Day				
		CO	ROG	NOX	SOX	PM10
Demolition						
	Equipment/a/	51.5	7.7	61.8	5.2	7.7
	Area Source/b/	0	0	0	0	5.6
	Haul Trucks/c/	21.9	3	14.6	1.4	358.8
	Vehicles/d/	10.6	0.5	1.1	0.3	2.2
	TOTAL	84.0	11.2	77.5	6.9	374.4
Grading/ Earthwork						
	Equipment/e/	51.5	7.7	61.8	5.2	7.7
	Area Source/f/	0	0	0	0	224.8
	Haul Trucks/g/	21.9	3	14.6	1.4	2.1
	Vehicles/h/	1.1	0	0.1	0	7.8
	TOTAL	74.5	10.8	78.5	6.6	242.4*
Foundation						
	Equipment/i/	38.6	5.8	48.4	3.9	5.8
	Area Source	0	0	0	0	0
	Cement Trucks/j/	21.9	3.0	14.6	1.4	35.1
	Vehicles/k/	1.1	0	0	0	7.8
	TOTAL	61.6	8.8	61.0	5.3	48.7
Erection						
	Equipment/l/	51.5	7.7	61.8	5.2	7.7
	Area Source	0	0	0	0	0
	Haul Trucks	0	0	0	0	0
	Worker Vehicles/m/	8.0	0.4	0.8	0.3	58.5
	Other Vehicles/n/	21.9	3.0	14.6	1.4	54.2
	TOTAL	81.4	11.1	77.2	6.8	120.4
Finishing						
	Equipment/o/	25.8	3.9	30.9	2.6	3.9
	Area Source/p/	0	0	0	0	0
	Haul Trucks	0	0	0	0	0
	Worker Vehicles/q/	10.6	0.5	1.1	0.3	78.0
	Other Vehicles/r/	21.9	3.0	14.6	1.4	54.2

**TABLE 12  
ESTIMATED CONSTRUCTION EMISSIONS-LOCKHEED 360 SITE**

Phase	Source	Pounds Per Day				
		CO	ROG	NOX	SOX	PM10
	TOTAL	58.3	7.3	46.6	4.3	136.0
Worst Case Phase		84.0	11.2	77.5	6.9	374.4
Percent of SCAQMD Threshold		15%	15%	5%	5%	250%

\* With mitigation measures, this number would be reduced by 50% which would lower it to 78% of the SCAQMD threshold.

**Assumptions:**

- /a/ 16 diesel equipment hours per day.
- /b/ 14,887 cubic feet of demolition per day.
- /c/ 31 truck loads per day based on 1993 EMFAC7EP rates.
- /d/ 1 demolition worker vehicle trips per day.
- /e/ 16 diesel equipment hours per day.
- /f/ 16 dozer grading hours per day.
- /g/ 0 truck loads per day based on 1993 EMFAC7EP rates.
- /h/ 3 worker and other vehicle trips per day based on 1993 EMFAC7EP rates.
- /i/ 12 diesel equipment hours per day.
- /j/ 7 truck load per day based on 1993 EMFAC7EP rates.
- /k/ 3 worker and other vehicle trips per day based on 1993 EMFAC7EP rates.
- /l/ 16 diesel equipment hours per day.
- /m/ 20 worker vehicle trips per day based on 1993 EMFAC7EP rates..
- /n/ 20 delivery and inspection vehicle trips per day based on 1993 EMFAC7EP rates.
- /o/ 8 diesel equipment hours per day.
- /p/ 0 gallons of paint per day.
- /q/ 27 worker vehicle trips per day based on 1993 EMFAC7EP rates..
- /r/ 20 delivery and inspection vehicle miles per day based on 1993 EMFAC7EP rates.

**General Data:**

- Duration of Construction 240 work days
- Demolition Phase 30 work days
- Grading/Earthwork Phase 30 work days
- Foundation Phase 30 work days
- Erection Phase 60 work days
- Finishing Phase 90 work days
- Site to be Graded 22.42 Acres
- Buildings Demolished 13,398 Square Feet
- Buildings Constructed 58,200 Square Feet

Source: Terry A. Hayes Associates - Construction Emissions Model (CEM1992).

TABLE 13 ESTIMATED CONSTRUCTION EMISSIONS-WEBER AIRCRAFT SITE						
Phase	Source	Pounds Per Day				
		CO	ROG	NOX	SOX	PM10
Demolition						
	Equipment/a/	51.5	7.7	61.8	5.2	7.7
	Area Source/b/	0	0	0	0	0
	Haul Trucks/c/	0	0	0	0	0
	Vehicles/d/	0	0	0	0	0
	TOTAL	51.5	7.7	61.8	5.2	7.7
Grading/ Earthwork						
	Equipment/e/	51.5	7.7	61.8	5.2	7.7
	Area Source/f/	0	0	0	0	224.8
	Haul Trucks/g/	0	0	0	0	0
	Vehicles/h/	0	0	0	0	11.8
	TOTAL	51.5	7.7	61.8	5.2	244.3*
Foundation						
	Equipment/i/	38.6	5.8	46.4	3.9	5.8
	Area Source	0	0	0	0	0
	Cement Trucks/j/	0	0	0	0	50.4
	Vehicles/k/	0	0	0	0	11.8
	TOTAL	38.6	5.8	46.4	3.9	68.0
Erection						
	Equipment/l/	51.5	7.7	61.8	5.2	7.7
	Area Source	0	0	0	0	0
	Haul Trucks	0	0	0	0	0
	Worker Vehicles/m/	0	0	0	0	88.4
	Other Vehicles/n/	0	0	0	0	52.0
TOTAL	51.5	7.7	61.8	5.2	148.2	
Finishing						
	Equipment/o/	25.8	3.9	30.9	2.6	3.9
	Area Source/p/	0	0	0	0	0
	Haul Trucks	0	0	0	0	0
	Worker Vehicles/q/	0	0	0	0	117.8
	Other Vehicles/r/	0	0	0	0	52.0

**TABLE 13  
ESTIMATED CONSTRUCTION EMISSIONS-WEBER AIRCRAFT SITE**

Phase	Source	Pounds Per Day				
		CO	ROG	NOX	SOX	PM10
	TOTAL	25.8	3.9	30.9	2.6	173.8
Worst Case Phase		51.5	7.7	61.8	5.2	244.3
Percent of SCAQMD Threshold		9%	10%	62%	3%	163%

\* With mitigation measures, this number would be reduced by 50% which would lower it to 78% of the SCAQMD threshold.

**Assumptions:**

- /a/ 16 diesel equipment hours per day.
- /b/ 0 cubic feet of demolition per day.
- /c/ 0 truck loads per day based on 1993 EMFAC7EP rates.
- /d/ 0 demolition worker vehicle trips per day.
- /e/ 16 diesel equipment hours per day.
- /f/ 16 dozer grading hours per day.
- /g/ 0 truck loads per day based on 1993 EMFAC7EP rates.
- /h/ 4 worker and other vehicle trips per day based on 1993 EMFAC7EP rates.
- /i/ 12 diesel equipment hours per day.
- /j/ 11 truck load per day based on 1993 EMFAC7EP rates.
- /k/ 4 worker and other vehicle trips per day based on 1993 EMFAC7EP rates.
- /l/ 16 diesel equipment hours per day.
- /m/ 30 worker vehicle trips per day based on 1993 EMFAC7EP rates..
- /n/ 20 delivery and inspection vehicle trips per day based on 1993 EMFAC7EP rates.
- /o/ 8 diesel equipment hours per day.
- /p/ 0 gallons of paint per day.
- /q/ 41 worker vehicle trips per day based on 1993 EMFAC7EP rates..
- /r/ 20 delivery and inspection vehicle miles per day based on 1993 EMFAC7EP rates.

**General Data:**

- Duration of Construction 240 work days
- Demolition Phase 30 work days
- Grading/Earthwork Phase 30 work days
- Foundation Phase 30 work days
- Erection Phase 60 work days
- Finishing Phase 90 work days
- Site to be Graded 19.33 Acres
- Buildings Demolished 0 Square Feet
- Buildings Constructed 88,600 Square Feet

**Source:** Terry A. Hayes Associates - Construction Emissions Model (CEM1992).

### Traffic Impacts

**Table 14** on the following page, 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 decrease at all receptor locations both with and without the project. 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. Neither of these increases occur, and the project is not considered to have a significant impact.

As indicated in the previous Burbank-Glendale Los Angeles Rail Transit Project, 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. The Los Angeles County Transportation Commission estimates that approximately 4,610 passenger trips daily on the Glendale-Burbank Blue Line extension 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.<sup>5</sup>

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).<sup>6</sup> The SCAG Air Quality Management Plan Conformity Procedures explicitly exempt rail transit projects from conformity review because rail transit projects result in trip reductions.<sup>7</sup> 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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<sup>5</sup> *Air Quality Handbook for Preparing Environmental Impact Reports, Appendix D*, South Coast Air Quality Management District, Assumes no improvement over emissions for 2002 and an average speed of 25 miles per gallon.

<sup>6</sup> *Air Quality Management Plan, South Coast Air Basin*, South Coast Air Quality Management District and Southern California Association of Governments, March 1989.

<sup>7</sup> *Guidance for Implementation of 1989 AQMP Conformity Procedures*, Southern California Association of Governments, March 1990.

**TABLE 14**  
**2010 ONE-HOUR AND EIGHT-HOUR CARBON MONOXIDE CONCENTRATIONS**  
**(Parts Per Million)**

Receptor Location and Description	One-Hour Concentrations			Eight-Hour Concentrations		
	Without Project	With Project	Change	Without Project	With Project	Change
1. Residences W/o San Fernando Rd/ Eagle Rock Blvd	14.6	14.6	0	*11.1	*11.1	0
2. Residences SE/o San Fernando Rd/Avenue 28	14.8	14.8	0	*11.2	*11.2	0
3. Residences W/o San Fernando Rd/ Arvia St	14.6	14.6	0	*11.1	*11.1	0
4. Residences N/E/W/o Cypress Ave/Arvia St	15.6	15.7	0.1	*11.9	*11.9	0

**Note:**  
\* = Exceeds State Ambient Air Quality Standard.  
a. One-hour CO concentrations include ambient concentrations of 14.6 ppm and 11.1 ppm at based on the average of 2nd highest eight-hour measurements from the SCAQMD Burbank Monitoring Station between 1988 and 1992.  
Source: Terry A. Hayes Associates

### Mitigation Measures

Short-term impacts of the construction equipment shall be minimized by the following measures. These measures shall be established as conditions of project approval and contained in all applicable contracts between the project sponsor and contractors.

- Maintain a fugitive dust control program consistent with the provisions of SCAQMD Rule 403 for any grading or earthwork activity that may be required. Measures to be implemented shall include:
  - Water all active projects with multiple daily applications to assure proper dust control.
  - Wash down the under carriage of all haul trucks leaving site. Install vehicle wheel-washers before the roadway entrance at construction sites.
  - Use of soil binders or vegetation on all undeveloped or non-built areas of the site.
  - Pave all driveways and internal roadways as early as practicable in the site construction process.
  - Install all curbs at the initial phase of the project.
  - Utilize street sweeping equipment on all adjacent streets used by haul trucks or vehicles that have been on-site.

- Construct a temporary wall or barriers of sufficient height along the perimeter of the site to restrict windblown dust from affecting adjacent residences.
- Contractors will cover any stockpiles of soil, sand and similar material.
- Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time.
- Cover the road surface with material of lower silt content or soil stabilizers whenever possible.
- Sweep streets if silt is carried over to adjacent public thoroughfares.
- Require a phased schedule for construction activities to minimize daily emissions.
- Suspend grading operations during first and second stage smog alerts, and during high winds, i.e., greater than 25 miles.
- Chemically treat unattended (disturbed lands which have been, or are expected to be unused for four or more consecutive days) construction areas.
- Require all trucks hauling dirt, sand, soil, or other loose substances and building materials to be covered, or to maintain a minimum freeboard of two feet between the top of the load and the top of the truck bed sides.
- Encourage the planting of vegetative ground cover as soon as possible on construction sites.
- Prohibit parking on unpaved and untreated parking lots.
- Lower vehicle speed limits on unpaved roads.
- Require paving, curbing, and vegetative stabilization of the unpaved areas adjacent to roadways on which vehicles could potentially drive (i.e., road shoulders).
- Use vegetative stabilization whenever possible to control soil erosion from storm water.

- Require enclosures or chemical stabilization of open storage piles of sand, dirt, or other aggregate materials.
- Construction equipment will be shut off to reduce idling when not in direct use.
- Diesel engines, motors, or equipment shall be located on the north side of the site, as far away as possible from existing residential areas.
- Low sulfur fuel should be used for construction equipment.
- Contractors will discontinue construction activities during second stage smog alerts.
- If required, haul truck staging areas shall be approved by the Department of Building and Safety. Haul trucks shall be staged in non-residential areas.
- Construction haul routes shall not utilize residential streets or streets directly adjacent to school buildings.
- Participate in and encourage transportation system management programs by adding park and ride lots, additional bus or transit stops and services, preferential parking for ridesharers, reversible and one-way streets where needed, bicycle parking facilities, bicycle lanes, and pedestrian walkways.
- Encourage and facilitate the reduction of the number of trips that an individual makes from home or work by introducing compressed work weeks, telecommuting, and the combining of non-work trips.

Unavoidable Adverse Impacts

None



### 3.4 TRANSPORTATION AND CIRCULATION

This Transportation and Circulation section summarizes results of the traffic study prepared for the Burbank-Glendale-Los Angeles Rail Transit Project SEIR. The traffic study focuses on the analysis of impacts resulting from the proposed Taylor Yard Station at Arvia Street. In the Burbank-Glendale-Los Angeles Rail Transit Project Final EIR document, traffic impacts of the Taylor Yard Station were qualitatively analyzed due to the uncertain nature of development and build out of the 170-acre parcel. This document presents a quantitative analysis of Taylor Yard, aiming to achieve the following objectives:

- To review existing roadway and traffic conditions in the vicinity of the project;
- To determine if any significant transportation impacts to the adjacent roadway network would result from the LRT's proposed Taylor Yard station; and
- To identify, and where appropriate, recommend mitigation measures for intersections that are significantly impacted.

**Data Sources.** Existing turning movement traffic counts were conducted for the four study intersections by Wiltec on Tuesday, July 20, 1993 and Wednesday, July 21, 1993. Other relevant data and information was taken from the Burbank-Glendale-Los Angeles Rail Transit Project Final EIR document and included LADOT growth estimates for identifying future background traffic volumes, patronage forecasts conducted by Schimpeler-Corradino Associates and estimates of LRT run times prepared by Manuel Padron & Associates.

#### Environmental Setting

The area of analysis includes the local system of roadway segments and intersections which provide access to the Taylor Yard Station. The proposed station site is located on the west side of San Fernando Road in the segment between Arvia Street and Alice Street. Access and egress to and from the station would be provided by means of a roadway connected to San Fernando Road and forming a four leg signalized intersection at Arvia Street. A second egress only driveway would be provided at San Fernando Road and Alice Street forming a four leg two-way stop-controlled intersection. Based on the Burbank-Glendale-Los Angeles LRT station locations, the following list of four intersections were identified as being influenced by the proposed Taylor Yard station and were quantitatively analyzed in the PM peak period. The type of existing intersection control is shown in parenthesis.

