

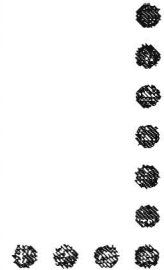
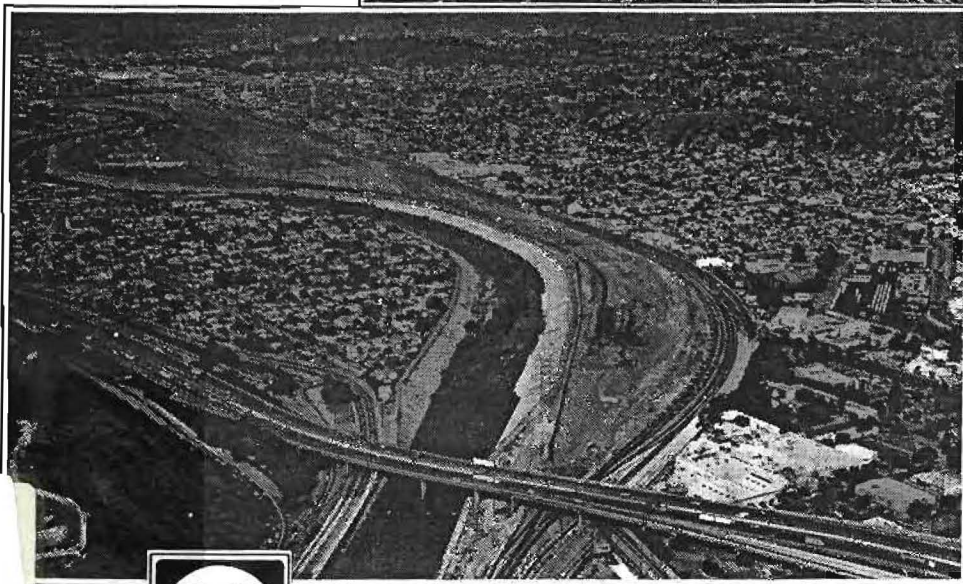
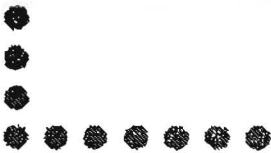
● BURBANK • GLENDALE • LOS ANGELES
 ● RAIL TRANSIT PROJECT

● Final Environmental Impact Report
 ● SCH #91101017



EXECUTIVE
 SUMMARY

October, 1992



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LOS ANGELES COUNTY
 TRANSPORTATION COMMISSION

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**EXECUTIVE SUMMARY
FINAL ENVIRONMENTAL IMPACT REPORT
BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT**

PURPOSE AND SCOPE OF FINAL EIR

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

- (1) Comments and recommendations received;
- (2) A listing of public agencies, organizations, and private citizens commenting on the Draft EIR; and
- (3) The Lead Agency's response to significant environmental points raised in the review and consultation process.

PUBLIC REVIEW OF DRAFT EIR

Opportunities to respond to the Burbank-Glendale-Los Angeles Draft EIR were afforded to the public in three formats: written comment, public testimony, and a bilingual "For the Record" telephone hotline. LACTC conducted three public hearing and workshops on the Burbank-Glendale-Los Angeles Rail Transit Project. Public notice was given through local and regional newspapers; notices were mailed to civic groups and homeowner associations; and Environmental Impact Reports were mailed to elected officials and public agencies in the local vicinity of the proposed project. Announcements were also distributed in English, Spanish, Chinese, and Armenian.

The first hearing and workshop was held in the City of Glendale at the Environmental Management Center on July 15, 1992 at 780 Flower Street. The second was held at the Burbank Hilton and Convention Center on July 23, 1992 at 2500 Hollywood Way in the City of Burbank. The final hearing was held at Loreto Elementary School in the Northeast District of the City of Los Angeles on July 28, 1992 at 3408 Arroyo Seco Avenue. Spanish translation was provided at the Loreto School hearing.

EXECUTIVE SUMMARY

LACTC received 57 written comments during and after the 45-day comment period. In addition, 19 persons spoke at the three public hearings and workshops conducted during the official review period. No comments were received on the telephone hotline. Appendix III of the Final EIR provides the complete text for each comment and testimony received.

In addition to these hearings, at the request of Los Angeles City Councilman Mike Hernandez and local residents, LACTC held a public presentation on September 17, 1992. This meeting was held at Aragon Elementary School and was intended to keep the Cypress Park Community intimately involved in the public process. Representatives from the Pasadena-Los Angeles Light Rail Project, Taylor Yard Specific Plan, and Metrolink were on hand, and provided detailed answers to a variety of issues.

ADDITIONAL ENVIRONMENTAL ANALYSIS

CEQA Guidelines, Section § 15132, require the lead agency to respond in the Final EIR to significant environmental points raised in the review and consultation process. Concerns brought to attention most frequently by those submitting official comments included pedestrian safety, air quality, noise, traffic and circulation, utilities, and construction impacts. Responses to these concerns have been addressed and incorporated into the body of the text of the Final EIR for the Burbank-Glendale-Los Angeles Rail Transit Project.

In addition to these topics, other concerns raised during the public review process require additional research and documentation. These concerns focus on specific elements of the Draft EIR, and were brought to attention by multiple parties. Because these issues require more detailed attention, additional environmental analysis more specifically addresses these topics:

- Old Los Angeles City Jail Taking and Demolition
Pasadena Line Junction Alignment Alternatives
- Project Route Alignment Alternatives
Downtown Glendale- Brand Boulevard Project Route Alternatives

Pasadena Line Junction Alternatives

The proposed Burbank-Glendale-Los Angeles Rail Transit Project Draft EIR indicated that "after thorough analysis of various alignment alternatives, the engineering feasibility for the proposed project recommends that the most effective alignment connecting the Burbank-Glendale-Los Angeles rail line to the Pasadena-Los Angeles Blue Line would be through the site of the Old City Jail Building" (Burbank-Glendale-Los Angeles Draft EIR, p. 160). In an effort to provide full disclosure of preliminary engineering conducted for this segment of the alignment, as well as respond to the comments received regarding the displacement and demolition of the Old Los Angeles City Jail Building, additional environmental analysis for the Pasadena Line Junction has been prepared.

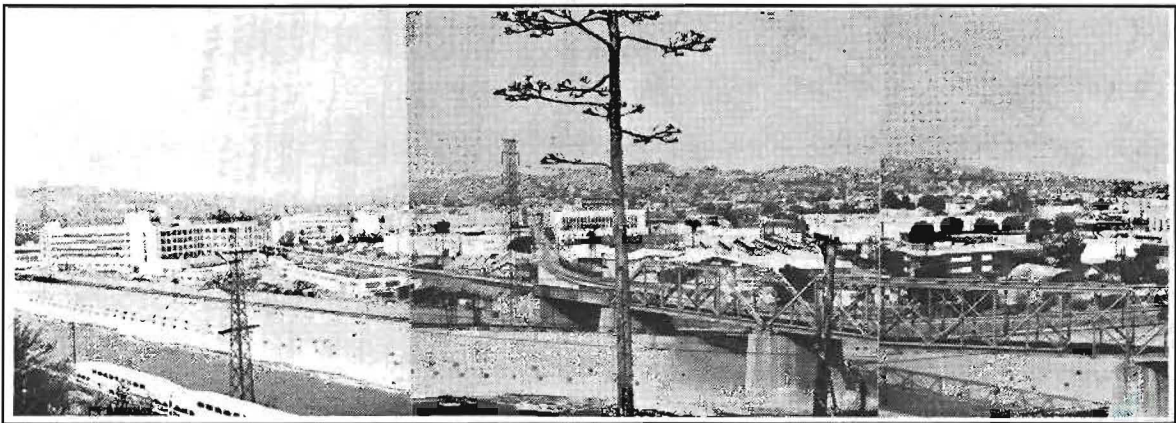
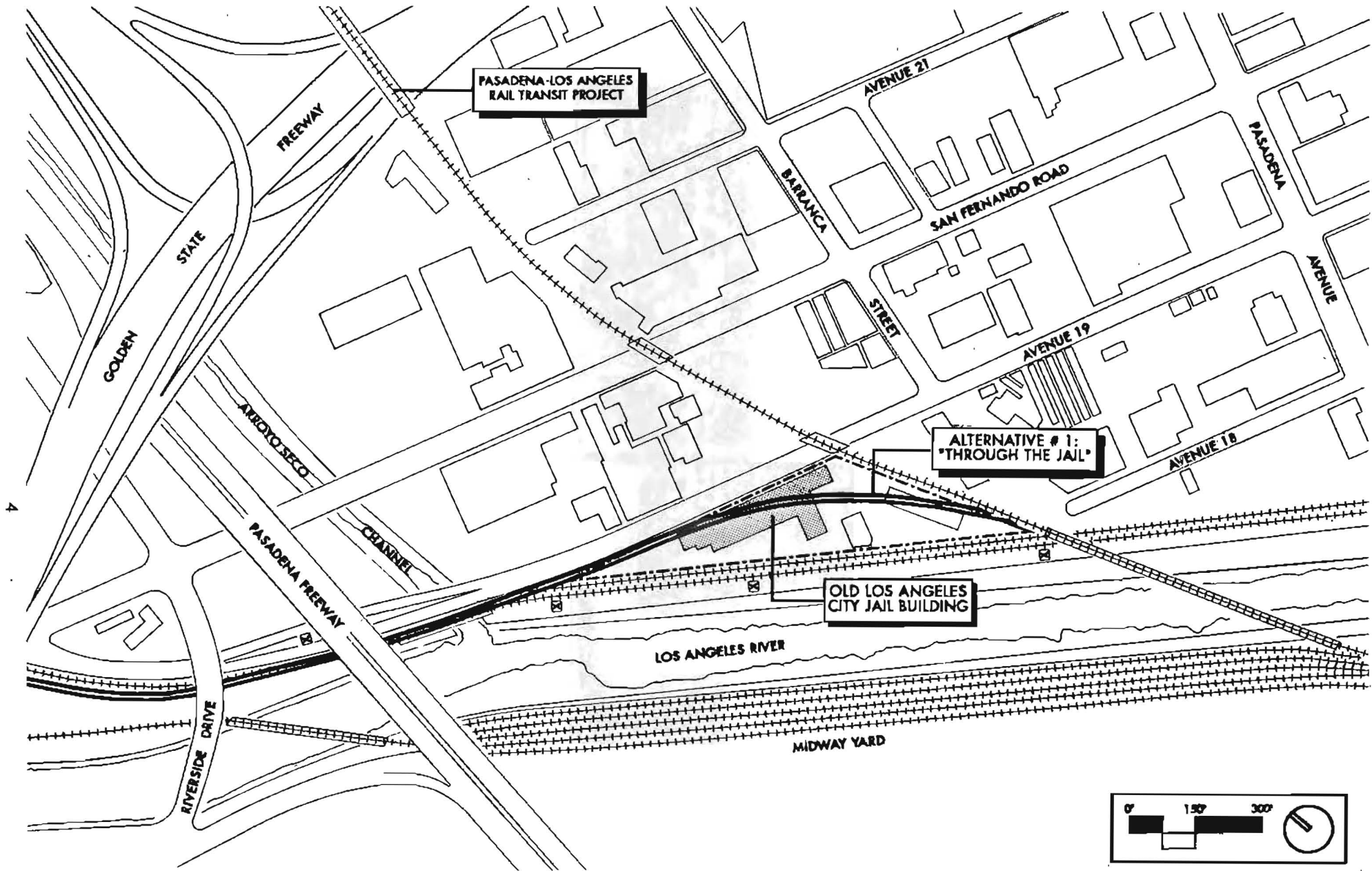


