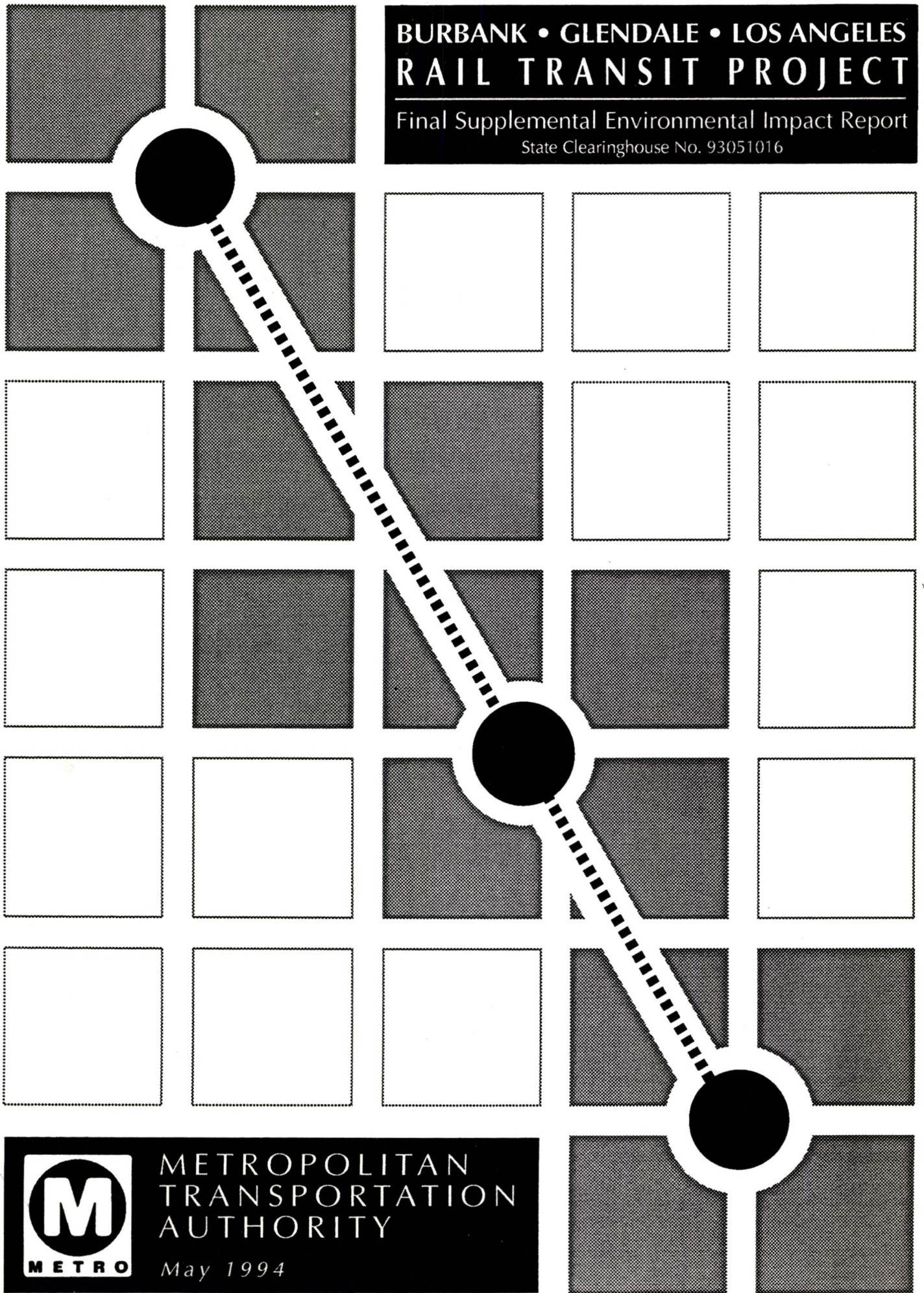


# BURBANK • GLENDALE • LOS ANGELES RAIL TRANSIT PROJECT

Final Supplemental Environmental Impact Report  
State Clearinghouse No. 93051016



METROPOLITAN  
TRANSPORTATION  
AUTHORITY

May 1994



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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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May 1994

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Benito A. Sinclair & Associates, *Burbank-Glendale-Los Angeles Rail Transit Project and Pasadena Line Junction, Engineering Plan & Profile Drawings and LRT Maintenance Yard Layouts*, August 1993.