- San Fernando Road and Eagle Rock Boulevard (signal)
- San Fernando Road and Avenue 26 (signal)
- San Fernando Road and Arvia Street (stop sign)
- Cypress Avenue and Arvia Street (stop sign)

**Methodology.** The methodology for this section follows the same procedures used in the

"Transportation and Circulation" section of the Burbank-Glendale-Los Angeles Rail Transit Project Final EIR document. As in the previous EIR document, a "worst case" traffic impact assessment was conducted where there were no reductions in traffic at local intersections due to the regional effect of the rail transit project.

The intersection capacity utilization (ICU) methodology, which is based on turning movement counts and lane configurations, was used to determine impacts at the signalized intersections. Impacts at the unsignalized intersections were determined using the Transportation Research Board's (TRB) "Transportation Research Circular No. 373, Interim Materials on Unsignalized Intersection Capacity" methodology. The resulting Level of Service (LOS) for unsignalized intersections is based on the average stopped delay on each approach, which in turn is a function of the volume/capacity (v/c) ratio of the approach.

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 time due to yellow and all-red signal phasings.

The ability of a roadway to accommodate prevailing traffic volumes, based on the physical characteristics of the roadway, is expressed in terms of level of service. This is a qualitative measure affected by a number of factors, including speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort, and operating costs. The LOS ranges from "A", representing free-flow conditions with little or no delay to motorists, to "F", which represents extreme congestion and delay in which the arrival of vehicles exceeds the capacity of the intersection. Table 15 below shows the relationship between ICU values and LOS designations.

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

For consistency with the assumptions presented in the Final EIR, the following criteria were

utilized in conducting this traffic analysis:

- The analysis of the PM peak period was considered sufficient for the analysis, since the peak AM period of station use will probably end before the typical roadway traffic AM peak period.
- Intersection Capacity Utilization (ICU) methodology was used for signalized intersections and intersection delay calculations were used for unsignalized intersections to determine project impacts.
- The trips generated by the Taylor Yard Station were based on the number of park-and-ride and kiss-and-ride trips.
- Intersection capacity of signalized intersections assumed 1,600 vehicles per hour.

***Existing 1993 Traffic Conditions.*** The existing roadway network serving the proposed Taylor Yard Station includes San Fernando Road, a four-lane facility which runs in a north-south direction adjacent to the site and serves the Burbank and Glendale areas. Arvia Street, a two-lane road, runs in an east-west direction in front of the site and connects San Fernando Road with Cypress Avenue which in turn serves the Glassell Park area. Site access would be provided by a roadway connecting to San Fernando Road via a four leg signalized intersection at Arvia Street.

The existing approach lane configurations for each of the four study intersections are depicted in summary form in **Figure 22** (page 75), and are shown in more detail in Appendix V. Existing (1993) levels of service for all study intersections are presented in **Table 16** (page 76). All of the four intersections analyzed, operate at a level of service of "B" or better during the PM peak period. It should be noted that the methodology used for calculating level of service for unsignalized intersections is based on delay and resulted in a level of service of "B" for the intersection of Cypress Avenue and Arvia Street.

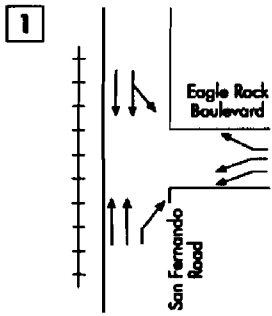
### Environmental Impacts

***Future Year 2010 Base Traffic Conditions.*** Future background traffic volumes for the year 2010 were projected for each of the study intersections. Projections were based on growth factors presented in the Burbank-Glendale-Los Angeles Rail Transit Project Final EIR document. Once these growth factors were identified, they were applied to the existing 1993 turning movement counts, to estimate year 2010 turning movements. In the City of Los Angeles, a constant one percent per year growth factor was used in the derivation of future year 2010 traffic volumes. This rate of growth is consistent with the overall traffic growth in the area.

**EXISTING INTERSECTION  
CONDITION**

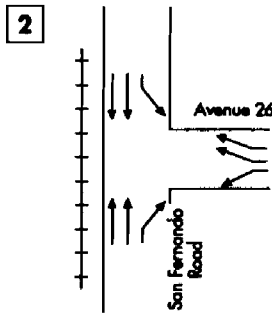
**AFTER PROJECT  
IMPLEMENTATION**

**AFTER  
MITIGATION**



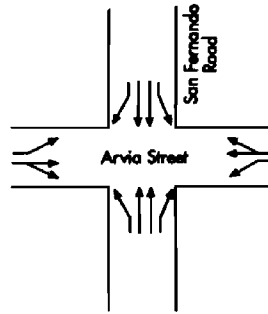
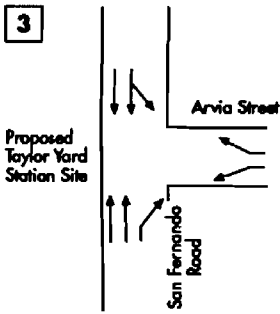
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CHANGE  
NEEDED**

**NO  
MITIGATION  
NEEDED**

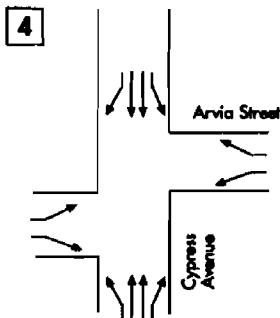


**NO  
CHANGE  
NEEDED**

**NO  
MITIGATION  
NEEDED**



**NO  
MITIGATION  
NEEDED**



**NO  
CHANGE  
NEEDED**

**NO  
MITIGATION  
NEEDED**

 **NO SCALE**

**GRAPHICS BY GRUEN ASSOCIATES**

Insert **TABLE 16** Levels of Service

An analysis of the background traffic volumes for the study intersections, without the project, was conducted for the year 2010. This analysis serves as the background condition to which the traffic generated by the proposed Taylor Yard Station will be added. Future traffic volumes were added to the existing roadway network and ICU calculations were conducted for this cumulative condition. The results of these calculations, for the background without project conditions, are presented in Table 13. All of the four intersections analyzed, operate at a level of service of "C" or better during the PM peak period.

***Year 2010 Impact Analysis With Project.*** Trip generation calculations for the proposed Taylor Yard Station were taken from the Burbank-Glendale-Los Angeles Rail Transit Project Final EIR document. Vehicular trips were calculated using the same methodology by adding the park-and-ride to the kiss-and-ride trips. Both trips were based on the patronage estimates prepared by Schimpeler-Corradino Associates.

Inbound park and ride trips are equal to the peak-period arrival by auto percentage multiplied by the number of peak-hour boardings divided by 1.4, reflecting expected auto occupancy. Since parking at Taylor Yard is not shared for other transportation modes, outbound park and ride trips are equal to the number of parking spaces provided. This results in a total of 30 inbound and 300 outbound park and ride trips during the evening peak period.

Kiss and ride trips are estimated to be 25 percent of peak-hour station boardings and alightings from the LRT. Trips are assigned both in and out resulting in a total of 86 inbound and 86 outbound kiss and ride trips during the evening peak period at the proposed Taylor Yard station. The traffic generated by the light rail at the proposed Taylor Yard station was added to the year 2010 background without project condition and the difference in intersection ICU was used as the basis for the determination of impacts. A significant impact is assumed when an increase in the ICU of 0.020 or more occurs at intersections with a final ICU of 0.900 or more. This methodology was used to determine the number of impacted intersections. Based on the proximity of LRT stations to each other and the location of the proposed Taylor Yard station to the study intersections, inbound and outbound trips were distributed to the local roadway network accordingly.

To facilitate station access for the Glassell Park and Cypress Park communities, as well as vehicular movement, signals and minor widenings will be required on San Fernando at the station access road intersection. The station access road would form a four leg intersection at San Fernando Road and Arvia Street which would be signalized, if found warranted by the City of Los Angeles. Necessary highway dedication and street widening on the west side of San Fernando Road adjacent to the proposed station site would be conducted. Widening would provide an exclusive left turn lane as well as a sidewalk and wider curb lane on the west side of San Fernando Road to accommodate bus stops for southbound buses. Together with future dedication and widening on the east side of San Fernando Road to provide an 80-foot roadway width, San Fernando Road would be wide enough to accommodate bus operations, possibly eliminating the use of Cypress Avenue as a route for southbound buses.

The results of the intersection analyses for the year 2010 traffic conditions with project (cumulative plus project) are also shown in **Table 16** (page 77). The results show all study intersections operating at level of service of "C" or better during the PM peak period.

### Mitigation Measures

The goal of mitigation measures is to bring the project impact to a level of insignificance. According to the ICU criteria set forth previously, none of the study intersections are significantly impacted by the proposed Taylor Yard LRT station.

Although no mitigation measures are identified, it should be noted that -- as a requirement of project implementation -- development of the Taylor Yard Station at Arvia Street would initiate the widening of the west side of San Fernando Road and the installation of a signal at the intersection of San Fernando Road and Arvia Street for safe station access operations.

### Unavoidable Adverse Impacts

It can be expected that the project proposed would not result in unavoidable adverse impacts related to transportation and circulation issues in the Taylor Yard area.

### 3.5 NOISE

*Methodology.* Noise impacts on adjacent sensitive uses to Taylor Yard are based on predicted traffic volumes on major surrounding streets, and assumed construction and operation noise from future rail transit activities. Noise monitoring data recorded at the adjacent uses establishes ambient daytime noise levels. With respect to noise modelling efforts, mobile noise has been computed utilizing the Caltrans Sound 32 program applied to predicted traffic volumes.

#### Environmental Setting

*Taylor Yard Study Area.* The community noise environment in the Taylor Yard study area is predominantly influenced by traffic noise from the Golden State Freeway, the Glendale Freeway and San Fernando Road. Ambient noise levels are approximately 64 decibels. Noise sensitive land uses in the vicinity of Taylor Yard include the following:

- Residential neighborhoods (Glassell Park and Cypress Park) east of San Fernando Road. The closest homes to Taylor Yard are approximately 800 feet from the middle of Taylor Yard.
- Schools east of San Fernando Road. The closest school to Taylor Yard, Glassell Park School, is approximately 1,000 feet from the middle of Taylor Yard.
- Residential neighborhoods located west of the Los Angeles River, particularly the community of Elysian Valley.
- Schools located west of the Los Angeles River.

*LRT Maintenance Yard Site Alternatives: Burbank Airport Study Area.* The community noise environment is predominantly influenced by the Burbank Airport operations, as well as traffic traveling on the Golden State Freeway and San Fernando Boulevard. Based on available noise contour information, ambient noise levels are approximately 65 decibels. Noise sensitive locations within the vicinity of the yards sites include:

- Residential neighborhoods located in close proximity to the Weber Aircraft site, west of San Fernando Boulevard south of California Street. The nearest residence is approximately 800 feet from the middle of the Weber Aircraft site.
- Residential neighborhoods approximately 500 feet from the middle of the Lockheed 360 Building site.
- The Glenwood Elementary School in the City of Los Angeles, situated approximately 3,000 feet to the northeast from the middle of the Lockheed 360 Building site.



Environmental Impacts

**Construction Noise.** According to local noise ordinances, a five decibel change resulting from construction activity could constitute a significant noise impact. As shown in **Table 17**, construction noise from either Taylor Yard or LRT yard site alternatives would not exceed this threshold at five of the six representative receptors studied. However, at the Lockheed 360 Building site, the potential exists for a seven decibel change for those residences living in close proximity to the proposed maintenance facility.

<b>TABLE 17 Construction Noise</b>					
Location	Distance (from source to receptor) <sup>1</sup>	Ambient Noise Level	Construction Noise Level @ Receptor Location (decibels) <sup>2</sup>	New Noise Level @ Receptor	Change from Ambient to New Noise Level
<b>Taylor Yard Site</b>					
Nearest Residence	800 feet	63	66	67.8	4.8
Nearest School (Glassell Park)	1000 feet	63	64	66.5	3.5
<b>Weber Aircraft Proposed Yard Site</b>					
Nearest Residence	800 feet	65	66	68.5	3.5
Nearest School	2800 feet	64	55	64.5	0.5
<b>Lockheed 360 Proposed Yard Site</b>					
Nearest Residence	500 feet	65	71	72.0	7.0
Nearest School (Glenwood)	3000 feet	65	54	65.2	0.3
Source: Terry A. Hayes Associates					
1 Distance measured from the middle of potential sites					
2 Source; Noise From Construction Equipment and Operations, Building Equipment, and Home Appliances - Environmental Protection Agency, 1971. Note: It is assumed that the equipment has already been quieted by 10 decibels due to previously introduced mitigation measures.					

**Traffic Noise.** It is anticipated, with the proposed project, approximately 2,951 vehicles will be carried on San Fernando Road in the vicinity of Taylor Yard during the peak evening hour. As depicted in the Transportation and Circulation section of this SEIR (Section 3.4), these vehicle trips would primarily impact the following intersections:

- San Fernando Road and Eagle Rock Boulevard
- San Fernando Road and Avenue 26
- San Fernando Road and Arvia Street
- Cypress Avenue and Arvia Street

As depicted in Table 18, traffic growth at these intersections resulting from proposed activities, related to the project, in the Taylor Yard area would be in the range of 23 to 38 percent. This level of traffic growth, however, would not result in significant changes in the noise environment (refer to Table 19) since, as a general rule, traffic volumes need to increase by 100 percent to achieve a perceptible 3 decibel change. In the case of the proposed project, changes in traffic volumes are well below this threshold level.

<b>TABLE 18</b>					
<b>Total Peak Hour Approach Traffic Volume Changes</b>					
Intersection Name	Existing	Future without Project	Percent Change	Future with Project	Percent Change
San Fernando & Eagle Rock	2,030	2,404	18%	2,630	30%
San Fernando & Avenue 26	2,370	2,807	18%	2,917	23%
San Fernando & Arvia St	2,350	2,783	18%	3,246	38%
Cypress & Arvia	1,055	1,252	18%	1,418	34%
Source: Gruen Associates					

<b>TABLE 19</b>					
<b>Total Peak Hour Traffic Noise Levels<sup>1</sup></b>					
Intersection Name	Existing	Future without Project	Decibel Change	Future with Project	Decibel Change
San Fernando & Eagle Rock	54.0	54.7	0.7	54.8	0.8
San Fernando & Avenue 26	49.0	49.7	0.7	49.9	0.9
San Fernando & Arvia	54.9	55.7	0.8	56.0	1.1
Cypress & Arvia	63.3	64.0	0.7	64.2	0.9
Source: Terry A. Hayes Associates					
1 Estimates based on FHWA Highway Noise Traffic Prediction Model RD77-108					

**Noise from Maintenance Yard Operations.** As currently proposed, vehicle maintenance and repair activity would occur on either the Weber Aircraft site or the Lockheed 360 Building site. In order to better gauge potential noise impacts related to maintenance yard operations, a field reconnaissance was performed at the existing Metro Blue Line facility in Long Beach. Based on observations and noise readings taken at the existing site, it can be anticipated that yard activities will not produce intrusive or disruptive noise. Observations at the existing Metro Blue Line Long Beach Yard, including heavy maintenance, light maintenance, and car washing facilities, revealed that noticeable noises are limited to the following factors:

- Wheel squeal on tight radius curves
- Air brake discharges
- Uncoupling air discharges
- Car washing facilities

In all cases these sounds were intermittent events and did not occur continuous over the monitoring period. Noticeable sound occurred less than 1 percent of the monitoring period. In general terms, these intermittent events -- while noticeable -- had no material affect on the overall sound equivalent level for the monitoring period. Typically, sound levels produced were approximately 65 decibels at a distance of 50 feet from the sound source. Most sound sources are located in the central portion of the yard, and as a result, at the perimeter of the yard (approximately 200 feet from the sound source) the noise level decreases to 50 decibels and is not discernible when the ambient existing noise level is 60 decibels or more. It is anticipated that the nature and scale of operations at either the Lockheed 360 or Weber Aircraft sites would be similar to the existing Long Beach Yard, thereby creating no adverse impacts noise impacts to the surrounding community.