FIGURE 1

View looking north at Pasadena Line Junction

The additional environmental analysis for the Pasadena Line Junction provides a comparative analysis between the originally proposed alignment that traverses through the site currently occupied by the Old City Jail Building (formerly the Lincoln Heights Jail) and two route segment alternatives that would avoid the displacement and demolition of the jail: 1) a "Behind the Jail" alternative, and 2) a "Front of Jail" alternative.

As summarized in Table 1 and Figure 2, 3, and 4, the additional environmental analysis that focuses on the Old City Jail site compares the three segment alternatives by examining three key factors: engineering feasibility, project costs, and environmental impact.



SOURCE: Pacific Aerographics, January 1992.

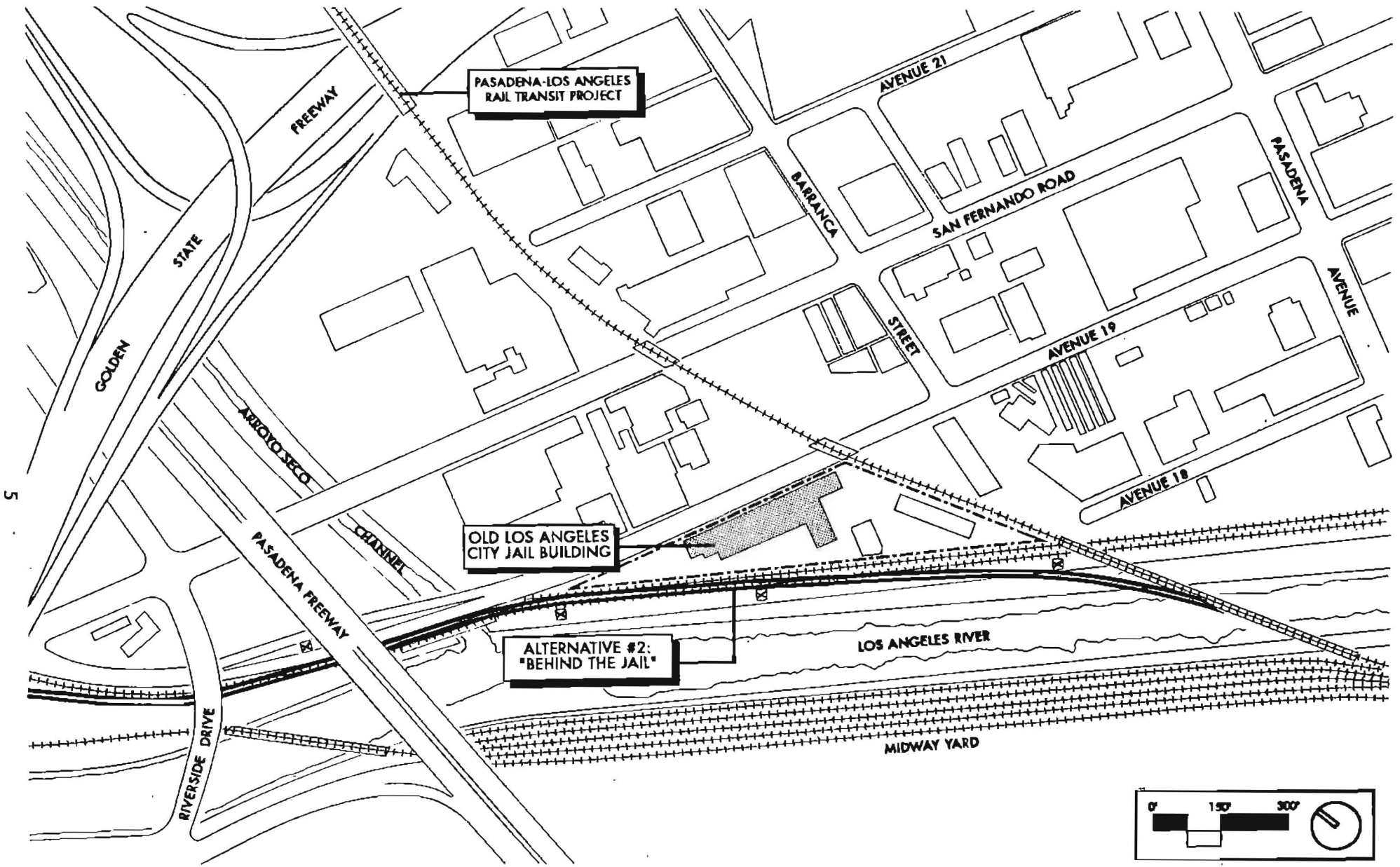
GRAPHICS BY GRUEN ASSOCIATES



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FIGURE 2
Alternative #1:
"Through the Jail" Alignment