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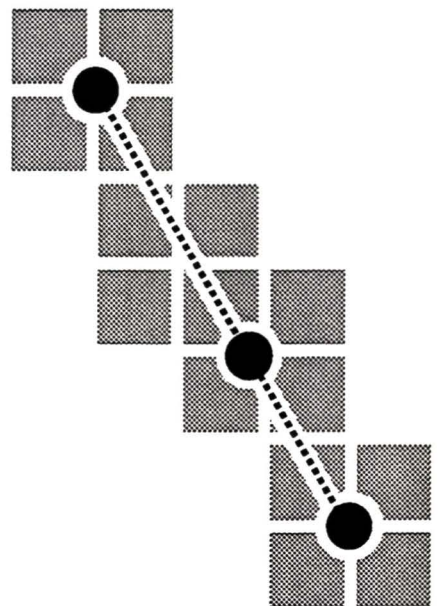
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# CHAPTER 1.0

## INTRODUCTION AND SUMMARY

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GRAPHICS BY GRUEN ASSOCIATES


**BURBANK • GLENDALE • LOS ANGELES**  
 ■ RAIL TRANSIT PROJECT ■  
 ■ SUPPLEMENTAL EIR ■  
 METROPOLITAN TRANSPORTATION AUTHORITY

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

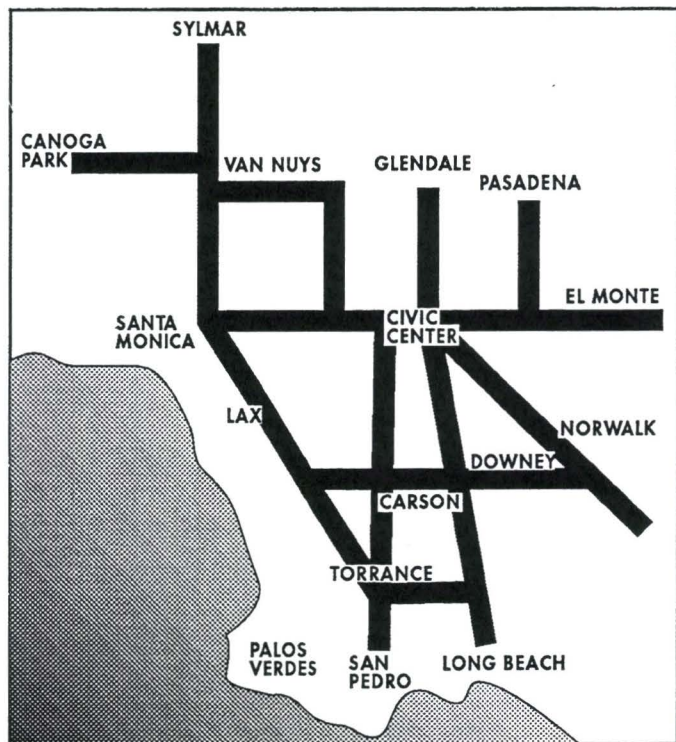
### **1.4 PROJECT OVERVIEW**

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.