**Noise from Transit Activity .** As illustrated in **Table 20** on the following page, there exists the potential for noise impacts from the operation of the proposed rail transit project. Within the Taylor Yard area, the proposed transit alignment would be located approximately 800 feet from the nearest residences and about 1,000 feet from the nearest school. According to noise calculation procedures utilized by Harris Miller Miller and Hanson, Inc. and LACTC (predecessor to the MTA) for the *San Fernando Valley East-West Rail Transit Project EIR*, the rail transit activity in Taylor Yard would not result in a significant change to the existing noise environment. Rail transit operations through the Taylor Yard area would likely generate a Community Noise Equivalent Level (CNEL) of 65 decibels at a distance of 50 feet. At the nearest sensitive receptors, these levels would decrease to about 47 to 50 decibels. The overall effect would be a change of less than one decibel in the ambient environment; an amount which would not be discernible to the normal human ear.

It should be noted that during the night, the ambient noise level will drop to around 50 decibels, and any transit activities occurring at that time will have a more noticeable effect on residential areas in the vicinity. Schools, however, would not be operating during these late night activities and would not be affected by the proposed project.

**TABLE 20**  
**Taylor Yard Mainline Transit Operation Noise<sup>1</sup>**

Location	Distance (from source to receptor) <sup>2</sup>	Ambient Noise Level	Transit Activity Noise Level @ Receptor Location (decibels)	New Noise Level @ Receptor	Change from Ambient to New Noise Level
Nearest Residence	800 feet	63.0	56.7	63.9	0.9
Nearest School	1000 feet	63.0	55.7	63.7	0.7

Source: Terry A. Hayes Associates

1 Assumptions: Trains moving at a maximum speed of 55 mph; Trains made up of a maximum of 3 cars; A total of 264 operations during a 24-hour period. Estimates based on Harris Miller Miller and Hanson, Inc. light rail sound propagation equations, 1989.

2 Distance measured from the middle of potential sites.

A particular area of concern under the "Front of Jail" alternative would be the effect of operating noise on the Bilingual Foundation of the Arts, located on the ground floor of the old Lincoln Heights Jail on Avenue 19. Although the line would be entirely grade separated at this point, and would therefore not entail the use of horns, it is expected that the grade and curve in this area would cause the generation of significant wheel noise. The guideway at this point would be approximately 70 feet from the BFA's facility.

### Mitigation Measures

The following mitigation measures are recommended in order to reduce potential significant noise impacts in the vicinity of Taylor Yard and the proposed LRT Maintenance Facility site alternatives near Burbank Airport:

- Project construction shall comply with all applicable local noise regulations.
- Residents located adjacent to the project should be given prior notification of construction activities in order to be made aware of time periods when there may be significant impacts. The lead agency should then work with local groups to determine possible methods of reducing these temporary noise impacts.
- Construction haul routes shall not utilize residential streets or streets directly adjacent to school buildings.
- To reduce noise impacts on adjacent sensitive land uses, construction should be limited to a period between 8:00 am and 6:00 pm.

- During the design phase, a noise study will be conducted to determine the precise effect of project noise on the interior sound level of the Bilingual Foundation of the Arts. MTA will undertake the following mitigation measures, if shown warranted by the noise analysis:
  - A) Construction of a low wall on the west side of the guideway to reduce the amount of wheel noise discernible within the BFA facility.
  - B) Soundproofing within BFA facility.
  - C) If the noise study demonstrates that the two above mitigation measures will not reduce the interior noise level to an acceptable level, MTA will work with the City of Los Angeles (including the First City Council District) and the BFA to provide for relocation into a situation which is, at minimum, comparable with what currently exists.

#### Unavoidable Adverse Impacts

As indicated in the footnote to Table 17, standard construction noise levels used in this report have already been quieted by 10 decibels as a result of previously applied mitigation measures required by the Environmental Protection Agency. However, there still exists a significant impact on residences adjacent to the Lockheed 360 Building site. Despite the implementation of these measures, the analysis conducted for this SEIR reveals that noise from construction activities will constitute an unavoidable adverse impact to the environment. This impact will be temporary, lasting for the term of project construction.

### 3.6 RISK OF UPSET: HAZARDOUS MATERIALS AND HUMAN HEALTH

As part of the environmental documentation process for this SEIR, particular attention has been focused on the potential impacts related to the proposed project's development on sites that have a history of hazardous waste occupation. The following section depicts the background and potential impacts of the Lockheed Building 360 site, Weber Aircraft site, and Taylor Yard Railroad Grounds.

#### Environmental Setting

***Lockheed Building 360 Site.*** The Building 360 site was largely undeveloped before its occupation by Lockheed in 1956. Aerial photos and historic plot maps indicate that about 40 residential and commercial structures previously existed on the site. Building 360 was constructed in 1957 as an engineering facility to support flight operations and flight testing. Limited production activities, including aircraft fabrication, subassembly, assembly, and modification have occurred at various times in Building 360 which has also been used for aircraft maintenance and static testing. Several laboratories have been located in the building, primarily for electronics testing, calibration, and modification.

Environmental investigations have been conducted at Plant B-6 and surrounding Lockheed Burbank facilities since 1983 when Lockheed Aeronautical Systems Company (LASC) responded to the Regional Water Quality Control Board (RWQCB) request to inventory underground storage tanks at all of the company's Los Angeles County facilities. Since that time, numerous site investigations have taken place in response to regulatory compliance guidelines, suspected chemical releases, and LASC/LESC (Lockheed Engineering and Sciences Company)/LESAT (Lockheed Environmental Systems and Technologies Company) environmental policy. These site investigations consisted of groundwater investigation, underground tank investigation, and other inquiries including a transformer survey, a soil vapor survey, and a records search.

Groundwater investigations have been ongoing at Plant B-6 and other Lockheed facilities in the Burbank area since 1986. To date, over 100 groundwater monitoring wells, one extraction well, and one injection well have been installed within or adjacent to Lockheed Burbank facilities. Three distinct phases of groundwater characterization have been completed and a fourth phase is currently underway. Phase I and II were undertaken in response to the Lockheed 1984-1985 underground tank leak detection program which identified areas of soil contamination and potential sources of groundwater contamination. This investigation, conducted in 1987/1988 revealed elevated concentrations of tetrachloroethylene (PCE) and trichloroethylene (TCE) at shallow levels. Other Volatile Organic Compounds (VOCs), base/neutral and acid extractable compounds and metals were not detected at concentrations of concern.

Phase III and IV investigations were initiated in response to LASC's site-wide Comprehensive Site Assessment and Remedial Program and in compliance with the December 1987 RWQCB Cleanup and Abatement Order No. 87-161. Additional wells have been installed in response to

the EPA Consent Decree. Again, elevated levels of PCE and TCE were detected, decreasing with depth. An extraction well was installed for groundwater remediation. Extracted groundwater was treated by steam stripping and discharged to the storm drain or recharged to the aquifer system through injection wells. Additional Phase IV work is being conducted at Lockheed's Burbank plants to further characterize groundwater quality and to obtain data for the design of additional groundwater remediation facilities.

In September 1983, Lockheed submitted an inventory of underground storage tanks at all of their Los Angeles County facilities to the RWQCB. This included three above ground tanks, and 28 underground tanks, sumps, and clarifiers. Two of the facilities inventoried were located at the Building 360 site. Lockheed was required by the RWQCB to conduct an underground storage tank leak detection program to comply with the RWQCB's Groundwater Protection Program. The results of this program indicated varying degrees of soil contamination in the vicinity of the 360 site. VOCs and CAM (California Assessment Manual) metals have been reported above detection limits in soil samples. Contamination has been attributed to surface spills and overflow rather than structural leaks.

In December 1988, Lockheed initiated an underground storage tank compliance program to bring all of its tanks into compliance with the Los Angeles County Department of Public Works (DPW) requirements. The process included tank integrity testing, removal of tanks that were no longer needed by Lockheed, drilling and sampling of soil borings at each tank site not sufficiently investigated and site assessment and remediation of contaminated soils if required.

Compliance program soil investigations were performed at three underground fuel tanks at the Building 360 site. Results of the investigations showed no detectable petroleum hydrocarbons or VOCs in soil samples collected from borings.

Other site investigations include the following:

- In 1968, a survey of electrical substations located throughout Lockheed's California facilities was conducted. Several transformers were located at the 360 site, containing liquid coolant. The removal of polychlorinated biphenyl (PCB) and contaminated transformers, capacitors, containers, and articles from the 360 facilities was undertaken in 1989.
- In 1988, a multi-phase soil vapor survey was initiated at and adjacent to the site to identify areas of soil contamination and assess the nature and extent of contamination. Low concentrations of PCE and TCE were detected at several points around the site.
- In November 1992, further investigation was undertaken to identify chemical use practices at the site and to evaluate chemical discharge and impact on the soil beneath the 360 site. Several items of potential concern were discovered including chemical storage areas, drains, trenches, pits, pumps, and other auxiliary equipment, some of which was previously investigated, such as storage tanks, and other equipment storage areas, as well as former structures that were located on the 360 site prior to occupation by Lockheed.

**Weber Aircraft Site.** Demolished in November 1992, the former facility was part of an industrial complex located to the southeast of the Burbank Airport. Weber Aircraft initially leased the facility from Lockheed, and at a later undisclosed date, purchased the facility from Lockheed. Weber manufactured aircraft parts and galley assemblies at the site from the early 1950s, until termination of facility operations in 1989. Manufacturing operations conducted by Weber included plating, painting and degreasing metal, and panel assembly-type work.

Previous investigations conducted at the former facility identified several underground storage tanks. Vats that were not identified during previous investigation activities were encountered during site demolition, and these were assumed to be associated with a distillery which used to occupy the site. Upon investigation, the tanks and vats were found to be in good condition with no cracks or leaks and excavation of these items began in November 1992. Soil covering the tanks was removed and stockpiled adjacent to the excavation. Approximately 140 cubic yards of soil was removed from the excavation and soil vapor concentrations were found not to exceed SCAQMD permit conditions.

Investigation of the soil around the tanks revealed concentrations of petroleum hydrocarbons and methylene chloride in several instances. Other volatile organic compounds and semi-volatile organic compounds which received detailed analysis were not detected. Soil samples from around the vats revealed concentrations of organic compounds. This contaminated soil was stockpiled for further investigation, and the uncontaminated soil was backfilled.

Several tanks and the two vats were excavated and removed. Analysis of soil samples collected from beneath the tanks did not identify concentrations of regulated compounds above maximum contaminant levels (MCL) for drinking water, and it was proposed that further investigation or remedial action is not required. In December 1992, representatives from Weber Aircraft completed the excavation of the vats, and soil samples from beneath the vats were analyzed for VOCs and metals. They did not contain analyzed compounds with concentrations above the proposed response level and the excavation was backfilled. The contaminated soil will be investigated and a course of action determined in later studies. Based on the results of the data, it was concluded that no further investigation or remedial action would be required.

During the demolition of the former Weber aircraft facility in August 1992, asbestos removal and pressure washing of paint booths and stained concrete was undertaken. In addition, selected sumps and drains were pressure washed and liquid was collected by a vacuum truck and removed from the site. In addition to the above activities, several soil borings were drilled and collected for analysis. Organic compounds found above the MCL level for drinking water were tetrachloroethane and methylene chloride. PCE was identified above the response level in several instances. Petroleum hydrocarbons were encountered in 2 borings, however no metals were detected at significant concentrations.



**Taylor Yard.** The following discussion focusses only on the 169-acre section of Taylor Yard that includes the entire vacant portion owned by SP that is currently for sale, and the portion owned by MTA for Metrolink and future light rail operations.

In 1986, the Southern Pacific Transportation Company (SPTCo) applied to the Department of Health Services (DHS) for a permit to clean soil from under the service tracks at Taylor Yard that contained oil and grease. In reviewing the application, DHS determined that past use of substances such as oil, grease, diesel fuel, gasoline, and industrial solvents may have affected soil or groundwater in other parts of the Yard. In 1987, DHS placed the site on its Bond Expenditure Plan List (or State Superfund list) of hazardous waste sites requiring investigation.

In 1986, soil was removed from under the service tracks, with some of it processed in a "soil washing unit" for removal of oil and grease. The soil washing unit was closed because of operating problems, and approximately 27,000 cubic yards of soil were stored on Taylor Yard to await treatment. In 1987, SPTCo removed 33 underground storage tanks that had contained gasoline, diesel fuel, solvents and industrial waste. Soil surrounding 14 tanks that had leaked was excavated and stored at Taylor Yard for treatment at a later date.

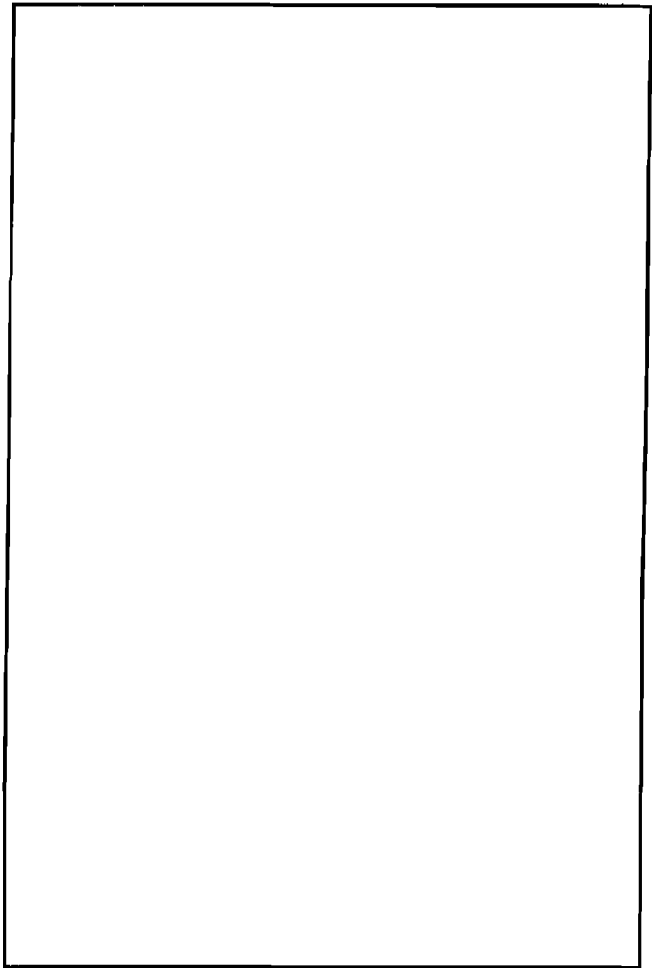


FIGURE 23

Taylor Yard, 1991  
SOURCE: L.A. Aerial Photography

In 1990, studies began for a Remedial Investigation to determine the nature and extent of hazardous materials at the site, and to assess potential health effects of the materials. Utilizing Remedial Investigation results, SPTCo's consultants carried out a Feasibility Study to evaluate remedies to address the problems at Taylor Yard. Finally, DHS reviewed a draft Remedial Action Plan describing methods proposed as remedies for problem areas.