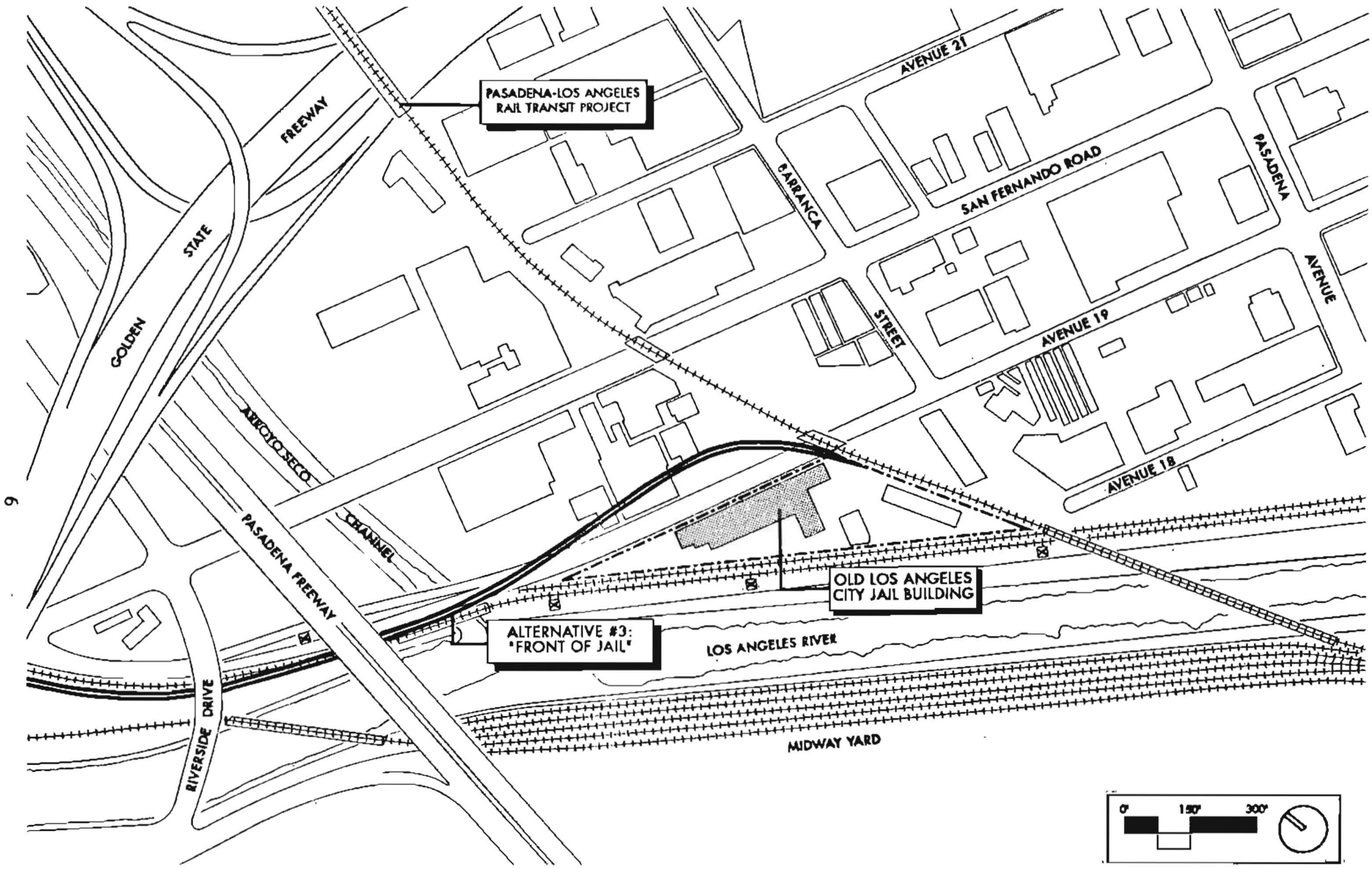
SOURCE: Pacific Aeorographics, January 1992.

GRAPHICS BY GRUEN ASSOCIATES



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FIGURE 3
Alternative #2:
"Behind the Jail" Alignment



SOURCE: Pacific Aerographics, January 1992.

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 RAIL TRANSIT PROJECT EIR
 LOS ANGELES COUNTY TRANSPORTATION COMMISSION

FIGURE 4
 Alternative #3:
 "Front of Jail" Alignment

**Table 1
Comparative Analysis Between
Pasadena Line Junction Alternatives**

Category	Alternative #1: "Through the Jail"	Alternative #2: "Behind the Jail"	Alternative #3: "Front of Jail"
ENGINEERING FEASIBILITY ¹	<ul style="list-style-type: none"> • Best engineering feasibility; maximizes the alignment's at-grade configuration. 	<ul style="list-style-type: none"> • Poor engineering geometry. • Could result in scheduling and operational conflicts with design of the Pasadena rail line. • Requires straddle bent structures over existing Southern Pacific tracks. • Requires relocation of large, overhead tower transmission lines. • Columns to be constructed very close to the edge of the Los Angeles River. • Turnout at junction would be located on bridge, thereby requiring a complex structure. 	<ul style="list-style-type: none"> • Requires straddle bent structures above Avenue 19.
COSTS ²	\$55 million	\$64 million	\$ 54 million
ENVIRONMENTAL IMPACT ³	<ul style="list-style-type: none"> • Land Use Displacement • Land Use Relocation • Property Acquisition • Historic Resources Demolition 	<ul style="list-style-type: none"> • Utility Relocation • Water- Waterways, Flood Control, and Drainage • Natural Resources (Los Angeles River) • Conflict with proposed San Fernando Road on-ramp, component of proposed LADOT Alameda Bypass. • Visual Impact on parkland. 	<ul style="list-style-type: none"> • Land Use Displacement • Historic Resources • Street Displacement • Impacts to Street Parking and Existing Circulation • Conflict with proposed San Fernando Road on-ramp, component of proposed LADOT Alameda Bypass.
<p>SOURCES:</p>			
<p>¹ Bechtel Corporation. ² LACTC-Rail Construction Corporation. ³ Gruen Associates.</p>			
<p>NOTE: Project Cost Estimates reflect the amount only for the Pasadena Line Junction to Taylor Yard segment of the alignment.</p>			

Conclusion

The purpose of the FEIR's comparative analysis is twofold. First, it presents the engineering feasibility analysis conducted for the Pasadena Line Junction; and second, it explores possibilities for saving the Old Los Angeles City Jail Building, while minimizing the rail transit project's additional impacts on the environment.

Based on the findings of the comparative analysis, the "Behind the Jail" alternative has been removed from further consideration. Although this alternative alignment would preserve the Old City Jail from demolition, it would result in environmental impacts that include relocation of major overhead utility lines; construction of straddle bent structures and other complex forms within or near the Los Angeles River; disruption of views from the Los Angeles River and Elysian Park; and potential conflicts with an on-ramp for LADOT's proposed Alameda Bypass. In addition, this alignment would increase project costs by approximately \$9 million.

With respect to the two other route alignments, the "Front of Jail" and "Through the Jail" alternatives both exhibit contrasting opportunities and constraints.

- The "Front of Jail" alignment would reduce project costs by approximately \$1 million. It would also save the Old City Jail Building from demolition and improve the visual quality on the east side of Avenue 19. However, this alternative would displace various commercial and industrial businesses employing approximately 40 workers. Construction of its straddle bent structures would also impact circulation and parking on Avenue 19, and its aerial configuration would conflict with an on-ramp to Alameda Bypass as the alignment crosses over the Arroyo Seco.
- As proposed in the Draft EIR, the "Through the Jail" alternative requires the demolition of the Old Los Angeles City Jail Building. The majority of the building is vacant, but some portions are occupied by the Bilingual Foundation for the Arts, the Los Angeles Youth Athletic Club, and the Lincoln Heights Community Youth Gang Services. The alignment, however, maximizes the potential for an at-grade alignment that would facilitate construction of the Alameda Bypass, and the mitigation measure regarding business relocation has been strengthened to allow coordination between the lead agency, the City of Los Angeles First Council District, and the existing tenants of the structure.

Although these two alignment alternatives have somewhat different environmental impacts and engineering configurations, they both appear feasible for construction. In each case, project implementation would result in significant unavoidable adverse impact. As such, the lead agency carries forward a course of action on this issue as part of the Final EIR's certification, findings, and mitigation monitoring program.

Downtown Glendale-Brand Boulevard Project Route Alternatives

During the public review period, a number of comments were received from public agencies, groups and organizations, and interested private citizens regarding the proposed project's SPTC right-of-way route. In each case, the comments focused on the desire to see the proposed light rail line travel through the City of Glendale's Central Business District (Figure 5) before reconnecting to the SPTC right-of-way and continuing into Burbank.