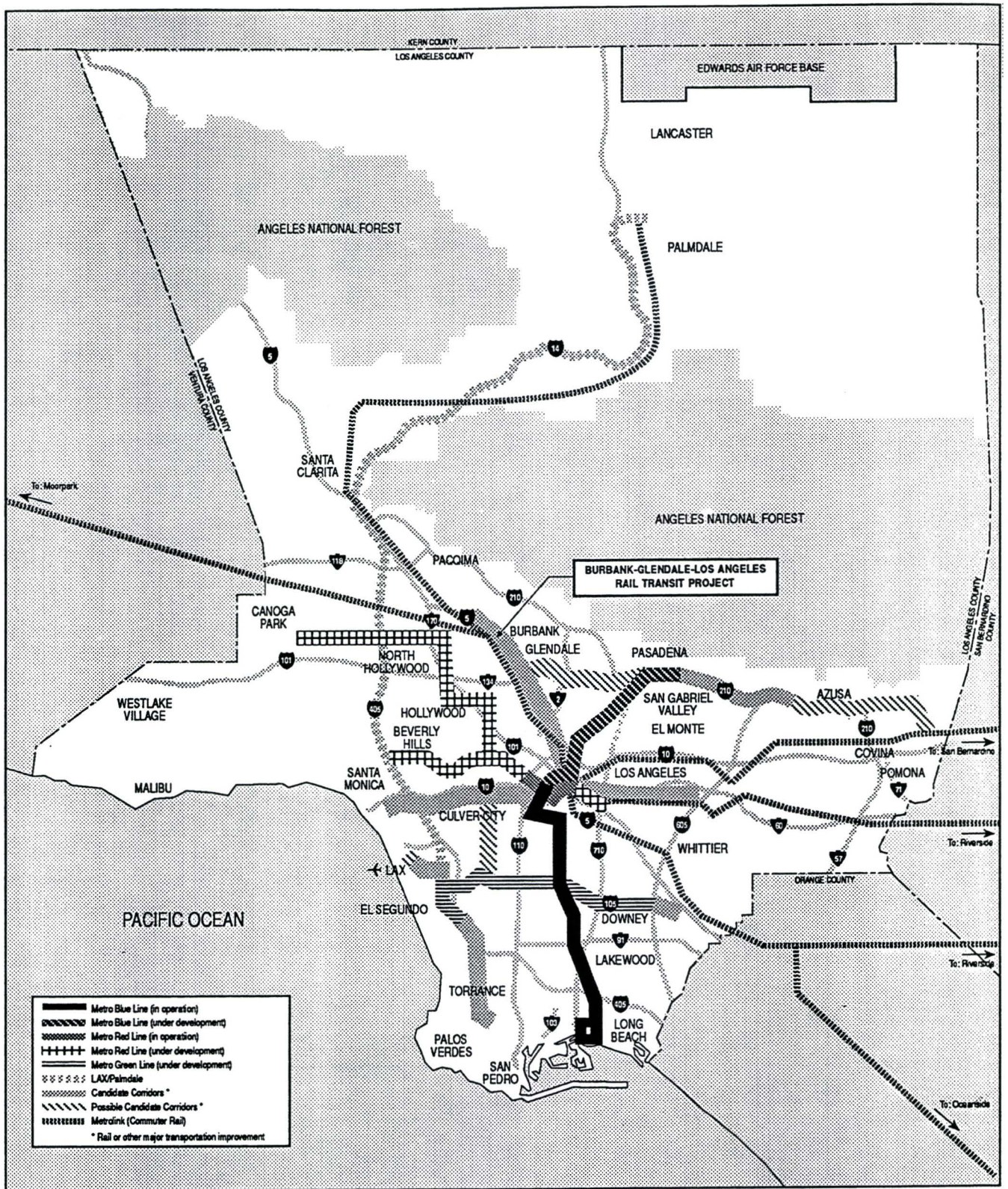
A decade later, in November 1990, County voters approved Proposition C. This initiative added another half-cent sales tax to further expand on the original Proposition A system. Allowing for the expedited construction of planned Countywide rail transit projects and supporting the growth and planning 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.



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

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.