During the Remedial Investigation and a previous 1989 investigation of the area, SPTCo's consultants collected 367 soil samples from 111 borings and 36 groundwater samples from 13 wells. These samples were submitted to DHS-certified laboratories for analysis. Soil analyses detected volatile organic compounds (VOCs), polynuclear aromatic hydrocarbons (PNAs), petroleum hydrocarbons, and/or heavy metals in localized areas of this section of the yard. VOCs and slightly elevated levels of chromium and selenium were also detected in the

groundwater. The VOCs detected are commonly used as degreasers and industrial solvents. VOCs were detected primarily along the northeast property line which borders industrial facilities along San Fernando Road. The VOCs extend to depths of at least 15 feet, and may have contributed to groundwater contamination, although there is currently no evidence to indicate that this is the case. The VOC contamination does not appear to result from SPTCo activities in this section of Taylor Yard.

Many PNAs are commonly found in coal, crude oil, and refined petroleum products. At Taylor Yard, PNAs were found at elevated concentrations in a shallow soil area where coal stoves were cleaned. Lower concentrations of PNAs were also detected in soil stained with petroleum hydrocarbons. In general, petroleum hydrocarbons were found in shallow soil at several locations throughout the site. Elevated levels were found between rail tracks in the North Track and South Track areas where locomotives idled for long periods of time while their trains were assembled. Petroleum hydrocarbons in soil were found at locations where lubricating oil was added to railcars. A large volume of oil-contaminated soil, extending to a depth of at least 15 feet, was discovered in an area that appeared to be a dump in aerial photographs taken in 1937. Additionally, lead and slightly elevated concentrations of other metals were found in a limited area in shallow soil near a former paint shop. The metals probably came from past sandblasting and painting operations. Elevated lead in surface soil was also found in an area of the yard where railcars were connected to make trains.

PNAs and metals detected in soil in this section of Taylor Yard are relatively immobile and should not be considered a significant threat to groundwater. The Remedial Investigation analyzed and identified groundwater contamination that appears to be related to a regional problem. This consideration is currently being investigated by the Environmental Protection Agency (EPA). Based on results of the Remedial Investigation, no short term health threats have been identified. The potential for long-term health risks to the public is being evaluated in accordance with DHS and EPA guidelines.

The Feasibility Study based on the Remedial Action Plan identified a range of clean-up strategies and technologies for three areas within this section of Taylor Yard; (1) the Soil Stockpile, (2) the Northeast Property Boundary, and (3) the Hump Yard. The Soil Stockpile involved about 100,000 tons of stockpiled soils that were excavated during previous removal activities. These soils contained oil and grease from past train operations. This contaminated soil has been treated using a chemical fixation process that immobilized the hazardous compounds. In early 1993, the transport of the soil, which is considered non-hazardous, began. Approximately 1,000 tons of treated soil are transported daily to Bradley Landfill in Los Angeles for use as daily cover. There are also about 35,000 tons of soil contaminated with lead, oil and grease currently stockpiled in this section of Taylor Yard. This stockpiled soil was treated with a chemical that forms a crust on the surface of the soil, which keeps dust from blowing. This soil could not be treated using the same chemical fixation process as was used for the soil contaminated only with oil and grease, and plans are being made to either treat or dispose of the soil before the end of 1993.

Soil in the Northeast Property Boundary contains VOCs and petroleum compounds. Soil that is only contaminated with petroleum compounds was excavated and added to the Soil Stockpile for treatment. SPTCo is currently constructing a treatment system for removing the VOCs from the soil. As outlined in the Remedial Action Plan, the treatment system will withdraw contaminated vapor from the soil, a process known as vapor extraction. The vapor is pulled out by a vacuum pump and an activated carbon filter absorbs the solvents or VOCs. During treatment, the vapor is tested to ensure the VOCs have been removed to safe levels. The treated vapor is then reinjected into the ground pushing more contaminated vapor into the system for treatment. The treatment occurs in a "closed-loop," meaning there are no emissions to the air. The vapor extraction system is expected to be operational shortly and is anticipated to operate through March 1994.

The soil at the Hump Yard primarily contains lead from past rail car operations that caused paint and metal to flake off the cars onto the ground. About 32,000 tons of lead-contaminated soil and gravel have been excavated from the property now owned by the MTA. Following removal of the gravel, 16,000 tons of dirt remained to be treated using the similar chemical fixation process as used for the stockpile soils. The treated soil is now being transported to a landfill for use as landfill dirt cover. In 1992, the remaining lead-contaminated soil in the northern part of the Hump Yard was treated in the ground with the chemical fixation treatment. This soil was found to be non-hazardous, and SPTCo is now covering the treated soil with clean dirt to further protect against contact with the treated soil and to prepare the property for future development.

The northern portion of the Hump Yard, still owned by the SPTCo, is subject to a deed restriction because the treated soil was left in place. This allows the area to be used as it is currently zoned, for commercial/industrial development. If the area is considered for future residential development, further health risk assessment will be required. The southern portion of the Hump Yard, now owned by the MTA, has been cleaned to levels considered safe for unrestricted use.

### Environmental Impacts

The Environmental Setting discussion provides a detailed analysis of the past and present condition of sites that play integral roles in the development of the proposed project. As indicated in the individual descriptions of each site, the long history of industrial, manufacturing, and railroad-related uses have left Lockheed Building 360, Weber Aircraft, and Taylor Yard with cases of potential hazardous waste and possible effects on human health. For each site, contamination is highly prevalent. Future use and human occupancy of these properties without further remediation may pose a threat to human health.

### Mitigation Measures

To ensure that project implementation at these sites can take place without risk to building occupancy and human health, the following mitigation measures 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 sites having permanent system facilities. The testing shall be conducted to determine specific subsurface conditions pertinent to site-specific potential hazardous conditions.
- Detailed geotechnical investigations of project development sites should be performed as a part of the preliminary engineering phase of the proposed rail transit project. These studies would help provide more detailed data on the potential for upset.
- MTA, as the lead agency, will comply with its policy to 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 result from construction of the proposed project. This policy shall be implemented for the proposed rail transit project.

### Unavoidable Adverse Impacts

Although implementation of the proposed project components are located within an area that has a high risk for potential upset, implementation of the proposed mitigation measures should leave the project with no net adverse effects. Under the proposed mitigation program, any hazardous materials encountered by the project would be removed; the result would be an overall reduction in the presence of hazardous materials.

### 3.7 PUBLIC SERVICES: SCHOOLS

A discussion of impacts to public services traditionally focuses on consequences created by the proposed project on police, fire, and school services. In the case of this SEIR, it can be expected that development of a LRT maintenance facility and construction of the alignment through Taylor Yard and at the Pasadena-Los Angeles Blue Line Junction will have impacts on police protection and fire prevention services. These impacts, however, would be similar to those identified, analyzed, described, and mitigated in the Final EIR, and are incorporated into this SEIR by reference.

However, with respect to schools, there exists the potential to create impacts previously undiscovered in the Final EIR. As such, this section will provide information related to impacts on schools in the vicinity of Taylor Yard and the proposed LRT Maintenance Facility site alternatives near the Burbank Airport.

#### 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. For the purposes of this analysis, schools located within the SEIR study area have been taken into consideration and include those six listed in **Table 21** below. Based upon map surveys and field investigations, five public schools and one private school have been identified within one-half mile of the proposed rail transit route.

During the 1992-1993 school year, nearly 5,600 students attended classes in these six schools. According to representatives from each educational institution, enrollment has increased or remained steady over the past year.

<b>TABLE 21</b>			
<b>Schools Located ½ mile from the Proposed Project</b>			
<b>School District</b>	<b>School/Address</b>	<b>Grades</b>	<b>Enrollment (1992-1993)</b>
Los Angeles Unified	<b>Aragon Elementary</b> , 1118 Aragon Avenue	Pre K-6	760
Los Angeles Unified	<b>Fletcher Drive</b> , 3350 Fletcher Drive	Pre K-5	997
Los Angeles Unified	<b>Glassell Park</b> , 2211 W. Avenue 30	Pre K-5	900
Los Angeles Unified	<b>Glenwood Elementary</b> , 8001 Ledge Avenue	Pre K-6	800
Los Angeles Unified	<b>Washington Irving</b> , 3010 Estara Avenue	6-8	1,700
Private School	<b>Ribet Academy</b> , 2911 San Fernando Road	Pre K-12	500

SOURCE: Los Angeles Unified School District and the Ribet Academy

### Environmental Impacts

As a land use that requires -- in large part -- peace, tranquility, and lack of distraction, each of the schools listed in **Table 21** represent sensitive uses located in close proximity to Taylor Yard and the proposed LRT Maintenance Facility site alternatives. Based on the map measurements and field investigations, the following outlines the approximate distance between each school and elements of the proposed project (maintenance yard, route alignment, or station site).

- **Aragon Elementary**, 1,500 feet or .28 miles from the Taylor Yard Station at Arvia.
- **Fletcher Drive School**, 2,600 feet or .49 miles from the route alignment.
- **Glassell Park School**, 1,000 feet or .19 miles from the route alignment.
- **Glenwood Elementary**, 3,000 feet or .57 miles from the middle of the Lockheed Building 360 site.
- **Washington Irving Middle School**, 1,800 feet or .34 miles from the route alignment.
- **Ribet Academy**, 1,150 feet or .22 miles from the route alignment.

Each of these campuses, by virtue of the close proximity to the proposed rail line, could experience impacts related to air, noise, traffic, and public safety. Each of these impact categories are discussed in greater detail in their respective sections: Population and Housing in Section 3.1, Air Quality in Section 3.3, Traffic in Section 3.4, and Noise in Section 3.5. In addition to these impacts, public safety issues and the safety of students in the vicinity of proposed facilities represent chief considerations in the development of the project. Safety and circulation problems could arise from persons walking to and from classes. In its description of potential school impacts, the Final EIR documented how some students use the SPTC right-of-way as a pedestrian passageway to travel from school to home. This scenario could potentially be of concern where streets lack sidewalks and the rail right-of-way is clearly visible and open to pedestrians. Examples of this exist near the Burbank Airport and in the South Glendale-Atwater Village neighborhoods just north of Taylor Yard.

### Mitigation Measures

- MTA 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 distributed, at no charge to the school district, 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. In addition, areas which endanger public safety, i.e., power substations, crossings, and construction sites, should deter unauthorized access. Fencing should be installed to secure construction sites.
- Construction should be coordinated in an ongoing manner with local community officials to minimize conflicts with school walk routes, school buses, and carpools. Possible measures which may be taken if found necessary to ensure safe and convenient school access include traffic controls (signs and signals), crossing guards, flag persons, and

Unavoidable Adverse Impacts

None anticipated.

### 3.8 BIOLOGICAL AND RECREATIONAL RESOURCES

As part of the Final EIR, biological and recreational resources were researched in order to determine potential impacts to plant and animal life, as well as to open spaces, parklands, and recreation areas. Although the proposed rail transit project traverses highly urbanized areas in the East Valley and Northeast Los Angeles, the project study area still showed evidence of the presence of a number of special flora and fauna and recreational resources. For the purposes of this SEIR, a similar impact analysis has been conducted to assess the effects on biological and recreational resources in the vicinity of Taylor Yard and the proposed LRT Maintenance Facility site alternatives.

#### Environmental Setting

Biological and recreational resources consist of plant life, animal life, public open spaces, and recreation facilities. In the areas surrounding Taylor Yard and the proposed LRT Maintenance Facility site alternatives, much of the existing resources have been disturbed, removed, or hindered by urban development. In order to determine the environmental setting for the proposed project, the California Natural Diversity Data Base has been consulted, with additional field investigations supplementing the findings from the data base. **Table 22** below highlights the wide mix of natural communities, special animals and plants, and recreational areas found within the study area.

TABLE 22 Biological and Recreational Resources					
Common Name	Element Name	Type	Federal Status	State Status	Location
California Gnatcatcher	<i>Poliptila californica</i>	Animal	Threatened	None	Sun Valley near Burbank Airport
Southwestern Pond Turtle	<i>Clemmys marmorata pallida</i>	Animal	Category 1	None	Suppressed Information Location not identified
Davidson's Bush Mallow	<i>Malacothamnus Davidsonii</i>	Animal	Category 2	None	Cabrini Canyon, upstream from siltation dam
Least Bells Vireo	<i>Vireo Bellii Pusillus</i>	Animal	Endangered	Endangered	City of Burbank
San Diego Horned Lizard	<i>Phrynosoma Coronatum Blainvillei</i>	Animal	Category 2	None	Tujunga and Verdugo Mountains in Burbank
Cypress Park, 3.4 acres in size in the City of Los Angeles near Taylor Yard		Park	---	---	West of San Fernando Road between Poplar and Pepper Streets.
Sources: California Department of Fish and Game, <i>Natural Diversity Data Base</i> , August 1993, and Field Reconnaissance in July and August 1993.					



In addition to those resources listed in Table 22, also within the project area are a number of important existing or planned recreation facilities, including:

- El Pueblo State Historic Park to Griffith Park Trail Corridor
- Rim of the Valley Trail Corridor
- Juan Bautista De Anza National Historic Trail
- City of Los Angeles Bikeway
- Los Angeles County Los Angeles River Master Plan
- Elysian Park

***The El Pueblo Historic Park to Griffith Park Trail Corridor.*** As mandated by the state legislature, the Santa Monica Mountains Conservancy will eventually create this trail corridor to provide hiking and equestrian trail connections and accessways to other areas in the Santa Monica Mountains. The El Pueblo de Los Angeles State Historic Park is the site of the first city in Los Angeles, established in 1781. The site is listed on the State Register of Historic Places.

***The Rim of the Valley Trail Corridor.*** This trail corridor will connect parks in the San Fernando and La Crescenta Valleys creating an extensive trail system. The trails to be incorporated extend from the Arroyo Seco in Pasadena through the mountains and foothills into Simi Valley.

***The Juan Bautista De Anza National Historic Trail.*** Authorized by Congress in 1990, this trail represents the route taken by Juan Bautista in 1775-76. Bautista led a contingent of colonists from what is now Mexico across deserts and mountains to found a colony for Spain at San Francisco. This trail crosses San Diego, Riverside, San Bernardino, Orange, Los Angeles, Ventura and Santa Barbara counties before reaching San Francisco. In the vicinity of the proposed project the trail will extend from Griffith Park to Elysian Park along Riverside Drive. The alignment would cross the De Anza trail at the confluence of the Arroyo Seco and Los Angeles River.