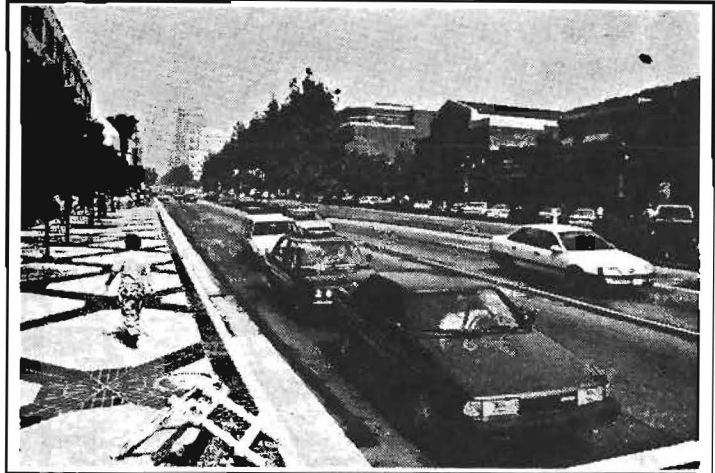


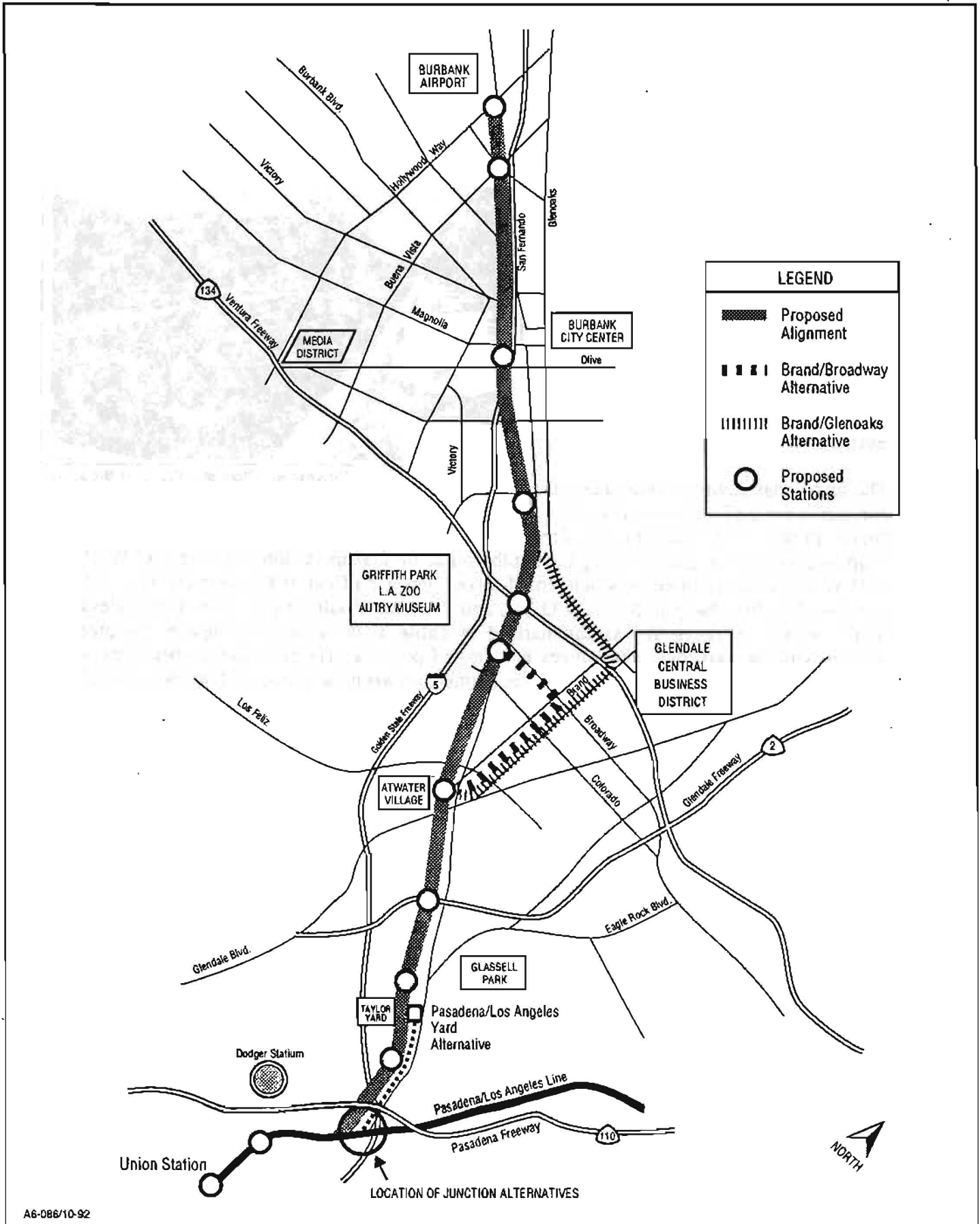
Figure 2

Downtown Glendale, Brand at Broadway

The additional environmental analysis conducted for the Downtown Glendale-

Brand Boulevard Project Route Alternatives provides a comparative analysis between the proposed project's alignment along the Southern Pacific Transportation Corridor R.O.W. (SPTC R.O.W.) and two alignments which would serve Glendale's Central Business District: 1) Brand Boulevard to Broadway to SPTC R.O.W., and 2) Brand Boulevard to Glenoaks Boulevard to SPTC R.O.W. (Figure 6) As summarized in Table 2, the analysis compares the proposed project with the two route alternatives in terms of potential trip generators, operations, costs, and environmental impacts that occur in the segment between the Glendale Transportation Center and the Northwest Glendale Station.

BURBANK-GLENDALE-LOS ANGELES LINE ALIGNMENT ALTERNATIVES IN FINAL EIR



**Table 2
Comparative Analysis Between
Proposed Project and Project Route Alternatives**

Category	Proposed Project: SPTC R.O.W.	Alternative Alignment #1: Brand-Broadway	Alternative Alignment #2: Brand-Glenoaks
ROUTE¹			
Total Route Length	11.9 miles	12.7 miles	13.3 miles
Right-of-Way	Southern Pacific (SP) R.O.W.	Street and SP R.O.W.	Street and SP R.O.W.
No. of Stations	10: Refer to Figure 3.	11: Same as proposed project. Delete Broadway. Add stations at Brand-Chevy Chase and the Glendale Galleria.	13: Same as proposed project. Delete Broadway and Ventura Freeway. Add stations on Brand at Chevy Chase, Glendale Galleria, and Lexington, and on Glenoaks at Monterey and Concord.
Potential Trip Generators ²	San Fernando Road Redevelopment Corridor; Southwest and South Glendale Residential Areas	Glendale Galleria; Central Business District; San Fernando Road Redevelopment Corridor; Southwest and Southeast Glendale Residential Areas.	Glendale Galleria; Central Business District; Southwest, Southeast, and Northwest Glendale Residential Areas.
OPERATIONS¹			
Train Speed	<ul style="list-style-type: none"> • Maximum of 55 miles per hour (mph) • Average of 45-55 mph between Glendale Transportation Center and Ventura Freeway 	<ul style="list-style-type: none"> • Maximum of 35 mph in street-running section (full signal preemption assumed) • Maximum of 35 mph, with average of 15 mph in street-running section (no signal preemption) 	No signal preemption; operations would be similar to streetcar scenario on Long Beach-Los Angeles Blue Line. <ul style="list-style-type: none"> • Maximum of 35 mph, with average of 15 mph • Average of 11 mph between Glendale Galleria and Glenoaks (as in downtown Long Beach)
Travel Times from BGP Airport: to Downtown Glendale..... to Glendale Trans. Center..... to Union Station.....	30 minutes (via Beeline Shuttle connection) 13 minutes 23 minutes	12-17 minutes (depending upon signal preemption) 18-21 minutes (depending upon signal preemption) 26-31 minutes (depending upon signal preemption)	21 minutes 28 minutes 39 minutes
Travel Times from Union Station: to Downtown Glendale..... to Burbank Airport.....	27 minutes (via Beeline Shuttle connection) 23 minutes	15-18 minutes (depending upon signal preemption) 26-31 minutes (depending upon signal preemption)	18 minutes 39 minutes
COSTS³			
Cost Estimate (Taylor Yard to Glendale)	\$280 million	\$295 million	\$330 million (all at-grade) \$410 million (partial serial or subway)
ENVIRONMENTAL IMPACT: Between Glendale Transportation Center and Northwest Glendale^{2,4}			
Potential Impacts	Pedestrian Safety; Land Use Displacement; Traffic and Circulation; Natural Resources; Utility Relocation; Aesthetics	Pedestrian Safety; Land Use; Noise; Physical R.O.W. Limitations; Traffic and Circulation; Historic Resources; Aesthetics	Pedestrian Safety; Land Use Displacement; Noise; Physical R.O.W. Limitations; Traffic and Circulation; Natural Resources; Historic Resources; Aesthetics
Potential Beneficial Effects	Land Use Compatibility; Enhanced Visual Quality; Potential to facilitate growth along planned San Fernando Road Redevelopment Study Area Corridor.	Compatible Regional and Commercial Uses; Direct service to Central Business District; Retains much of Brand Boulevard Streetscape	Compatible Regional and Commercial Uses; Direct service to Central Business District; Improved access for North Glendale residents
SOURCES: ¹ Manuel Padron & Associates. ² LACTC-Rail Construction Corporation. ³ Gruen Associates. ⁴ City of Glendale and LACTC, <i>Glendale Corridor Rail Transit Project Final Report.</i>			

Conclusions

The comparative analysis between the proposed Southern Pacific right-of-way alignment and the Brand Boulevard route alternatives reveals that each of the three alignments studied have very distinct opportunities and constraints. However, the proposed project, despite its shortcomings with respect to providing direct service to Downtown Glendale and other potential trip generators, would create fewer significant impacts than either Route Alternative #1 or #2. As detailed in the *Glendale Corridor LRT Alignment Alternatives Study, Burbank-Glendale-Los Angeles Rail Transit Project Draft EIR*, and in this additional environmental analysis, the Brand-Broadway and Brand-Glenoaks alignments would have significant traffic, noise, and visual quality impacts on the environment. The construction of either alternative alignment would dramatically change the character of their surrounding areas. The placement of the alignment in the median of Brand Boulevard would change the identity of the Central Business District. Location of the alignment along Brand or Broadway would also impact adjacent residential and community service buildings. In selecting the Southern Pacific right-of-way alignment, the transit route could serve as the principal facilitator of the growth planned for by the City of Glendale along the San Fernando Road corridor and Northwest Glendale area, while still serving Downtown Glendale via a local circulator system connection at its Ventura Freeway, Broadway, or Glendale Transportation Center stations.

In addition to these considerations, the proposed at-grade route alternatives would also cause a \$35-\$70 million increase in project costs, and add an extra 8 to 13 minutes in travel time, assuming operations similar to the Blue Line. These issues are most extreme with the Brand-Glenoaks alternative; additionally, the at-grade Brand-Glenoaks alignment would cause major displacement where the old Pacific Electric Red Car right-of-way has been lost. With respect to the Brand-Broadway alternative, the increased run time could be mitigated through the use of signal preemption; this would, however, exacerbate already heavy traffic congestion in the Central Business District, particular in the area near the Glendale Galleria.