NO SCALE

BASE MAP BY MTA



**BURBANK • GLENDALE • LOS ANGELES**  
**RAIL TRANSIT PROJECT**  
**SUPPLEMENTAL EIR**  
 METROPOLITAN TRANSPORTATION AUTHORITY

FIGURE 3  
 400-Mile  
 Metro Rail System

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).

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.

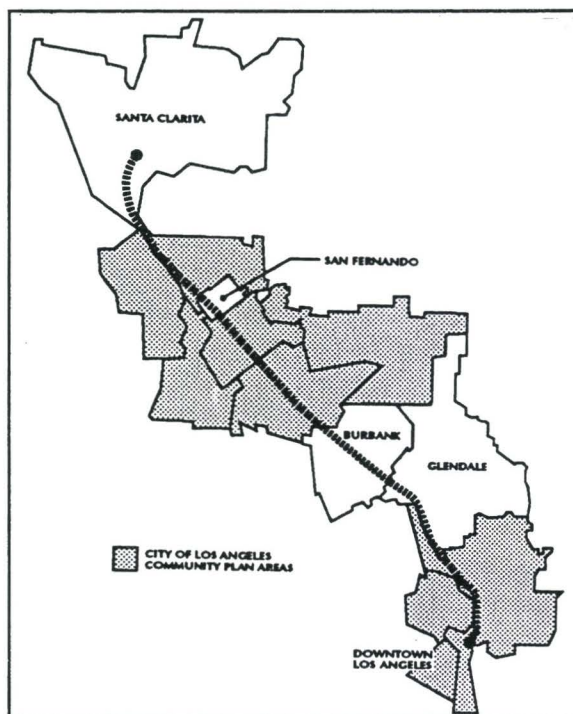


FIGURE 4 Downtown Los Angeles to Sylmar/Santa Clarita Rail Transit Study Corridor  
SOURCE: LACTC, November 1990



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.

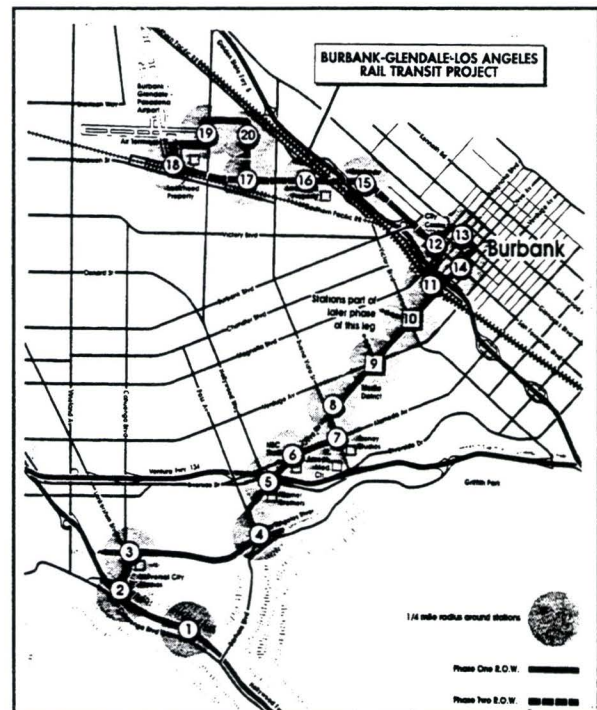


FIGURE 5 Proposed Burbank Monorail System  
SOURCE: City of Burbank, September 1990.

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
- 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

### 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.

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

<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.