***City of Los Angeles Bikeway.*** Once constructed, this bikeway will extend from Griffith Park to Elysian Park running south along Riverside Drive, connecting with the Los Angeles River at Fletcher Drive, and continuing south along the west bank. This bikeway is intended to serve as an alternative commuter route and recreational trail.

***Los Angeles County Los Angeles River Master Plan.*** In 1991, the Los Angeles County Board of Supervisors directed various departments to coordinate the planning, financing and implementation efforts of a Master Plan for the Los Angeles River and Tujunga Wash. The intent of the plan is to generate recreational and economic opportunities for the region, enhance the environmental and aesthetic qualities of the river, enrich the quality of life of local residents, and maintain protection against flooding.

***Elysian Park.*** This park provides over 20 miles of hiking and nature trails, equestrian trails and designated mountain bike trails. There are also climbs that reach 800 feet in elevation providing views of northeast Los Angeles and Elysian Valley.

***Cypress Park.*** This park is 3.4 acres in size, and is located along San Fernando Road directly opposite the rail alignment in South Taylor Yard.

### Environmental Impacts

***Plant and Animal Life.*** Development of the proposed rail alignment would not result in the removal or loss of any rare, threatened, or endangered plants, animals, or natural communities. Potential impacts arising to plant and animal life as a result of the proposed project components could include disruption of existing habitats, potential decline in the sighting of species, and alteration of the landscape. However, because of the urban nature of the corridor and, more specifically, the industrial and manufacturing-oriented character of Taylor Yard and the maintenance facility site alternatives, the presence of significant plant life and habitat for sustaining animal life would be rare.

Nevertheless, because of their mobility and capacity to survive in an urban environment, species known to exist in the project study area may be subject to impacts related to project construction and operation. The California Gnatcatcher, Davidson's Bush Mallow, and Least Bells Vireo have been sighted within the general vicinity of the project, and could potentially be impacted by the proposed LRT maintenance facility and storage yard near the Burbank Airport. The following description depicts the general location of each of these species:

- **California Gnatcatcher:** Recently redesignated as a federally "threatened" species, this bird has been sighted near the Burbank 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 proposed project at the Roscoe Elementary School in Sun Valley.
- **Davidson's Bush Mallow:** This species has been sighted in Cabrini Canyon, east of the Burbank Airport. Designated a federal candidate (Category 2) species, the Davidson's Bush Mallow prefers a habitat of coastal sagebrush scrub and/or riparian woodland. Extensive urbanization and channelization of many of the study area's washes likely make for an inhospitable habitat for this species.
- **Least Bells Vireo:** Categorized as an endangered species on both federal and state protection lists, the Least Bells Vireo is a summer resident of Southern California, inhabiting low riparian growth in the vicinity of water or in dry river bottoms. Generally located throughout the City of Burbank, the species has been presumed extant, having last been seen in August 1913.

***Recreational Resources.*** The Final EIR identified those recreational facilities in close proximity to the proposed rail transit alignment that could potentially be impacted. The project components for the SEIR are typically located in predominately industrial and manufacturing areas that lack open spaces and recreational resources. All of the recreational resources may experience similar impacts such as temporary noise and emissions from construction, additional noise from rail operations, and the potential for conflicts between people accessing station sites by automobile at grade crossings and people using recreational areas. However, impacts such as those caused by construction would only be temporary and noise caused by rail operations would not exceed the noise of the many freeways that are adjacent to these recreational areas.

It is difficult to discern the level of conflicts between automobiles and people using the recreation areas because many of the trail systems have not been established. However, no conflicts are anticipated between trains and recreational users, since the Burbank/Glendale/Los Angeles Rail Project, as proposed, will not include any grade crossings in the vicinity of Taylor Yard. The project will be completely grade separated from all streets from its origin at Los Angeles Union Station to the Glendale Transportation Center.

In addition, due to the predominance of industrial and manufacturing uses in many of the areas adjacent to the recreational areas, the presence of heavy auto and truck traffic already exists. The activities related to the rail alignment and its operations would be characteristic of those areas.

### Mitigation Measures

Implementation of the proposed Burbank-Glendale-Los Angeles Rail Transit Project, as amended in this SEIR, would not result in significant impacts to existing natural, biological, and recreational resources. Although the proposed project would create temporary impacts related to construction, the long-term operation of the rail transit alignment and its maintenance facility would be in character with the existing activities within the corridor, and therefore would not reduce, displace, or disturb any known natural habitats or existing recreational resources.

The principal impact to be encountered at recreational facilities would be noise. Appropriate mitigation measures for minimizing noise impacts are detailed in the Noise section of this SEIR.

In addition, mitigation measures intended to minimize the short-term impacts caused by the construction equipment will also minimize these impacts on activities within these trail corridors (refer to Section 3.3, Air Quality).

### Unavoidable Adverse Impacts

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

### 3.9 PUBLIC UTILITIES

As part of the Final EIR, potentially significant utility impacts were identified. These impacts entailed the relocation of a number of facilities during construction of the proposed light rail alignment, among which included (1) the Southern Pacific Transportation Company freight rail tracks, (2) Western Union Telegraph underground lines, (3) MCI, US Sprint, and AT&T fiber optic cables, and (4) Southern California Edison Company electric lines.

For the purposes of this SEIR, utility impacts concentrate on those facilities which may be impacted with the implementation of the rail transit alignment through Taylor Yard and the Lincoln Heights Jail, and at the proposed LRT Maintenance Facility site alternatives near the Burbank Airport.

#### Environmental Setting

The project study area is highly urbanized environment, with much of its necessary infrastructure in place. Due to the age of the areas studied in this SEIR, there exists instances where these areas share many of the utilities that were characteristic of the time period of their development. For example, many of the neighborhoods along the SPTC right-of-way possess overhead utility poles. Other existing utilities such as electric, gas, water, drainage, and sanitary sewer lines cross the proposed alignment. In addition, more recent technology such as fiber optic cables for MCI, US Sprint, and AT&T run below the surface of the MTA-owned SPTC right-of-way.

With respect to the areas being studied, the key sites are the Lockheed Building 360 site, Weber Aircraft site, and the Lincoln Heights Jail area. The impacts on public utilities as related to the alignment through Taylor Yard and the nearby station site were environmentally documented, mitigated, and cleared in the Final EIR. The alignment and the Arvia Street Station studied in this Supplemental EIR have the same impacts on the public utilities and have therefore not been reexamined. However, the SEIR will examine the impacts on fiber optic cables, power and gas lines, City of Burbank water mains, and storm water runoff from the Weber Aircraft and Lockheed Building 360 Sites.

As discussed in the FEIR, the Los Angeles River is the primary storm drain outlet in the area of the project. It also intersects with numerous minor drainage channels that are eventually tributaries to the Los Angeles River. Drainage from the Lockheed Building 360, Weber Aircraft, and Taylor Yard runs into the local storm water system that drains directly into the Los Angeles River. Section 3.6, Risk of Upset: Hazardous Materials and Human Health, details the long history of industrial, manufacturing, and railroad-related uses that have left Lockheed Building 360, Weber Aircraft, and Taylor Yard with a high prevalence of contamination.

### Environmental Impacts

As depicted in the proposed project Engineering Plan & Profile Drawings (under separate cover), the three potentially significant impacts caused by the development of an LRT maintenance facility would be the relocation of the US Sprint fiber optic cables, the relocation of high voltage power lines, and the abandonment of sections of Southern California Gas Company lines. Nearly 10,000-feet of the telephone 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 MTA construction program. At the Lockheed 360 Building nearly 660-feet of high voltage power lines will be relocated. In addition, in sections of the alignment, the Gas Company's lines will simply be abandoned.

Site runoff is anticipated to carry pollutants into the local drainage systems and later to the Los Angeles River. This runoff may contain increased amounts of oil, grease, particulates, metals, etc. due to the increased vehicular traffic at these sites. Further, on-site uses could potentially result in spills of cleaning substances or solvents that could be carried to the drainage systems. This could decrease the quality of surface waters.

However, the increase in storm water discharge from parking, station and service areas developed in conjunction with this project would be minor. This is due to the fact that the amount of impermeable surfaces will not be greatly increased from those which are already present at these sites. Implementation of the project with the recommended mitigation measures listed in Section 3.6, Risk of Upset, should reduce the presence of hazardous materials and therefore storm water pollution should be controlled at these sites.

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, some of which may be located within the study areas of this Supplemental EIR. As discussed in the Final EIR, these pipes may require protection against vertical loading and impact. Corrosion caused by stray currents resulting from track returns may also be a factor. Underground pipes are corroded by electrical currents in the ground.

### Mitigation Measures

The following mitigation measures should be implemented as part of project construction:

- To avoid the additional costs of relocating additional phone lines, MTA shall work with the Southern Pacific Transportation Company in relocating fiber optic cables, located below the right-of-way, when these lines come in conflict with the rail transit alignment.
- MTA should coordinate with the appropriate agencies regarding water and other appropriate utilities in an effort 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 local jurisdiction water mains, such pipes should be protected against the effects of vertical loading and impacts.
- MTA shall obtain NPDES permit and other required permits for storm water discharge from the project area.
- MTA shall employ best standard management practices once the project is completed. For example, parking areas shall be swept and maintained on a monthly basis, and sediment traps shall be installed to trap potential urban pollutants prior to entering drainage systems.
- MTA shall not impede access to manholes and storm drains.
- Uses which could potentially have spills shall be required to prepare a spill prevention and countermeasure plan prior to building occupancy.
- MTA should comply with established building setback designations along the Los Angeles River to maintain natural ground cover between impervious surfaces and riparian areas.
- Drainage facilities should be adequate to accommodate increased storm water runoff.

Unavoidable Adverse Impacts

None anticipated.

### 3.10 AESTHETICS

The Final EIR provided background to the potential impacts of the proposed rail transit project on the aesthetic quality of the study area. The environmental setting for this section has been reproduced in this SEIR in order to give an overall background for the Burbank-Glendale-Los Angeles Rail Transit Project. However, the impacts discussed in this analysis focuses on those issues related to the LRT Maintenance Facility Site Alternatives and the alignment through Taylor Yard.

#### 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. The project study area also contains other significant natural features that include the Los Angeles River, Elysian Park, and Griffith Park.

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. 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 west 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 in South Taylor Yard, the Van de Kamp's Bakery Building at the Fletcher Drive and San Fernando Road, the Old Glendale Rail Depot at the Glendale Municipal Transportation Center, and the Glendale Grand Central Air Tower south of Sonora Avenue in Northwest Glendale.

## Environmental Impacts

In order to assess potential visual and aesthetic impacts, the following factors, as they relate to transportation-oriented projects, serve as the criteria to determine visual impacts as perceived by both system users and non-users. This set of criteria is derived from the United States Department of Transportation's Guidelines for Assessing the Environmental Impact of Public Mass Transportation Projects.

- **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 adaptation, 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.

The following discussion highlights those aesthetic impacts associated with implementation of a LRT Maintenance Facility near the Burbank Airport, development of the Taylor Yard Station at Arvia Street, and construction of the alignment at the Pasadena-Los Angeles Metro Blue Line Junction.

***Lockheed 360 and Weber Aircraft Sites.*** Located near the terminus of the Burbank-Glendale-Los Angeles rail transit project area, the Lockheed Building 360 and the Weber Aircraft sites are both surrounded, on a larger scale, by the foothills and the parklike nature of the Verdugo Mountains. Although the area directly adjacent to the alignment is dominated by industrial- and commercial-oriented uses, older residential communities still exist to both the north and east of these sites. With their proximity to the Burbank Airport, and the SPTC right-of-way, however, the scenic and visual character of these sites are clearly defined by the existing freight service traveling along the rail corridor and the aerospace industries that surround it.

The only disruption of existing vistas would be the visual barrier created by the construction of the alignment's aerial guideway lead over San Fernando Boulevard into the Building 360 site's proposed maintenance facility and storage yard. This facility, in addition to the proposed



pedestrian bridge at the Hollywood Way-Burbank Airport, would create a visual disruption to motorists. These structures, however, are not expected to be visible from the nearby residential neighborhoods to the northeast of Building 360.

The development of a LRT maintenance yard facility at the Weber Aircraft site would not result in any significant aesthetic impacts since the area is currently characterized by relatively non-descript buildings. Nevertheless, efforts should be made to coordinate its development with planned land use and design criteria for the Burbank Golden State Redevelopment Project Area.

***Taylor Yard and the Arvia Street Station.*** As depicted in the Chapter 2.0's Project Description, Taylor Yard is encircled by Mount Washington, Glassell Park, Elysian Park and Cypress Park. Also included in this area is the distinct riparian habitat of the Los Angeles River. Although enveloped directly on each side by industrial and manufacturing uses, this area is defined by its low-density residential communities. Due to the industrial nature of this area, both the alignment and the proposed Taylor Yard Station at Arvia Street would not affect any of these unique areas. In addition, every effort has been made to coordinate the rail transit alignment and the station design with proposals outlined in the *Taylor Yard Development Study*. By coordinating land use planning with transportation improvements, implementation of the development study's recommendations and the alignment as described in this SEIR could result in a net beneficial effects to the aesthetic character within and surrounding Taylor Yard.

***Lincoln Heights Jail:*** Located less than two miles from the Taylor Yard Station, the Lincoln Heights Jail property is also surrounded by such features as Elysian Park, Mount Washington, and the Los Angeles River. This site however, is dominated by commercial and industrial structures with only small sections of multi-family residential uses. The building itself exhibits significant architectural characteristics that make it part of an important vista. It has received designation as a local Historic-Cultural Monument of the City of Los Angeles, and is eligible for listing under the National Register of Historical Places. The "Through the Jail" alignment alternative and non-revenue connector would result in the demolition of the building and the loss of a potentially significant aesthetic resource. The "Front of Jail" alternative would result in aesthetic impacts on the jail structure and on the viability of the services occupying the building.

***Elysian Park and Proposed Recreational Facilities:*** The proposed project is immediately adjacent to the Los Angeles River from the north end of the jail to the Riverside Drive Bridge. In this segment, the project would be highly visible from the hills of Elysian Park to the west, and also from any potential future recreational facilities along the west bank of the Los Angeles River. However, the project at this location is situated in an area currently defined by industrial and manufacturing uses, and therefore would not significantly change the existing character of the viewsheds. North of the Riverside Drive bridge, the project is separated from the river by the Metrolink yard, and therefore its effect on the view from the future river recreational facilities and from Elysian Park is further reduced due to distance. North of the Metrolink yard, the project is not visible from the river.

### Mitigation Measures

- 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 Cities of Los Angeles and Burbank to create design and development standards for the proposed LRT maintenance yards and for the alignment as it passes through the Blue Line Junction and Taylor Yard.
- 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 MTA policy, to provide a budget for public art in station areas. The MTA should also consider coordinating with local groups in the Taylor Yard area to establish a design theme and appropriate public art program for the proposed station site.
- The proposed project will also be involved with the design and funding of the San Fernando Road and landscaping area program.
- In order to reduce the visual impact of the aerial guideway as it passes in front of the Lincoln Heights Jail, and between the jail and Riverside Drive where the project lies adjacent to the Los Angeles River, the MTA shall enhance the physical appearance of the area by providing aesthetic enhancements consistent with future plans for these areas.