Nevertheless, it should be noted that the proposed Southern Pacific right-of-way alignment does not preclude the potential for a future direct service connection into Downtown Glendale. Based on LACTC's *Glendale Corridor Rail Transit Project Final Report*, a loop connector serving the entire Brand Boulevard corridor would cost \$3 million for a shuttle bus alternative, and up to \$70 million for a fixed-route trolley. In addition, the proposed layout for the Glendale Transportation Center station has been designed to allow for the possibility of a future LRT branch line into the City's Central Business District.

The proposed SPTC right-of-way route alternative for the Burbank-Glendale-Los Angeles Rail Transit Project, combined with a local circulator system, would provide a high level of access to Downtown Glendale, while simultaneously providing a high-quality regional connection for through trips. Implementation of the proposed project alternative would also be in keeping with the adopted position of the City of Glendale, which calls for development of a local circulator system linking to the regional trunk system.

APPENDIX

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

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
1.1.2	3	Caltrans	Include Amtrak and Metrolink as responsible agencies that should be contacted.	Comment noted. Incorporated into Final EIR.
3.1	21-22	Kevin Devilin, Private Citizen	Proposed project should utilize same technology as existing Long Beach to Los Angeles Blue Line.	Comment noted. Refer to page 21-22 of Final EIR.
3.1	---	A. Allan Havens, Private Citizen B. M. Dickerson, Private Citizen @ BURBANK HEARING	Consider low-floor rail vehicles or vehicles equipped for high/low entrances.	The proposed project configuration intends to allow eventual through service once connection is made with the existing Blue Line. Station plans call for high-platform stations, as required by Metro Blue Line vehicles.
3.2	27	A. Ted McConkey, <i>Burbank Ranch Homeowners</i> @ BURBANK PUBLIC HEARING B. Mike Hoblinski, Private Citizen C. Pat Moser, <i>Southern California Transit Advocates (SCTA)</i> @ BURBANK PUBLIC HEARING	Comments on Hollywood Way-Burbank Airport Station: All. Why does the LRT not go into Burbank Airport? What is the need for a station at Hollywood Way? Airport passengers would not be served since the project does not go into the Airport.	Although the Hollywood Way Station would serve airport patrons with origins or destinations in Downtown Los Angeles, the primary purpose of this station is to serve as the principal park-and-ride facility for commuters traveling from North Valley and Santa Clarita. Construction of this station, however, does not preclude the potential for future direct connection into the Airport.
3.2	29	A. Caltrans B. Ted McConkey, <i>Burbank Rancho Homeowners</i> @ BURBANK PUBLIC HEARING	Comments on Buena Vista Station: A. Proposed utilization of Caltrans Maintenance facility for the Buena Vista Station is unacceptable to Caltrans. Caltrans does not plan to lease any of the property to LACTC for a surface park-and-ride lot. B. Burbank Rancho Homeowners do not see the need for a station at Buena Vista Street. Identifies potential need near San Fernando Boulevard and Empire Avenue to serve planned Walmart Department Store development.	If an agreement cannot be reached between Caltrans and LACTC, the Buena Vista station will not have a park-and-ride facility and will principally serve as a local station serving nearby residential communities. The proposed Walmart location would involve a station along Victory Place north of Burbank Blvd. This location is currently isolated and inaccessible. Conditions may change if Walmart is constructed, but this is uncertain.
3.2	30	T.A. Nelson, Private Citizen	The Burbank City Centre Station should include a pedestrian bridge over the Golden State Freeway.	A pedestrian bridge is planned as part of the Burbank Multi-Modal Transportation Facility Project.
3.2 3.4.5	41	Sallie Neubauer, <i>Citizens Committee to Save Elysian Park</i> @ LA PUBLIC HEARING	Opposed to the planned number of parking spaces (500) at Fletcher Drive Station. Recommends that parking at this station site be reduced to 100 cars maximum. Recommends Ventura Freeway station parking capacity to be expanded since the site is in a predominantly industrial area.	The Glendale Freeway-Fletcher Drive station is envisioned as a potential "catch point" for North Glendale, La Cañada-Flintridge, and Montrose commuters travelling to Downtown through the Echo Park corridor. This station's park-and-ride facility could potentially reduce the existing heavy congestion along this corridor.

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
3.2 B.4.3	43 251	A. County of Los Angeles, Public Works B. Pat Moser, SCTA C. Elysian Valley Association D. Southern California Association of Governments (SCAG)	<p>Comments on Taylor Yard and Taylor Yard Stations:</p> <p>A. Concerned with both alternative station sites within Taylor Yard and the corridor's present alignment. Location of the corridor across the middle of the remaining parcels and LACTC's property precludes the opportunity to develop the Yard's potential for flood control, recreation, and the enhanced aesthetic quality. Request greater flexibility in final station and corridor designs which will be compatible with the needs of the community and on-going planning studies.</p> <p>B. Division Street Station: Locate station closer to Verdugo Rd. and Eagle Rock Blvd. to enhance access for bus transfer and pedestrian passengers.</p> <p>C. What is distance Taylor Yard stations from San Fernando Road?</p> <p>D. Should the alignment be closer to San Fernando Road?</p>	<p>Comments noted. The location of the rail alignment through Taylor Yard, as well as all its stations, will be coordinated with LACTC's <i>Taylor Yard Transit Development Study</i>, expected to be completed at the end of February 1993.</p> <p>A complete discussion of the Cumulative Impact of Taylor Yard appears in Section B.4.3 of the Final EIR.</p>
3.2	45	A. Coalition Against the Pipeline B. Pat Moser, SCTA	<p>Comments on Avenue 19-Lawry's California Center Station:</p> <p>A. Why is no parking planned at Lawry's?</p> <p>B. Avenue 19 Station should be placed as close as possible to Avenue 28 to serve needs of walk-in riders, Glassell Park residents, and facilitate bus transfers.</p>	<p>A. Parking has not been provided at Lawry's because the proposed project views the site as a destination center. The proposed project also does not wish to preclude any potential private development or joint ventures which could provide a more coordinated and sensitively developed rail transit parking facility in the future.</p> <p>B. To construct the minimum track radius required to implement an LRT station platform (8000 feet), additional right-of-way takings would be required from both San Fernando Road and Southern Pacific.</p>
3.2	25-45	Pat Moser, SCTA @ GLN. PUBLIC HEARING	<p>Station Recommendations</p> <p>(1) eliminate Buena Vista station</p> <p>(2) rename following stations:</p> <ul style="list-style-type: none"> • 'Northwest Glendale' to 'Grand Central' • 'Ventura Freeway' to 'Doran Street' • 'Glendale Transportation Center' to 'Cerritos Avenue' • 'Fletcher Drive' to 'Glassell Park' • 'Division Street' to 'Cypress Park' <p>(3) move Broadway station closer to Colorado</p> <p>(4) move Division Street station closer to Verdugo Road</p>	<p>Comments noted. The names provided for stations in the Final EIR are for identification purposes only. With respect to the proposed station relocations:</p> <ol style="list-style-type: none"> 1) The Buena Vista Station is intended to serve residential commuters. 2) The Broadway location provides better shuttle service connection to Glendale's Central Business District and more convenient shuttle transfer. 3) The location of stations in Taylor Yard will be decided during the process of LACTC's <i>Taylor Yard Transit Development Study</i>.

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
3.2	---	A. Pat Moser, SCTA B. Alan Fishel, Private Citizen	How will bus access be provided to various stations?	LACTC will coordinate with SCRTD and other local bus service providers to develop appropriate interface with the fixed-route bus network.
3.3.1	46-47	A. Caltrans B. Elysian Valley Association C. Darrell Clarka, Private Citizen @ GLN, PUBLIC HEARING	Comments on Patronage Forecast: A. Patronage forecast should indicate whether expected patrons are anticipated to come from transit riders, autos, or a mix. B. What statistics do you have on present Blue Line ridership? What will happen to the existing bus systems? C. Challenges the validity of anticipated number of riders per day since the alignment does not serve high density centers of Downtown Glendale.	Please refer to Section 3.3.1 of the Final EIR for an explanation of the methodology utilized to determine the patronage forecast for the proposed Burbank-Glendale-Los Angeles Rail Transit Project. In short, the patronage modelling, conducted by Schimpeler-Corradino Associates, was performed as part of a larger base transit network. The details and nuances of the modelling are outlined in the body of the text of this report.
4.8	86	Public Utilities Commission	A larger number of trains pass through the area than quoted in the EIR: two Santa Barbara trains, one Amtrak Coast train each way daily, and three commuter trains from Santa Clarita and Simi Valley each way daily as well. A large amount of freight traffic also travels through the area each day. This freight traffic currently amounts to approximately 12 trains per day.	Comment noted. The additional data provided has been incorporated into the Final EIR.
5.1	89-90	A. John Hissrich, Northeast Los Angeles CPAC @ LA PUBLIC HEARING B. Public Utilities Commission	Comments on Pedestrian and Vehicular Safety: A. Concern over safety of pedestrians and vehicles crossing the tracks. Mentions examples of Blue Line vehicle-train collisions. Recommends maximizing grade separations and maximizing safety considerations. B. Passenger safety should be a paramount consideration in areas where passengers would congregate or where the passengers of either the light rail system or Amtrak would be required to cross "live" tracks. Examples include Lawry's California Center and Hollywood Way-Burbank Airport.	LACTC considers the safety of pedestrians and motorists as a primary point of importance. At the rail transit project's at-grade crossings, automatic crossing gates will be provided, along with warning lights and bells. Operators will be required to sound a horn in advance of each crossing, and trains will be equipped with a top-mounted "cyclops" light that has recently been introduced on the Long Beach to Los Angeles Blue Line. In the case where significant conflicts may arise between pedestrians/motorists and train vehicles, LACTC will consider the potential for constructing grade-separated crossings to ensure the safety of pedestrians and motorists. As for the Avenue 19 station, the plan for an at-grade pedestrian crossing has been eliminated.
5.1	89-90	Metrolink	Potential impacts to Metrolink access at Burbank and Glendale Stations. LRT should provide grade-separated pedestrian access across the light rail tracks.	Comment noted. Stations at these locations propose to connect passengers to the center-loading Metrolink and Amtrak platforms by means of a pedestrian bridge or tunnel. This response appears in greater detail in Sections 3.4.2, 3.4.4, and 5.1 of the FEIR.

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
5.2.1 8.4.3	95 251	Friends of the Los Angeles River	Development at Taylor Yard should await the results of planning studies underway for the area.	Comment noted. The elements of the proposed project located within Taylor Yard will be coordinated and implemented within the larger framework of the <i>Taylor Yard Transit Development Study</i> that is expected to be completed by the end of February 1993.
5.2.2	97	Alan Havens, Private Citizen	<p>Four or possibly five tracks will be located in the R.O.W. in the future (2 LRT and 3 SP/MetroLink). Elsewhere in the EIR, it is indicated that additional right-of-way will be needed for project implementation in this section. This fact should be so indicated in the caption to Figure 59, p. 151.</p> <p>The EIR should explain terms of the SP-LACTC R.O.W. purchase agreement. It cannot be demonstrated that the LRT line as described is feasible and practicable.</p>	<p>Comments noted. The additional right-of-way necessary is located within the 100-foot SPTC corridor. Refer to page BG-23 of the project's <i>Engineering Plan & Profiles</i> which appear under separate cover.</p> <p>The terms of the LACTC-SPTC agreement appear in the Land Use section (5.2) of the Final EIR. In short, the terms allow for the use of the 40-foot LACTC R.O.W., while retaining the existing SP facilities. LACTC is currently negotiating to purchase the entire 100-foot right-of-way, in which case the existing Shared Use Agreement will have no effect.</p>
5.3	106-107	South Coast Air Quality Management District	Use the 1991 Monitoring Data in the Air Quality Setting.	At the time the Draft EIR was prepared, the 1991 SCAQMD data was not available. The Final EIR includes this data.
5.3	110	South Coast Air Quality Management District	Discussion of TSM and TDM does not include all potential traffic reduction measures; programs should be provided for improved bus transit plans, park-and-ride lots, preferential parking for ridesharers.	Comment noted. Recommended mitigation measures are incorporated into the Final EIR. In addition to those recommended, LACTC should coordinate with SCRTD and other local bus service providers to improve bus service and bus transfer at LRT stations.

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5.4	128	Caltrans	Insufficient traffic analysis conducted for the I-5/Buena Vista NB ramps, the I-5/San Fernando SB ramps, SR-134/Doran NB ramps, SR-134/Fairmount SB ramps, and I-5/ Verdugo at Front Street ramps.	<p>The following summarizes the response to comments to Caltrans' concerns. The full response appears in Section 5.4 of the Final EIR:</p> <ul style="list-style-type: none"> • Buena Vista-Golden State Freeway: Because of the small size of the proposed parking facility, it is unlikely this station will attract enough vehicle-oriented patrons to the station via the Golden State Freeway. A more likely exit would be at Hollywood Way. • Ventura Freeway: The freeway intersections, both currently unsignalized, experience fairly light traffic volumes. Given the modest traffic volumes at these intersections, it appears doubtful that these intersections would reach the significance threshold criteria. • Front Street-Golden State Freeway: Because the alignment parallels the freeway, few rail transit patrons will access the Burbank City Center via the Front Street ramp.
5.4	128-131	Los Angeles Department of Transportation (LADOT)	Circulation analysis performed for the five stations in the City of Los Angeles does not appear to fully describe impacts and possible mitigation measures for those impacts. Main issues of concern: Fletcher Drive/San Fernando Road Intersection, Hughes Market Station access, Avenue 19 narrowing, relationship to proposed Alameda Bypass, and other miscellaneous reference changes.	Please refer to Section 5.4 of the Final for a full response to the comments of LADOT regarding traffic-related impacts and study methodology.
5.4	---	Pat Moser, SCTA @ LA PUBLIC HEARING	The EIR should also consider the traffic impacts of park-and-ride and kiss-and-ride patrons accessing each site by Division Street.	Because the Taylor Yard stations will be refined during the Taylor Yard Transit Development Study process, additional analysis of the Division Street station would be unnecessary at this time.

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5.5	132	Los Angeles Unified School District (LAUSD)	None of the locations selected for noise analysis were District schools. To determine how District schools could be impacted from the operation of the LRT, measurements should be taken at these schools.	<p>The air quality and noise estimates conducted at the site of Pater Noster High School (now Ribet Academy) should be considered representative of future air quality and noise impacts since this school site is the closest to the alignment (600 feet). Glassell Park, Fletcher Drive, and Aragon schools are located further from the proposed LRT line, thereby indicating that impacts at these schools should be less than those at Pater Noster.</p> <p>In an effort to answer the LAUSD's questions and concerns, additional analysis of construction and operation impacts have been performed at Atwater School and Irving Middle School. The findings from this analysis appears in the body of the text of the Final EIR.</p>
5.5	--	Los Angeles Unified School District	The CNEL is the most appropriate metric to use for residential land uses because of sensitivity to nighttime noise. However, for non-residential land uses, such as schools, daytime Leq's should be used.	The comment is correct. However, the CNEL metric was used for all noise analysis in the Draft EIR. Using the CNEL metric is considered a more conservative approach to noise impact and mitigation, generally resulting in noise levels 1-2 dB higher than daytime Leq's.
5.5	--	Elysian Valley Association	Experienced loud rumbling, shaking of ground at Lawry's California Center that resulted from passing Southern Pacific freight trains.	The comment refers to the vibration of a freight train. At a distance of 100 feet, these trains create vibration levels of approximately 78 dB, while an LRT creates a maximum vibration level of approximately 66 dB. It is generally accepted that vibration levels of 72 dB cause sleep disturbance; thus, no significant impacts are anticipated from the proposed project.
5.6.1	139 142 143	Alan Havens, Private Citizen	Clarification of Smaller Rail for LRT: EIR states that smaller gauge rails are used for LRT. This is incorrect. Gauges for LRT are the same as SP trains. Rails used by LRT lines today are not much lighter in weight than those used by main line railroads. The term 'light rail' refers to lower capacity than rapid transit, not to lightweight cars or track.	Comment noted. Please refer to the "Miscellaneous" comments of Robert Richmond and the response to the comment.
5.6.4	146	County of Los Angeles, Public Works	Existing hazardous waste management (HWM) facilities in L.A. County are inadequate to handle the hazardous waste currently being generated. The proposed commercial/industrial development may generate hazardous waste, which would adversely impact existing HWM facilities. Mitigation measures should be provided.	Comment noted. Mitigation Measures for Hazardous Waste disposal have been incorporated into Section 5.6.4 of the Final EIR.

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5.6.4	144	Caltrans	EIR provides no mention of the known potential hazardous material contamination problem at the Old Burbank Station site.	The hazardous material contamination at the Old Burbank Rail Depot Station site is currently being remediated as part of the Commuter Rail Metrolink project, which is expected to open in late October 1992. According to representatives of the City of Burbank, remediation of hazardous materials will be completed prior to the commencement of service of Metrolink.
5.7.3	152	Los Angeles Fire Department	Make following corrections to Table 27: <ul style="list-style-type: none"> • Fire Station #4- Task Force Station, Truck & Engine Company, Hazardous Materials Squad, Staffing= 14 • Fire Station #50- Task Force Station, Truck & Engine Company, Battalion Two Headquarters, Staffing= 12. 	Comments noted. Changes have been made to Table 27 in the Final EIR.
5.7.3	153-154	Glendale Fire Department	Incorporate miscellaneous reference changes and proposed mitigations to environmental setting for Fire.	Comment noted. Incorporated into Final EIR.
5.8.1	158	Burbank Parks and Recreation	There is an omission of one tree species located along the SPTC right-of-way from Buena Vista to Hollywood Way: Lagerstroemia indica (Crape Myrtle); include in Table 29.	Comment noted. Incorporated into Final EIR.
5.8.1	160	Friends of the Los Angeles River	Possible impacts to the Southwestern Pond Turtle were identified, but no mitigation measures were proposed. One appropriate measure appears to be expansion of its local habitat.	The Draft EIR has attempted to identify all possible sensitive species that may exist in the project area. The riparian habitat of the Arroyo Verdugo Wash and Los Angeles River would not be threatened or significantly impacted since the proposed project is to be constructed over the concrete channel section of the Arroyo Verdugo Wash. The Southwestern Pond Turtle's area of potential habitation is located more than 500 feet from the Arroyo Verdugo Wash Bridge.
5.8.2	---	Los Angeles Parks and Recreation	Strongly suggest coordination with LACTC to discuss ways to minimize impacts to City of Los Angeles recreational facilities.	Comment noted.
5.9.1	164-165	Southern California Edison Company	The new rail alignment and Division Street site alternative within Taylor Yard are very close to a double circuit 66kV transmission line located northwest of the proposed site. The Van de Kamp Bakery alternative is located on the east side of Fletcher Drive. Paralleling Fletcher Drive on the east side is a double circuit 66kV transmission wood pole line. Some poles may require relocation and due to the tight area, steel poles may be required.	The LRT trackway and OCS Systems are designed to minimize impacts to existing utilities. Where an overhead conflict is unavoidable, the utility company, in coordination with LACTC, would need to raise its wires or request other appropriate measures to mitigate this impact.