### Unavoidable Adverse Impacts

Implementation of the "Through the Jail" alternative would result in the demolition of the Lincoln Heights Jail Building which would constitute a significant, unavoidable project impact. The "Front of Jail" alternative would include elements to mitigate the aesthetic impact, but due to the aerial guideway's height and proximity to the jail, this would still constitute an unavoidable adverse aesthetic impact, affecting both the visual surroundings of the jail facade and also the viability of the sensitive community services occupying the jail. Although both alternatives would include mitigation for the project's effect on the viewshed from Elysian Park and the Los Angeles River, due to the guideway's proximity to the river and visibility from the park, this would also constitute an unavoidable adverse aesthetic impact.

### 3.11 HISTORICAL RESOURCES

The Final EIR for the Burbank-Glendale-Los Angeles Rail Transit Project indicated that "in order to provide full disclosure of preliminary engineering conducted for the Pasadena-Los Angeles Metro Blue Line Junction, as well as respond to the comments received regarding the proposed displacement and demolition of the Lincoln Heights Jail Building, additional environmental analysis has been prepared." This environmental analysis focused on the impacts created by three alignment alternatives, "Through the Jail," "Front of Jail," and "Behind the Jail."

As indicated in the Final EIR, the proposed rail transit project could create a number of impacts to historic building resources, but specifically, the Lincoln Heights Jail Building. The scope of this SEIR includes a similar project description which could create similar impacts to the jail building and its occupants. Chapter 2.0 of this SEIR describes the general characteristics of the project and this historical resources analysis incorporates the in-depth examination of impacts to the Lincoln Heights Jail Building.

#### Environmental Setting

**Methodology.** The historic and cultural resources documented in Final EIR analysis utilized 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 in the Planning Context Map, showing the alignment proposed from Avenue 19 to Hollywood Way. The area surrounding the ten proposed at-grade stations was surveyed and photographed within one-quarter mile on each side 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.

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). Each of these structures, including Dayton Avenue Signal Tower, the Van de Kamp's Dutch Bakery, Glendale Rail Depot, and Lincoln Heights Jail, are in close proximity to the rail transit corridor.

Two of the structures included in the analysis, the old Lincoln Heights Jail and the Glendale Depot, appear eligible for listing under the National Register for Historic places. The Lincoln Heights Jail at Avenue 19 has been added by the Los Angeles City Council to the City's list of Historic-Cultural Monuments, and is therefore now listed in the California Register of Historic Resources. The Glendale Rail Depot on Cerritos Avenue is on the Glendale City Planning Division Citywide Historic Resource study as a category one structure of great importance. After restoration of this building, anticipated to begin in 1994, the City plans to apply for listing on the State & National Register of Historic Places.

### Environmental Impacts

The proposed rail transit project could potentially impact the Lincoln Heights Jail Building. Owned by the City of Los Angeles, the Northeast Los Angeles District Plan indicates that the Lincoln Heights Jail exhibits significant architectural and cultural characteristics to justify its inclusion 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 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

- To mitigate impacts related to the Metro Blue Line Junction Alternative, MTA 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.

- Should the Front of Jail Alternative be selected, MTA would create new off-street parking spaces to replace those displaced 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 city jail building, MTA would enhance the physical appearance of the area by dedicating open space on the surplus property acquired on the east side of Avenue 19. MTA would also provide aesthetic improvements, such as landscape and streetscape work, consistent with future plans for this area.

Should the Through the Jail Alternative be selected, the following mitigation measure must be performed:

- 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. It should be noted that if the jail structure is taken, mitigation measures will also be taken to relocate the community service organizations currently occupying the building. These measures are described on pages 52-53.

#### Unavoidable Adverse Impacts

The taking and demolition of the old Los Angeles City Jail Building may be unavoidable, and should be considered a significant historical resources impact.

## CHAPTER 4.0 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. The Final EIR (October, 1992), considered alternatives as related to the proposed Burbank-Glendale-Los Angeles Rail Transit Project. The following is a list of the alternatives considered in the Final EIR:

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

This report summarizes the various alternatives proposed only to the project elements that have been identified in Chapter 2.0. The Final EIR can be referenced for greater detail concerning the related implications considered for each alternative relative to the proposed Burbank-Glendale-Los Angeles Rail Transit Project.

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

- Light Rail Maintenance Yard Site Alternatives
- Alternative Rail Transit Station Sites in Taylor Yard
- Alternative Alignments at the Pasadena-Los Angeles Blue Line Junction

### 4.1 LIGHT RAIL MAINTENANCE YARD SITE ALTERNATIVES

**Project Description:** When the *Pasadena-Los Angeles Blue Line Supplemental EIR* was completed in January 1993, it revealed that no permanent LRT maintenance facility site had been selected to serve both the Pasadena line and the Burbank line. As a result, this Supplemental EIR studied two alternative sites for the location of a maintenance facility. **Table 23** on the following page, provides a summary of the comparative analysis between the two feasible maintenance yard facility locations. In addition, a detailed discussion of the potential environmental impacts associated with each of the alternatives has been included.

<b>Table 23</b> <b>Comparative Analysis Between</b> <b>Light Rail Maintenance Yard Site Alternatives</b>		
Category	Lockheed 360 Site	Weber Aircraft Site
SIZE	20 usable acres 86 car capacity	19 acres 94 car capacity
COSTS <sup>1</sup>	\$84 million	\$70 million
ENGINEERING ISSUES	<ul style="list-style-type: none"> <li>• Requires aerial "fly-over" of San Fernando South Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires at-grade yard lead crossings of San Fernando North Road.</li> </ul>
ENVIRONMENTAL IMPACTS <sup>2</sup>	<ul style="list-style-type: none"> <li>• Land Use Displacement</li> <li>• Property Acquisition</li> <li>• Construction Noise</li> <li>• Hazardous Materials</li> <li>• Public Utility Relocation</li> <li>• Visual Disruption</li> </ul>	<ul style="list-style-type: none"> <li>• Public Safety</li> <li>• Land Acquisition</li> <li>• Land Use Displacement</li> <li>• Hazardous Materials</li> <li>• Public Utility Relocation</li> </ul>
SOURCES: <sup>1</sup> MTA-Rail Construction Corporation <sup>2</sup> Gruen Associates.		

**LOCKHEED 360 SITE:** This LRT maintenance yard location would create impacts with respect to land use, noise, hazardous materials, public utilities and aesthetics.

**Land Use:** A light manufacturing facility would be displaced.

**Noise:** Construction noise could impact residences in close proximity to the site.

**Hazardous Materials:** Hazardous materials have been identified at the site, however with the implementation of the proposed mitigation measure should leave the site with no adverse effects.

**Public Utilities:** Approximately 3,250-feet of existing US Sprint fiber optic cables and 660-feet of high voltage power lines would be relocated. In addition, the alignment in this segment of the project, may pass over City water mains, as a result, these pipes may require special protection.

**Aesthetics:** A visual barrier would be created by the aerial guideway lead over San Fernando Boulevard.

**WEBER AIRCRAFT SITE:** This LRT maintenance yard location would create impacts with respect to population, land use, hazardous materials, and public utilities.

**Land Use:** A light manufacturing facility would be displaced.

**Hazardous Materials:** Hazardous materials have been identified at the site, however with the implementation of the proposed mitigation measure should leave the site with no adverse effects.

**Public Utilities:** The relocation of US Sprint fiber optic cables would be required at this site. In addition, the alignment in this segment of the project, may pass over City water mains, as a result, these pipes may require special protection.

## 4.2 ALTERNATIVE RAIL TRANSIT STATION SITES IN TAYLOR YARD

**Project Description:** As part of the Final EIR, two station alternatives were explored for this station site because both met the selection criteria and were considered deserving of environmental clearance (FIGURE 24 on the following page). However, due to efforts to coordinate with the land use and transportation planning efforts conducted as part of the *Taylor Yard Development Study*, these two station alternatives, Division Street and north of Arvia Street, have been removed from consideration since the development study has identified the area closer to San Fernando Road between Arvia and Alice Streets as the one most oriented to serving the surrounding community.

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

## 4.3 ALTERNATIVE ALIGNMENTS AT THE PASADENA-LOS ANGELES BLUE LINE JUNCTION

**Project Description:** As part of the Final EIR process, a thorough comparative analysis examined 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. During this process, Alternative #2, Behind the Jail, was removed from further consideration because of its significant impacts, engineering constraints, and higher project costs.

In addition to the rail alignment at this site, a non-revenue connector has also been proposed at the Pasadena-Los Angeles Metro Blue Line Junction. The alternatives studied for the location of the non-revenue connector closely resemble those studied for the connection of the Pasadena-Los Angeles Metro Blue Line and the Burbank-Glendale-Los Angeles Rail Transit Projects. Therefore, for the purpose of analysis in this section, the alignment alternatives were considered for both the project alignment and the non-revenue connector alignment. Table 24 (page 111), provides a summary of the comparative analysis between the two feasible Pasadena-Los Angeles Metro Blue Junction and non-revenue connector alignment alternatives. In addition, a detailed discussion of the characteristics of each alternative has also been included.



**INSERT FIGURE 24 PREVIOUS TAYLOR YARD STATION ALTERNATIVES**

Table 24 Comparative Analysis Between Pasadena Line Junction Alternatives		
Category	"Through the Jail" Alternative	"Front of Jail" Alternative
ENGINEERING FEASIBILITY <sup>1</sup>	• Best engineering feasibility; maximizes the alignment's at-grade configuration.	• Requires straddle bent structures above Avenue 19.
COSTS <sup>2</sup>	\$55 million	\$ 54 million
ENVIRONMENTAL IMPACT <sup>3</sup>	<ul style="list-style-type: none"> <li>• Land Use Displacement</li> <li>• Land Use Relocation</li> <li>• Property Acquisition</li> <li>• Historic Resources Demolition</li> <li>• Aesthetics</li> </ul>	<ul style="list-style-type: none"> <li>• Land Use Displacement</li> <li>• Historic Resources</li> <li>• Street Displacement</li> <li>• Impacts to Street Parking and Existing Circulation</li> <li>• Conflict with proposed San Fernando Road on-ramp, component of proposed LADOT Alameda Bypass.</li> <li>• Aesthetics</li> </ul>
<b>SOURCES:</b> <sup>1</sup> Bechtel Corporation. <sup>2</sup> LACTC-Rail Construction Corporation. <sup>3</sup> Gruen Associates.		
<b>NOTE:</b> Project Cost Estimates reflect the amount only for the Pasadena Line Junction to Taylor Yard segment of the project alignment.		

### Through the Jail Alternative

**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.

**Environmental Impacts.** As indicated in the Draft EIR, the "Through the Jail" alternative would result in significant unavoidable adverse impacts in the categories of land, aesthetics, 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.

- Demolition of the Lincoln Heights Jail Building would result in the loss of an aesthetically pleasing, architecturally significant building that is part of an important vista in the City of Los Angeles.
- **Historical Resources:** Construction of this alignment would result in the displacement and demolition of the Lincoln Heights Jail Building. This building is a City of Los Angeles Historic-Cultural Monument, and is listed in the California Register of Historic Resources. In addition, the structure may also be eligible for listing under the National Register of Historic Places.

### **Front of Jail Alternative**

**Engineering Feasibility.** The findings from the Pasadena Line Junction engineering feasibility analysis reveal that the "Front of Jail" alignment would be inferior to the "Through the Jail" alternative due to the alignment's tighter curves which would require a reduction in train speed. 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 avoids the jail, 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.** 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, aesthetics, 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.

- **Aesthetics:** The aerial guideway required for the "Front of Jail" alignment would create a visual barrier, impacting the jail structure and the viability of the community service organizations located within the building, including the Bilingual Foundation for the Arts, the Los Angeles Youth Athletic Club, and Community Youth Gang Services.
- **Historic Resources:** Because the "Front of Jail" alignment would travel on an elevated guideway east of Avenue 19, the building's architectural character of the old Lincoln Heights Jail 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 Lincoln Heights Jail Building).
- 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.

#### **4.4 ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

Based upon the environmental impact categories documented in Chapter 5.0 of the Final EIR and the project alternatives proposed in that document, 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 mitigation measures 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 addition, this SEIR has explored a variety of project alternatives that have been carried forward through the environmental process. Since the alignment at the Pasadena-Los Angeles Metro Blue Line Junction and the development of a LRT Maintenance Facility are both integral parts of project implementation, they can be considered superior to the No Project Alternative.

## **CHAPTER 5.0 OTHER ENVIRONMENTAL EFFECTS**

The following chapter focuses only on the additional environmental effects related to the components studied in this Supplemental EIR. Chapter 7.0 of the Final EIR can be referenced for the additional environmental effects related to proposed Burbank-Glendale-Los Angeles Rail Transit Project. The subject matters of this chapter include potential growth-inducing effects, cumulative impacts of related transportation-oriented projects, and long term implications of these elements. In addition to this discussion, the requirements of a mitigation monitoring and reporting program are discussed.

### **5.1 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 these components of the rail transit system will promote a direct net increase in population growth or economic activity. Furthermore, these elements of the proposed project are located in areas which are already highly urbanized and built out. As discussed in Chapter 3.0 of this report, the proposed elements would not foster the development of any additional housing units, as a result, the rate of population growth is not likely to be effected. The changes proposed in this Supplemental EIR do not change those growth-inducing effects associated and approved in the Final EIR.

### **5.2 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. Chapter 7.0 of the Final EIR discussed cumulative impacts relative to non-renewable resources, water resources and wastewater, land use intensification, and transportation; the project changes proposed in this Supplemental EIR do not change these cumulative impacts discussed in the Final EIR.

### 5.2.1 Transportation Projects

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 and the additional components of this Supplemental EIR. 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.

It should be noted that within the vicinity of Taylor Yard there are a number of rail projects, ranging from those in existence for over 100 years, to those planned for the future:

- Sixteen daily Metrolink trains each way
- Two daily round-trip Amtrak intercity trains two Santa Barbara
- One daily Amtrak Coast Starlight each way
- Southern Pacific freight trains
- Proposed Burbank/Glendale/Los Angeles light rail project
- Pasadena/Los Angeles light rail project
- Midway Yard interim light rail maintenance facility
- Metrolink maintenance facility
- Southern Pacific maintenance facility.

Although the addition of the proposed project will bring additional impact to the project area, the cumulative impact must be considered within the corridor's historic context as a major rail alignment, and in particular, as a freight alignment. As stated in the Final EIR (Page 217 - Response to Comments), the noise generated by a passing freight train is significantly greater than that of a light rail vehicle. Furthermore, the land displacement impacts of the original Taylor Yard freight facility were far greater than what is currently required for rail facilities. Thus, the light rail system proposed for the Taylor Yard corridor can be viewed as a continuation of the area's historic usage as a rail corridor, although the predominant usage has changed from the freight rail to passenger rail which is quieter and requires less land overall. In addition, the introduction of the proposed project will enhance mobility for the community surrounding Taylor Yard, unlike the previously-existing freight and commuter rail facilities which did not include passenger stations at Taylor Yard. For these reasons, the Burbank/Glendale/Los Angeles Rail Project was strongly supported at the community meetings held as part of the *Taylor Yard Development Study*.

Table 25 on the page 121 describes each of the proposed transit-oriented projects and their current status.

### 5.2.2 Economic Development Projects

The relationship of the proposed project to economic development in the Taylor Yard area can best be described in terms of *Taylor Yard Development Study* recently completed by MTA. This study undertook a comprehensive analysis of potential land use and development, for the purpose of developing a balanced and coordinated approach for reusing currently vacant property in Taylor Yard. To this end, a series of three community workshops were held, which were widely publicized in the adjacent communities. The recommendation arising from these workshops and the consultant's work called for a development plan including recreational, educational, and transportation facilities, and also development to encourage the creation of jobs.

The final recommendations included construction of the Burbank/Glendale/Los Angeles Rail Line on a specified alignment which was deemed to fit best with the overall recommendations of the study. The alignment recommended in the Taylor Yard Study has been incorporated into this document as the proposed project. As such, the Burbank/Glendale/Los Angeles Line can be seen as one element of a community-based plan to provide a balance of uses in the Taylor Yard area, including enhanced recreational and educational amenities. The Burbank/Glendale/Los Angeles Line will provide enhanced community access, and will provide a strong encouragement towards developing the pedestrian-oriented environment recommended by the study. The *Taylor Yard Development Study* included many other recommendations regarding specific locations, including the vacant Lawry's and Van de Kamp's sites which are adjacent to proposed light rail stations. These other recommendations must receive further analysis, including environmental review, prior to being implemented. All land use decisions relating to the study will be at the discretion of the City of Los Angeles.

## 5.3 LONG TERM IMPLICATIONS OF THE PROPOSED PROJECT

### 5.3.1 Relationship Between Local Short-Term Impacts and Long-Term Productivity

Construction of the components of the Burbank-Glendale-Los Angeles Rail Transit Project, studied in this report, 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, and 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 components would meet the purposes of the Southern California Air Quality Management District's Regional Air Quality Master Plan. If developed, the proposed project components would facilitate the operation of the Burbank-Glendale-Los Angeles Rail Transit Project, therefore offering 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.



### 5.3.2 Significant Irreversible Changes

The implementation of the proposed components 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.

**Table 25**  
**Cumulative Development of Transit-Oriented Related Projects**

#	Project	Description	Status
1	Glendale Municipal Transportation Center <sup>1</sup>	Multi-Modal Transit facility. At full buildout would include LRT, Commuter Rail, Amtrak, MTA bus service, Bee Line shuttle, and Greyhound. Improvements would include 750-800 parking spaces initially with potential expansion, restoration of Rail Depot, and streetscape enhancements on Cerritos Ave.	Depot grounds acquired. Preparation of project environmental clearance to begin in Fall 1992.
2	Burbank Multi-Modal Transportation Facility <sup>2</sup>	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: <sup>3</sup> 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 <sup>3</sup>	Fundable rail project under MTA'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 <sup>3</sup>	Fundable rail project under MTA'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 Metro Mover Monorail <sup>2</sup>	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: <sup>3</sup> Fundable Plan- 10-year Implementation Program • Golden State Freeway • Ventura Freeway	Component of MTA'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: <sup>3</sup> Ventura Freeway Golden State Freeway	Component of MTA'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 MTA.
9	Bus Electrification Program <sup>3</sup>	Component of MTA'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: <sup>1</sup> City of Glendale <sup>2</sup> City of Burbank Advanced Planning Division <sup>3</sup> MTA 30-Year Integrated Transportation Plan			

#### **5.4 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, MTA will establish a Mitigation Monitoring Program that carries out the mitigations recommended for eliminating or substantially lessening the project's significant impacts. MTA 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 6.0**

### **PUBLIC REVIEW OF DRAFT ENVIRONMENTAL IMPACT REPORT**

#### **6.1 OVERVIEW OF CEQA PROCESS**

The preparation of the Final Supplemental 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 SEIR 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 SEIR. These efforts then lead to the preparation of the Final SEIR. As per the guidelines outlined in CEQA<sup>23</sup>, this Final SEIR consists of the contents of the Draft SEIR, 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 SEIR; and
- (3) The Lead Agency's response to significant environmental points raised in the review and consultation process.

#### **6.2 BACKGROUND OF PUBLIC REVIEW OF DRAFT SEIR**

In an effort to encourage and facilitate public participation, MTA 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 and Spanish.

The first hearing and workshop was held in the City of Los Angeles at the Church of the Divine Savior on November 30, 1993 at 610 Cypress Avenue. The second was held at George Washington Elementary School on December 2, 1993 at 2322 N. Lincoln Street in the City of Burbank. Simultaneous Spanish translation was provided at the Church of the Divine Savior hearing.

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<sup>23</sup> Remy, Thomas, Moose, *Guide to California Environmental Quality Act (CEQA)*, 6th ed. p. 197, 1992.

Each public hearing started with an informal open house, with the official public hearing following. The meetings were moderated by an MTA employee who was not on the management team for the 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 Unified School District, MTA held an informal meeting at Aragon Elementary School on December 14, 1993. MTA staff provided information regarding the project, and responded to questions from those in attendance.

### **6.3 SUMMARY OF COMMENTS AND RESPONSES TO DRAFT SEIR**

Opportunities to respond to the Burbank-Glendale-Los Angeles Draft SEIR were afforded to the public in three formats: written comment, public testimony, and a "For the Record" telephone hotline. MTA received 33 written comments during and immediately following the 45-day comment period. In addition, 12 persons spoke at the three public hearings and workshops conducted during the official review period. No comments were received on the telephone hotline. Table 26 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 SEIR provides the complete text for each comment and testimony received.

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**TABLE 26**

**SUMMARY OF SIGNIFICANT COMMENTS AND RESPONSES TO  
DRAFT SEIR FOR THE  
BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT**

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Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
1.4.1	8	Glendale Redevelopment Agency	Modify description of Glendale Transportation Center based on the updated workslope.	Comment noted. Incorporated into Final SEIR.
1.4.3	11	Tina Thomas, <i>Sierra Club</i>	The requirement of a federal permit and potential for federal funding indicate that federal environmental review is required for the proposed project.	Based on the <i>30-Year Integrated Transportation Plan</i> , MTA does not plan to use federal funds for this project. It is not known whether any federal permits will be required. It is anticipated that, during the design process, any federal environmental work, if required, would be performed, and limited to the specific project issues surrounding the permit.
2.1.1	20-23	Glendale Redevelopment Agency Southern Pacific Real Estate	A. Please clarify how the project alignment will pass through the Glendale Transportation Center and over the adjacent streets. B. Note that the right-of-way is owned by MTA, not Southern Pacific.	Comments noted. The Final SEIR includes the recommended changes, and clarifies the project alignment through the Glendale Transportation Center.
2.1.2	23-24	Glendale Redevelopment Agency  Susan B. Nelson, <i>Save Our Communities</i> @ BURBANK PUBLIC HEARING  Sallie Neubauer, <i>Citizens Committee to Save Elysian Park</i>	A. Please clarify the environmental clearance requirements for the Glendale Transportation Center. B. Is the 5,000 car parking capacity number refer to the total for the entire line or the total for each station? C. The Arvia Street station should serve no more than 300 cars.	A. Recommended change incorporated into Final SEIR. B. Refer to Table 3. The total future parking for the entire line would be 5,660. C. Refer to Table 3. The proposed parking at Arvia Street is 300 cars.
2.1.3	24	T. A. Nelson, Private Citizen @ CYPRESS PARK PUBLIC HEARING	As an interim measure, establish rail diesel cars on the existing tracks.	An extensive comparison of LRT and Commuter Rail service was included in LACTC's <i>Downtown Los Angeles to Sylmar/Santa Clarita Study</i> . Due to the large number of freight and passenger trains currently using the corridor, and the proposed increase in Amtrak trains between Los Angeles and Santa Barbara, the capacity for short-distance trains between Burbank and Los Angeles is extremely limited. The high frequency provided by the Blue Line would not be possible on the existing tracks.
2.3	26-31	Sallie Neubauer, <i>Citizens Committee to Save Elysian Park</i>	The Final SEIR should address whether the rail yard alternatives can accommodate the needs of the Burbank/Glendale/Los Angeles Line and also accommodate what will be moved out of the interim facility at Midway.	Refer to Section 2.3. Both alternative yard locations would have sufficient capacity to allow closure of the Midway Yard interim facility.
2.3	26-31	City of Burbank	The Police Department favors the 360 Site because of the grade separated guideway. The Parks And Recreation Department commented that the Weber site would have to meet City landscape requirements.	Comments noted.

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
2.4	31-34	Richard Olivarez, <i>Cypress Park Improvement Association</i> @ CYPRESS PARK PUBLIC HEARING  Southern Pacific Real Estate  Friends of the Los Angeles River  Los Angeles DOT	A. What is the relationship between the proposed project and the Taylor Yard Development Plan? B. Technical corrections and additions to Figure 14.	Refer to Section 3.4. The proposed project in the SEIR incorporates the recommended alignment and station locations from the <i>Taylor Yard Development Study</i> . Figure 14 has been modified to remove erroneous property line. Requested information regarding parking lot circulation and exit configuration will be developed in coordination with the City during project design. Figure 14 does not show the Metrolink access road located on the boundary of the MTA property.
2.6	39	T. A. Nelson, Private Citizen	The possibility to provide direct revenue service between Pasadena and Glendale, using a double-track revenue connector, should not be ignored.	This alternative was considered as part of the conceptual design effort of the Pasadena/Los Angeles Rail Project. Two alternatives were considered: a full (three legs) flat wye revenue connector, and a grade separated junction connector. Neither proposal was found to be feasible. In the case of the flat wye, an operational analysis showed that the capacity of the junction would be overloaded. In the case of the grade-separated junction, it was found that the amount of land required for the structures would exceed what was available within the confines of the freeways and river.
3.1	44-46	Bob Jamison, <i>Mount Washington Association</i> @ CYPRESS PARK PUBLIC HEARING	The Arvia Street Station will increase pressure to develop the surrounding area. MTA should fund a Station Area Master Plan to coordinate this growth.	The <i>Taylor Yard Development Study</i> already has developed parameters and alternatives for the area surrounding the Arvia Street Station. MTA Joint Development staff will work closely with interested community groups and officials in further planning any joint development project.
3.2.1	47-50	Glendale Redevelopment Agency	The analysis of compatibility with local plans should include the San Fernando Road Redevelopment Plan and the Glendale Transportation Center Specific Plan.	Section 3.2.1 of the Final SEIR has been modified to incorporate this analysis.



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3.2.2	50-54	<p>E. Michael Diaz, <i>Lincoln Heights Preservation Association</i></p> <p>Barbara Hoff, <i>Los Angeles Conservancy</i></p> <p>Robert Vick, Private Citizen @ CYPRESS PARK PUBLIC HEARING</p>	<p>A. The funding source for the relocation of Lincoln Heights Jail occupants is not apparent. The recommendation that the City utilize funds from the property acquisition by MTA is pure conjecture.</p> <p>B. Note that the Lincoln Heights Jail contains a total of 240,000 square feet of useable space which would be lost under the "Through the Jail" alternative.</p>	<p>A. Section 3.2.2 of the SEIR sets forth two elements of relocation concerning the jail: relocation assistance paid to the jail occupants, and compensation to the city for the value of the real estate, including the building. Both items would be funded out of the relocation budget for the project. The comment is correct in stating that any action by the city to use its income from the relocation towards assisting the jail occupants would be a discretionary action by the city, and could not be guaranteed by MTA. However, this concept has been proposed as part of the <i>Taylor Yard Development Study</i> workshops, and has received a favorable reception from participants, including city staff.</p> <p>B. This comment is correct, and has been incorporated into the Final SEIR.</p>
3.2.2	50-54	<p>Mary Bavage, Private Citizen @ CYPRESS PARK PUBLIC HEARING</p> <p>Alex Ross, Private Citizen @ CYPRESS PARK PUBLIC HEARING</p>	<p>The project will require use of eminent domain in the Taylor Yard area, along with the involvement of the Los Angeles Community Redevelopment Agency. Opposed to community redevelopment, and concerned about associated negative impacts.</p>	<p>As proposed in the SEIR, the project would not require displacement of any residential property, nor any property east of San Fernando Road in the City of Los Angeles. This project, of itself, does not require involvement of the Los Angeles CRA. The <i>Taylor Yard Development Study</i> recommends CRA involvement in the overall development of Taylor Yard, but recommends against displacement of existing residential or commercial development. Any decision regarding CRA involvement would be at the discretion of the City of Los Angeles, not MTA.</p>
3.2.2	50-54	<p>Dai Yau, An Hing Corporation @ BURBANK PUBLIC HEARING</p>	<p>Concerned regarding impact to An Hing Corporation, an import export business with annual gross revenue of \$20 million.</p>	<p>Comment noted.</p>

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3.3	55-72	Los Angeles Unified School District	<p>A. The impact threshold for fugitive emissions generated from construction activities is woefully inadequate. The emission limits promulgated by the South Coast Air Quality Management District do not relate to the specific fate and transport of project related emissions on a sensitive population.</p> <p>B. Discrepancy regarding distance between project and Glassell Park Elementary School.</p>	<p>A. The text of the construction impacts analysis has been modified to fully describe the basis for the conclusion that no adverse dust impacts are anticipated on schools. The consultant which prepared the air report is a well respected firm that has performed hundreds of air quality studies locally and nationally. In the expert opinion of the consultant, dust generated by construction activities would fall below significance thresholds and would have no impact on nearby schools. The significance thresholds established by the SCAQMD and EPA are designed for the express purpose of protecting human health, including that of sensitive individuals.</p> <p>B. The text has been modified to clarify that two different measurements from Taylor Yard were used.</p>
3.4	73-79	Los Angeles Unified School District  Los Angeles DOT	<p>A. The traffic circulation in the vicinity of schools needs to be considered, along with the effect of the increase in traffic volume along Cypress Avenue on Aragon Elementary School.</p> <p>B. The Final SEIR should include certain specified improvements to San Fernando Road, as well as certain specified design features at the Arvia Street Station entrances.</p> <p>C. There may need to be additional analysis of the traffic impacts of the proposed light rail storage and maintenance facility.</p> <p>D. Miscellaneous technical comments.</p>	<p>A. The intersection analysis included the major intersections closest to the schools which were deemed most likely to be impacted by the proposed project. Residential streets closer to the schools would attract relatively few station-bound vehicle trips compared with intersections included in the analysis.</p> <p>B. Comment noted and incorporated.</p> <p>C.</p> <p>D. Comments noted and incorporated.</p>
3.4	73-97	Los Angeles DOT  Bob Jamieson, <i>Mount Washington Association</i> @ CYPRESS PARK PUBLIC HEARING  Mark Riera, <i>Bilingual Foundation for the Arts</i> @ BURBANK PUBLIC HEARING  Jim Payne, <i>Bilingual Foundation for the Arts</i> @ BURBANK PUBLIC HEARING	<p>A. Two-way traffic on Avenue 19 must be maintained. The impact of any at-grade crossings needs to be evaluated.</p> <p>B. Under the "Front of Jail" alternative, the impact of lost parking on Avenue 19 should be mitigated.</p>	<p>A. The proposed project requires elimination of the two southbound lanes of Avenue 19 under the Riverside Drive bridge. However, the project would establish one lane of traffic in each direction on the former northbound side of Avenue 19.</p> <p>B. Section 3.11 includes a mitigation measure to replace the lost parking using land beneath the guideway, across the street from the jail.</p>