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5.9.1	185	Burbank, Public Service	Add mitigation stating that overhead electric line construction and underground electric supply and communication systems shall meet the State of California Public Utilities Commission General Order Nos. 95 and 128 requirements.	Comment noted. Incorporated into Final EIR.
5.9.1	165	Burbank, Public Service	Light rail passes over 17 City water mains. Pipes must be protected against vertical loading and impact. Corrosion caused by stray currents resulting from track returns is also a concern.	Comment noted. The City's recommended mitigation has been incorporated into the Utilities Section of the Final EIR.
5.9.1	---	Alan Havens, Private Citizen	SP has crossover privileges with at-grade rail crossings of LACTC track on the 40-foot easement to access customers.	LRT tracks can safely cross freight spurs safely, provided that the freight is regulated and installs appropriate track interlocks. The condition exists on the Long Beach to Los Angeles Blue Line in two locations: North of Firestone Boulevard and at the remnant of the SPTC Santa Monica Branch south of Washington Boulevard.
5.9.1	---	A. Southern California Association of Governments (SCAG) B. Alan Havens, Private Citizen	<p>Comments on track and right-of-way capacity:</p> <p>A. Provide detail on track and right-of-way requirements for Metrolink and the SPTC; under terms of the right-of-way purchase agreement with SP, the SCRRA may need to vacate the freight tracks which will be used initially, and locate at least one commuter rail track on their 40-foot easement within one or two decades. The EIR should also discuss track capacity issue, as related to high-speed rail proposal of Los Angeles/Fresno/Bay Area-Sacramento High Speed Rail Study. Discuss relative roles of commuter and light rail on this corridor (their function in relation to such service expansion), which should be answered.</p> <p>B. Identifies problem with construction of two LRT tracks on the 40-foot easement purchased from Southern Pacific Transportation Company as potential preemption of operating reverse-peak commuter rail service to be shared between SP and Metrolink. Recommends provision for additional track capacity north of Taylor Yard and south of Burbank to allow provision of future triple tracking, sidings, etc. for main line train use. Recommends downtown Glendale alignment with use of stretch between Glendale old rail depot and Northwest Glendale for right-of-way set aside purposes.</p>	<p>The Southern Pacific right-of way is currently double-tracked from Taylor yard to Buena Vista, and single-tracked from Buena Vista north. Within the double-tracked section, it is possible to construct the LRT within the 40-foot R.O.W. Between Buena Vista and Hollywood Way, there will still be room for Metrolink to construct a second track on SP property. Since the Shared Use Agreement requires the second track to be built on LACTC property beginning in 2006, it may become necessary at that time to modify the LACTC-SP agreement, as it applies to this 1.3-mile segment. However, LACTC is currently negotiating to purchase the entire 100-foot R.O.W. In that case, neither the existing Shared Use Agreement nor R.O.W. impacts will have any effect on LRT or Metrolink operation.</p> <p>Because much of the 100-foot R.O.W would be utilized for SPTC Freight, Amtrak, Metrolink, and LRT service, there appears to be little room for an at-grade high-speed rail line. This implies that any plans for such a facility will have to be closely coordinated with the owners of the R.O.W.</p>

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5.9.2	166	Elysian Valley Association	Provide information that explains how the estimated consumption of 1,720 gallons of fuel per day was determined. Where are the facts to support this?	Please refer to Footnote #19 in Section 5.9.2. The calculation is based on a fuel consumption factor of approximately 22 miles per gallon.
5.10	168-169	Elysian Valley Association	Miscellaneous document change to aesthetics section regarding description of the community as predominantly industrial.	Comment noted. Incorporated into Final EIR.
5.10	178	MetroLink	The proposed project is involved with the design and funding of the San Fernando Road fence and landscaping area. That element needs to be noted in the EIR.	Comment noted. Incorporated into the Aesthetics section of the Final EIR.
5.10	---	Los Angeles, First Council District: Mike Hernandez	In an agreement reached previously with LACTC and a Steering Committee, urban design guidelines studied the effects of development along the corridor. These guidelines that focus on economic development strategies as well as environmental impacts must be incorporated into any final EIR.	Comment noted. The guidelines referred to in this comment will be developed as part of LACTC's <i>Taylor Yard Transit Development Study</i> .
5.11	179	Los Angeles Conservancy	Explain methodology utilized in surveying historic resources for the Draft EIR. The report should explain the criteria by which properties were identified. The lack of this explanation makes it difficult to understand how these historic resources are identified. The report also fails to specifically identify structures, other than the Lincoln Heights Jail, which are to be demolished for the rail project, consequently, it is uncertain whether these buildings are historic resources, requiring mitigation measures.	The following response has been incorporated into the Historic Resources Section of the Final EIR: A preliminary field review was conducted with the project archaeologist to establish a context for the evaluation of historic and cultural resources along the proposed project route. A subsequent survey was performed from Avenue 19 to Hollywood Way, utilizing the project Planning Context Map (Figure 3) as the basis for analysis. The route alignment, station areas, and the surrounding areas, within ¼ mile, were surveyed and photographed. From these surveys, 28 properties were identified as potentially significant. Seven were deemed to have historic and/or cultural significance based on the National Historic Landmarks Criteria for Evaluation established by the Keeper of the National Register of Historic Places.

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5.11.2 8.4.1	-- 227	A. Los Angeles Conservancy B. Sallie Naubauer, <i>Citizens Committee to Save Elysian Park</i> @ LA PUBLIC HEARING C. Mount Washington Association D. Bill Hunter, <i>SCTA</i> @ LA PUBLIC HEARING E. Pat Moser, <i>SCTA</i> F. Alan Havens, Private Citizen	Comments on the proposed demolition of the Old Los Angeles City Jail: A. Concerned about the possible demolition of the Old City Jail, formerly the Lincoln Heights Jail, and abandonment of the Dayton Tower Signal Tower. The Final EIR should analyze alternative alignments, including one that runs to the west of the proposed alignment. B,C. Concerned and opposed to the demolition of the Old Los Angeles City Jail. Recommend that alternative alignments be studied and depicted in the Final EIR. D,E,F. Opposed to the demolition of the Old Los Angeles City Jail. Recommend that a second bridge be constructed over the Los Angeles River and design of the alignment should be placed to the west of the structure. Or study the potential of the line continuing to Avenue 26, turning north, and connecting to the SPTC right-of-way at the northern terminus of Avenue 26.	Please refer to Section 8.4.1 of the Final EIR for a comparative engineering and environmental analysis between the proposed "Through the Jail" alignment that would displace and demolish the Old City Jail Building and two alternative segments that would save the historic structure: • "Behind the Jail" Alignment • "Front of Jail" Alignment
5.12	186-189	South Coast Air Quality Management District	Provide an estimate of construction related emissions. Quantify all sources of construction emissions and propose mitigation measures.	Comment noted. The Final EIR reflects the comments of this agency and includes empirical data that depicts exhaust emissions from construction emissions as well as for fugitive dust emissions, and provides additional measures to mitigate impacts.
5.12	188-189	Friends of the Los Angeles River	Prevent construction-related debris from reaching the LA River and Arroyo Verdugo Wash. Primary concern should focus on wildlife that exists there.	Comment noted. The Final EIR reflects additional construction mitigation measures that minimizes impacts on sensitive land uses.

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6.2	193	A. SCAG	Comments on proposed Project Alignment Alternatives: • Connection to Downtown Glendale Central Business District	Please refer to Section 8.4.2 of the Final EIR for a comparative analysis between the proposed Southern Pacific right-of-way alignment and two alternative rail transit routes that would serve Glendale's Central Business District: • Brand to Broadway to SPTC R.O.W. • Brand to Glenoaks Boulevard to SPTC R.O.W
8.4.2	237	B. Southern California Rapid Transit District (SCRTD) C. Bill Hunter, SCTA @ LA PUBLIC HEARING D. Charles Hobbs, SCTA @ GLN, PUBLIC HEARING E. Pat Moser, SCTA F. Alan Fishel, Private Citizen G. Alan Havens, Private Citizen H. John Heller, Private Citizen I. Michael Dickerson, Private Citizen @ BURBANK PUBLIC HEARING J. Ron Fechter, Private Citizen K. T.A. Nelson, Private Citizen	A,B. Recommend Brand Boulevard-Downtown Glendale alignment. Density, population, ridership, and destinations are in Downtown Glendale. Recommend that Final EIR provide a more detailed comparison between the proposed project and its alternatives. All. Rail line should serve Downtown Glendale, preferably Brand Boulevard. Suggested alignments included: • Brand-Glenoaks • Brand-Orange-Glenoaks • Brand (or Central)-Broadway • Glendale Boulevard-Montrose R.O.W. • Downtown-Echo Park-Glendale Boulevard F. What would the cost difference be between having the line run at-grade up Brand Boulevard vs. the Southern Pacific R.O.W.? Further analysis should also include population and destination models to compare the two alternatives. G. Comparison of Trip Generators: A land use comparison between the central area of Glendale and the San Fernando Road transit alignment considered in the EIR is very instructive in evaluating possible LRT alternatives.	
6.2	194-195	Los Angeles Conservancy	Project Alternatives #4, #5, and #6 of Section 6.2 do not list potential impacts to historic resources.	The information has been derived from field surveys and the City of Glendale's <i>General Plan: Historic Preservation Element</i> . The responses appear in the body of the text of the Final EIR.
6.3	---	A. SCAG B. James Norton, Private Citizen	Comments of Project Mode Alternatives: • Expansion of Commuter Rail Metrolink service A,B. The EIR should provide information whether an expanded commuter rail operation, with several additional station stops, and some reverse peak commute service, would satisfy commuting needs of the community.	An extensive comparison of LRT and Commuter Rail service was included in LACTC's <i>Downtown Los Angeles to Sylmar/Santa Clarita Rail Transit Corridor Study</i> . Based on this analysis, commuter rail provides an effective short-term improvement, but LRT is the most effective long-term solution in this corridor due to the following factors: its lower projected cost per rider; capability to serve more stations; and superior ability to facilitate desirable land use and development.

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7.1	204	Los Angeles, Fifth Council District: Zev Yaroslavsky	The Draft EIR fails to consider two potential environmental impacts of this line: (1) Relation between this line and the Land Acquisition and Replacement Terminal Project proposed by the Burbank Airport; and (2) the potential for this line to increase use of the Airport, thus increasing the noise impact of that Airport on surrounding communities.	The proposed project has no significant, direct relationship to the proposed Burbank-Glendale-Pasadena Airport project. Although the Hollywood Way station does intend to serve airport patrons, its primary use will be by commuters traveling from the North Valley and Santa Clarita. To the extent airport patrons do use the rail project, motor vehicular traffic (i.e., rental cars, taxis) will be reduced, thus furthering regional air quality goals. The proposed rail transit system is viewed as a facilitator rather than an inducer of airport growth. The degree to which the number of flights and resulting noise increases is dependent on policies established by the Airport Authority.
7.2 8.4.3	--- 251	Elysian Valley Association	Concerned with cumulative impact of Taylor Yard. Page 57 of the Draft EIR shows a map (Figure 38) of Glassell Park-Taylor Yard. Why aren't the buildings to be built and already constructed depicted on this map?	Section 8.4.3 of the Final EIR provides a cumulative impact analysis of development at Taylor Yard, and its potential impact on the surrounding community.
Misc.	Technical Edits	A. County of Los Angeles, Public Works B. Caltrans C. SCAG	All. Miscellaneous document changes.	Comments noted. Changes recommended by these agencies have been incorporated into the Final EIR.
Misc.	255-256	Alan Havens, Private Citizen	Previous LACTC Policy Concerning Duplicate Facilities: Five years ago, the question arose over the use of Proposition A funds for commuter rail lines that roughly parallel identified Measure A urban rail corridors. The policy established at the time was that funds could be used for commuter rail if urban rail improvement would not take place within ten years after the inception of commuter service. In this case, the LRT corridor would follow exactly the same corridor as the Metrolink service.	Under Proposition A, 35 percent of the funds are earmarked toward construction of rail transit systems along specified corridors. LACTC later approved expenditure of these funds for commuter rail in Proposition A corridors where urban rail improvements were not planned to occur within ten years. However, this policy was not intended to restrict future LACTC actions should additional funding become available. At the time of approval of the Metrolink system, there were insufficient Proposition A funds to construct the proposed rail transit project within 10 years. The approval of Proposition C has made it possible to construct a number of urban rail lines sooner than previously anticipated.

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Misc.	255-256	A. Elysian Valley Association B. Bryan Allen, Private Citizen @ LA PUBLIC HEARING	<p>Comments on Public Review Process:</p> <p>A. Public review process does not afford enough review time, relies too much on workshops, and develops no community awareness.</p> <p>B. Does not agree with current public hearing process. Recommends the following suggestions: (1) Subject all testimony to review by a professional not involved in the EIR Preparation; (2) Establish a subdivision in Final EIR's comment response section entitled "Environmental Enhancement Issues" to suggest enhancements of previous environmental conditions; (3) Establish Appendix in Final EIR in which all substantive and nonenvironmental comments receive response as if required by CEQA; (4) Establish a standard that the quality of every response shall be the same (5) Subject every response to comment to scrutiny by LACTC staff member not associated with the subject EIR.</p>	<p>Chapter 8, particularly Section 8.4.4, describes the public review process. As requested Appendix III has been added to include all written and oral comments received, including those not directly related to the EIR. The public hearing transcripts are also shown, and include instructions provided at the start of each hearing, to the effect that comments should focus on the contents of the Draft EIR.</p> <p>In terms of the process for responding to comments, CEQA requires a good-faith, reasoned analysis in order for responses to be considered adequate. The internal process used to develop the responses does not determine adequacy; it is the <u>content</u> of the comments which must demonstrate a good-faith, reasoned analysis.</p>
Misc.	---	Robert Richmond, SCTA @ BURBANK PUBLIC HEARING	Light Rail vs. Rapid Transit? Disputes that light rail lines qualify as rapid transit systems. Argues that light rail cannot be defined as rapid transit because it is not fast enough, safe enough, nor reliable enough.	Rapid transit (or heavy rail) is faster and can carry more passengers than LRT systems. But the light rail can also be a serious contender as a rapid mover of people. The proposed LRT would tend more to resemble a full heavy rail rapid transit system since the alignment will have few grade crossings, utilizes high platform loading, and travel at relatively high speed due to the long straight track sections.
Misc.	---	A. Glendale-Office of the Mayor B. Burbank-Glendale-Pasadena Airport Authority C. Beidler Commercial Realty D. Burb. Chamber of Commerce E. Copy Central F. Giddens G. Mount Washington Association H. Ryan Harco Product Corp. I. SYDS Electrical Company J. Warner Bros. K. Luc Benoit, Private Citizen L. Christopher Carroll, Private Citizen M. Pamela Corradi, Private Citizen N. Ted Damon, Private Citizen @ BURBANK PUBLIC HEARING O. Kevin Devlin, Private Citizen	These public agencies, groups and organizations, and private citizens have expressed their support for the proposed Burbank-Glendale-Los Angeles Rail Transit Project.	Comment noted.

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Misc.	---	US Sprint	Reserves comments on impacts to US Sprint facilities until final design of the project is submitted for review.	Comment noted.
Misc.	---	City of Glendale, Public Service	Requests review of any plans for proposed construction along the right-of-way to determine if said construction interferes with any facilities.	Comment noted.
Misc.	---	City of Burbank, Public Works	Need for maintenance consideration for streets, sidewalks, alleys, and attendant features such as signals due to increased demand on transportation and circulation elements.	Comment noted.
Misc.	---	A. A. Moreno, Ismael Chavez, Gustavo Moreno, Guadalupe Rodriguez, Private Citizens B. J.C. Licon, Private Citizen C. P. Reynoso, Private Citizen	All. Request that no more maintenance facilities be built or proposed in the community.	Comment noted. Comment does not involve contents of this project, but rather refers to the Supplemental EIR currently being prepared for the Pasadena-Los Angeles Rail Transit Project.
Misc.	---	Elena Honquria, Private Citizen	Pasadena-Los Angeles Rail Transit Project comments regarding Mermion Way Station and conditions on Los Angeles-Long Beach Blue Line: safety, graffiti, etc.	Comment noted. Comment does not involve contents of this project. However, as stated in Section 5.7.2, the existing Long Beach to Los Angeles Blue Line experiences very little crime. Conditions of graffiti and blight in the corridor were already present prior to construction of the line. The increased activity and law enforcement presence due to the Blue Line is thought to have a positive impact on reducing blight in the surrounding area.
Misc.	---	Elysian Valley Association	Major excavations and grading at Taylor Yard have already been done without people along the routes being notified.	Comment noted. Comment does not involve contents of this project, but rather refers to the construction of the Commuter Rail (Metrolink) Maintenance Facility and Yard being constructed in Taylor Yard.
Misc.	---	A. City of Burbank, Community Development B. Pacific Bell C. U.S. Dept. of Transportation, Federal Railroad Administration	No comment.	None.
Misc.	---	City of Burbank, Fire Prevention Bureau	No restriction, no special provision required.	None.