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3.5	80-84	Los Angeles Unified School District  Tina Thomas, <i>Sierra Club</i>	<p>A. The document should address whether project haul routes will pass LAUSD schools.</p> <p>B. Please confirm the Draft SEIR's assertion that the project will generate 78,050 daily trips at Taylor Yard.</p> <p>C. Discrepancy regarding the distances from Taylor Yard to residences and schools.</p> <p>D. Changes in ambient noise levels, while not within the defined level of significance, do fall within the statistical margin of error for the defined level of significance.</p>	<p>A. Mitigation measure regarding haul routes has been revised to specify that haul routes will not utilize streets adjacent to schools.</p> <p>B. The 78,050 figure was a typing error. The correct number is 2,951, and the traffic and noise analysis was based on this number.</p> <p>C. There are two different measurements regarding the distance to Glassell Park School: from the boundary of Taylor Yard (400 feet) and from the actual project location (1,000 feet). Similarly, there are two different measurements regarding the nearest resident: from the boundary of Taylor Yard (300 feet) and from the actual project location (800 feet). The text has been changed to clarify these distances.</p> <p>D. The noise analysis was performed using an industry standard model developed through use of direct noise measurements of LRT vehicles in various cities. As such, this analysis already accounts the presence of a varied conditions in terms of vehicle maintenance, track structure, schedules, and speed.</p>
3.5	80-84	Mark Riera, <i>Bilingual Foundation for the Arts</i> @ BURBANK PUBLIC HEARING  Jim Payne, <i>Bilingual Foundation for the Arts</i> @ BURBANK PUBLIC HEARING	Concerned regarding the noise impact on Bilingual Foundation for the Arts, whose facilities in the Lincoln Heights Jail include a 99-seat theater, rehearsal room, office space, set building shop, and storage. If the "Front of Jail" alignment is constructed, the jail's utility to the BFA will be completely destroyed due to the noise from train cars using loud horns, since this will disrupt normal conversations, interrupt rehearsals, and destroy the aesthetic quality of performances.	Comments noted. Section 3.5 has been modified to incorporate this concern and include measures to mitigate this impact.
3.6	85-91	Southern Pacific Real Estate  Susan B. Nelson, <i>Save Our Communities</i> @ BURBANK PUBLIC HEARING	<p>A. There is no evidence that the VOCs have contributed to groundwater contamination. The vapor extraction system is expected to be operational shortly and is anticipated to operate through March, 1994.</p> <p>B. What is MTA going to do about hazardous materials in Taylor Yard?</p>	<p>A. Comments noted and incorporated into Section 3.6.</p> <p>B. Refer to Section 3.6.</p>
3.7	92-93	Los Angeles Unified School District  Bob Jaimieson, <i>Mount Washington Association</i> @ CYPRESS PARK PUBLIC HEARING	Proposes additional school-related mitigation actions.	Mitigation measures in Section 3.7 have been modified.

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3.8	94-96	Tina Thomas, <i>Sierra Club</i>	The project will negatively impact at least five proposed programs in the project area. The project area is a critical nexus for several city, county, state and national recreation and natural open space projects.	Comment noted. An analysis of the impacts on these proposed recreation projects has been incorporated into Section 3.8.
3.8	94-96	Martin Schlageter, <i>Friends of the Los Angeles River</i>  Tina Thomas, <i>Sierra Club</i>	The FEIR identified eight species in the area of the project, but the Draft SEIR identifies only five. The report fails to quantify or assess the wide range of species and diversity in the Los Angeles River. In addition to species identified as candidates as endangered species, the river provides habitat supporting a wide range of species and vegetation. The Los Angeles County Natural History Museum Study should be consulted.	In researching the biological resources of the study areas, the California Department of Fish and Game's Natural Diversity Data Base was consulted. The SEIR examined the biological resources of the study areas depicted in Figure 6, page 21. Five species were listed in the data base for those specific areas. The FEIR, on the other hand, identified eight species because the entire rail alignment was analyzed, not just the specific sections in the SEIR. The Natural History Museum study was not used as a reference because it has not been published as a technical reference. To date, the Department of Fish and Game has not incorporated the findings of the report into its data base. According to the Museum, the report is a general overview of the entire system and is still only in working form.
3.9	94-96	City of Burbank	Proposed rail yard has potential for significant impacts on storm water quality, and the SEIR should identify possible impacts and mitigation measures.	Comments noted. Section 3.9 has been modified to include the requested analysis, with additional mitigation measures.
3.9	94-98	Bob Jamieson, <i>Mount Washington Association</i> @ CYPRESS PARK PUBLIC HEARING  Department of Fish and Game @ CYPRESS PARK PUBLIC HEARING	The MTA should address the impact of an oil spill if plans for the Pacific Pipeline proceed. How close would this proposed utility be built to the train alignment? Could an oil spill result in danger to patrons? How would the pipeline impact operation?	The MTA is legally required to carry out the terms of the Pacific Pipeline lease, which predates the purchase of the right-of-way from Southern Pacific. Under this lease, MTA must provide an easement for the pipeline, but can stipulate an appropriate location within the right-of-way. At present, this location has not been determined. MTA, in its comment to the Pacific Pipeline Draft EIR, requested that the EIR account for the presence of rail transit as part of its risk analysis. The Pacific Pipeline Final EIR responded that the presence of Metrolink and Blue Line trains does not significantly change the overall level of risk associated with the pipeline project.
3.10	99-102	Metropolitan Water District	The proposed project potentially impacts certain MWD facilities. In order to avoid potential conflicts with MWD facilities, design plans for activities in these areas should be submitted to MWD for review and approval.	Comments noted.

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3.10	99-102	<p>Martin Schlageter, <i>Friends of the Los Angeles River</i></p> <p>Barbara Hoff, <i>Los Angeles Conservancy</i></p> <p>Tina Thomas, <i>Sierra Club</i></p>	<p>A. The project will significantly impact the viewshed from Elysian Park, a significant environmental feature within the study area.</p> <p>B. If designed properly, the aerial guideway in the "Front of Jail" alternative would not create a significant aesthetic impact on the Lincoln Heights Jail. The guideway could create a space for street level neighborhood activities, thus providing community revitalization.</p>	<p>Comments noted. Section 3.10 of the SEIR has been modified to address these concerns and include appropriate mitigation measures.</p>
3.11	103-105	<p>Glendale Redevelopment Agency</p>	<p>The Glendale Rail Depot is on the City Planning Division Citywide Historic Resource Study list as a category one structure. As part of the restoration project, applications will be prepared for possible listing on the State &amp; National Register of Historic Places.</p>	<p>Comments noted. Incorporated into Final SEIR.</p>
3.11	103-105	<p>City of Los Angeles Cultural Affairs Department</p> <p>E. Michael Diaz, <i>Lincoln Heights Preservation Association</i></p> <p>Barbara Hoff, <i>Los Angeles Conservancy</i></p>	<p>A. The Lincoln Heights Jail has been designated a City of Los Angeles Historic-Cultural Monument, and is now listed in the California Register of Historic Resources.</p> <p>B. The alternatives analysis should examine the many redevelopment opportunities and improvements for expanded use of the building, relocating displaced businesses into the building, attracting other businesses, and upgrading the adjacent surrounding areas.</p> <p>C. The FEIR should note that any project with federal funding must comply with the 106 Review Process.</p>	<p>A. Comments noted. Incorporated into Final SEIR.</p> <p>B. The text of the Final SEIR has been revised to reflect the potential that unoccupied portions of the jail could be utilized in the future. However, the feasibility of this usage is uncertain; any decision to consider refurbishment of the structure would fall under the discretion of the City of Los Angeles. In terms of the potential relocation of businesses on the east side of Avenue 19, the MTA would not have the authority to stipulate where these businesses would relocate to. The City of Los Angeles could offer these businesses floor space in the old jail, but the private businesses would have discretion to decide whether the jail's configuration would be adequate for their needs.</p> <p>C. Since the proposed project would not use federal funding (see response under Section 1.4.3), the comment regarding federal funding is not applicable to this project.</p>
4.3	109-113	<p>Bob Jamieson, <i>Mount Washington Association</i> @ CYPRESS PARK PUBLIC HEARING</p>	<p>Please provide further information regarding the plans for the Alameda Bypass project.</p>	<p>Information regarding the relationship of the project to the Alameda Bypass was provided verbally to MTA by the City's consultant, which also served as consultant for the environmental clearance of the Pasadena/Los Angeles Line. Conceptual plans for the Bypass are not in the possession of MTA.</p>

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4.4	114	<p>City of Los Angeles Cultural Affairs Department</p> <p>Bob Jamieson, <i>Mount Washington Association</i> @ CYPRESS PARK PUBLIC HEARING</p> <p>E. Michael Diaz, <i>Lincoln Heights Preservation Association</i></p> <p>Sallie Neubauer, <i>Citizens Committee to Save Elysian Park</i></p> <p>Barbara Hoff, <i>Los Angeles Conservancy</i></p> <p>Susan B. Nelson, <i>Save our Communities</i> @ BURBANK PUBLIC HEARING</p>	<p>The "Through the Jail" alternative has the only significant negative impact on the Lincoln Heights Jail, which is now on the City's list of Historic-Cultural Monuments. The negative aesthetic impacts on the jail from the "Front of Jail" alternative can be substantially mitigated. Therefore, the "Front of Jail" alignment is clearly the environmentally superior alternative.</p>	<p>Section 4.3 discusses the relative advantages and disadvantages of the "Through the Jail" and "Around the Jail" alignments. While the "Around the Jail" alignment avoids the demolition of the Lincoln Heights Jail, it has more significant displacement impacts relating to businesses on the east side of Avenue 19. As stated in Section 3.2.2, the "Through the Jail" alternative also provides a possibly enhanced relocation package for community groups within the jail, potentially bringing a substantial improvement to the cultural amenities available to the community. Therefore, neither option is clearly the environmentally superior alternative.</p>
5.2	115-117	Tina Thomas, <i>Sierra Club</i>	<p>The cumulative impact section does not adequately address the impacts of existing and planned projects. Furthermore, the documents discuss regional as opposed to localized impacts on the communities and existing natural, recreational and open space resources. Northeast Los Angeles and the Elysian Valley are the center of an aggressive rapid transit corridor including a number of facilities, resulting in a continuous passing of trains near these neighborhoods 24 hours a day. The accompanying increase in noise is extremely disruptive to residents, will significantly degrade the quality of life, and will impact public park, recreational and natural open space areas.</p>	<p>Refer to discussion of population impacts in Section 3.1. Although the project may encourage more intensive commercial residential development, these factors are dependent on growth and planning policies affecting the study area. In particular, the project's relationship to the overall development of the Taylor Yard area must be evaluated within the context of MTA's <i>Taylor Yard Development Study</i>. The Cumulative Analysis section has been modified to include the projects specifically mentioned in the Sierra Club comment.</p>
5.2	117	Glendale Redevelopment Agency	Miscellaneous comments regarding Glendale Transportation Center.	Comments noted. Incorporated into Final SEIR.
iii.ii	Appendix	Tina Thomas, <i>Sierra Club</i>	<p>The MTA failed to consult with the Santa Monica Mountains Conservancy, California Coastal Conservancy, and the Los Angeles City Department of Recreation and Parks.</p>	<p>Refer to Chapter 6.2 for a description of the agency and public involvement process. Specifically, copies of the Initial Study and Notice of Preparation were submitted to the City Recreation and Parks Department and the State Clearinghouse, which has responsibility for circulating the document to affected state agencies. None of the agencies mentioned responded to the Notice of Preparation, although the City Recreation and Parks Department responded to the Draft EIR.</p>

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FEIR 4.0 5.0	FEIR 86,132	Tina Thomas, <i>Sierra Club</i>	On Page 86, the FEIR states that ambient noise levels in the project area range from 60 to 73 decibels; on Page 132, this range is said to be 66 to 77 decibels. This inconsistency calls into question the accuracy of the data reported.	There was a typing error in the FEIR. The correct ambient noise range is 66 to 77 decibels. The noise analysis was based on this range.
FEIR 5.6.3 5.8.1	FEIR 143, 156-161	Martin Schlageter, <i>Friends of the Los Angeles River</i> Tina Thomas, <i>Sierra Club</i>	The Final EIR does not sufficiently support the assertion that the construction of the bridge over the Arroyo Verdugo Wash would not cause a significant impact on the Los Angeles River due to sediment loading.	The existing bridge over the Verdugo Wash completely spans the wash, that is, no pilings are needed to support the structure within the wash. Therefore, no excavation or soil disturbance would occur and no additional sedimentation would occur from within the Verdugo Wash. Work performed outside the wash's concrete sides would disturb the soil, but those soils would be removed from the area, rather than stockpiled to be carried into the wash.
Misc.	---	Martin Schlageter, <i>Friends of the Los Angeles River</i>	The reconstruction of the bridge crossing the Los Angeles River at Midway Yard leading to the Lincoln Heights Jail deserves attention in the SEIR.	Comment does not involve contents of this project, but rather refers to the Pasadena/Los Angeles Rail Project, which has already received environmental clearance.
Misc.	---	Robert Vick, Private Citizen @ CYPRESS PARK PUBLIC HEARING	Suddenly, there is a proposed bridge over the Los Angeles River near Elm Street. MTA previously opposed this.	The Burbank/Glendale/Los Angeles Rail Project does not include any bridges over the Los Angeles River. A pedestrian bridge over the river has been considered as part of the <i>Taylor Yard Development Study</i> , but this is a separate project, and will require its own environmental clearance should it be further considered.

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Misc.	---	<p>Glendale-Office of the Mayor</p> <p>Burbank-Office of the Mayor</p> <p>Burbank-Glendale-Pasadena Airport Authority</p> <p>South Pasadena-Office of the Mayor</p> <p>Mount Washington Association</p> <p>Pasadena TMA</p> <p>Beitler</p> <p>Pasadena Chamber of Commerce</p> <p>Glendale TMA</p> <p>Saint Joseph Medical Center</p> <p>Glendale Chamber of Commerce</p> <p>Disney Development Company</p> <p>Beauty-Kiss</p> <p>Pamela Corradi, Private Citizen</p> <p>Ernest Burger, Private Citizen</p> <p>Edward Waldheim, Private Citizen</p> <p>Robert Stebner, Private Citizen @ BURBANK PUBLIC HEARING</p>	<p>These public agencies, groups and organizations, and private citizens have expressed their support for the proposed Burbank-Glendale-Los Angeles Rail Transit Project.</p>	<p>Comments noted.</p>
Misc.	---	<p>Dai Yau, An Hing Corporation @ BURBANK PUBLIC HEARING</p>	<p>Expressed opposition to project due to severe financial burden on business.</p>	<p>Comment noted.</p>
Misc.	---	<p>Caltrans</p>	<p>No comment.</p>	<p>None.</p>