**Table 2**  
**Summary of Environmental Impacts**

Category	Environmental Impacts	Proposed Mitigation Measures
<b>3.1 POPULATION AND HOUSING</b>		
<i>Residents and Housing Stock</i>	<ul style="list-style-type: none"> <li>• No direct impact since the proposed project would neither add nor eliminate any residential units from the local housing stock. However, transit riders could experience safety concerns when coming in conflict at station areas and at-grade street/track crossings.</li> <li>• Residents could also experience impacts related to traffic, air quality, noise, and visual quality.</li> </ul>	<ul style="list-style-type: none"> <li>• Safety features such as crossing gates, warning lights, bells, horns and cyclops lights will be provided at at-grade crossings.</li> <li>• Grade-separated accessways should be constructed at station areas when passengers come in conflict with unsafe track or street crossings.</li> <li>• Refer to respective environmental sections in this document for related mitigation measures.</li> </ul>
<b>3.2 LAND USE</b>		
<p><i>Compatibility with Local Plans and Existing Land Uses</i></p> <p><i>Land Acquisition</i></p>	<ul style="list-style-type: none"> <li>• A number of residential clusters, recreational facilities and schools could be impacted by the proposed project. These land uses could experience impacts related to pedestrian circulation, vehicular circulation, noise, air quality, and aesthetics.</li> <li>• Local planning documents governing the rail transit corridor generally identify the R.O.W. as quasi-public, light industry, or heavy industry. In the case of current plans and plans being prepared in the project study area, the proposed rail alignment would be compatible, and in many instances, support these planning efforts.</li> <li>• <b>Unavoidable Adverse Impact.</b> Implementation of the proposed project would result in the taking of existing properties. Several businesses and public uses would be taken and a number of employees would be displaced from their place of employment.</li> </ul>	<ul style="list-style-type: none"> <li>• Refer to respective environmental sections in this document for related mitigation measures.</li> <li>• The proposed project could potentially impact existing land uses, but are not expected to reach significant levels. Therefore, no mitigation measures are recommended.</li> <li>• Displaced businesses will receive fair relocation costs.</li> <li>• Because of special considerations, MTA should work with the City and tenants of the City Jail Building to develop a relocation program.</li> </ul>

**Table 2  
Summary of Environmental Impacts**

Category	Environmental Impacts	Proposed Mitigation Measures
<b>3.3 AIR QUALITY</b>		
<i>Local Area Impacts</i>	<ul style="list-style-type: none"> <li>Based on SCAQMD thresholds, the proposed project would have no significant impact because carbon monoxide concentrations would not increase beyond the defined criteria.</li> </ul>	<ul style="list-style-type: none"> <li>None required.</li> </ul>
<i>Regional Air Quality</i>	<ul style="list-style-type: none"> <li>The project would have a beneficial effect on the region's air quality with a projected reduction in automobile-generated pollutants:                       Carbon monoxide: .24 tons/day                      Nitrogen oxide: .05 tons/day                      Organic gases: .02 tons/day                      Particulate matter: .01 tons/day</li> <li>The SCAQMD threshold criteria would only be exceeded in the concentration of particulates during the grading/earthwork phase of construction.</li> </ul>	<ul style="list-style-type: none"> <li>In an effort to reduce air quality impacts related to increased concentrations of vehicles at rail transit stations areas and project-related construction impacts of dust and particulate matter, mitigation measures recommended by the SCAQMD should be implemented. These mitigation measures appear in greater detail in Section 3.3.</li> </ul>
<b>3.4 TRANSPORTATION AND CIRCULATION</b>		
<i>Region-wide Travel</i>	<ul style="list-style-type: none"> <li>The project will have a beneficial impact on the region with a projected reduction in vehicle miles traveled (VMT) daily:                       VMT Reduction: 37,800 vehicle miles daily</li> </ul>	
<i>Intersections &amp; Major Streets</i>	<ul style="list-style-type: none"> <li>A significant impact assumes an increase in the intersection capacity utilization (ICU) of at least 0.020, with a final ICU of 0.900 or more. Therefore, none of the study intersections would be impacted by the proposed Taylor Yard LRT station.</li> </ul>	<ul style="list-style-type: none"> <li>None required, however, development of the Taylor Yard Station at Arvia Street would initiate the widening of the west side of San Fernando Road and the signalization of the San Fernando Road and Arvia Street intersection for safe station access.</li> </ul>



**Table 2  
Summary of Environmental Impacts**

Category	Environmental Impacts	Proposed Mitigation Measures
<b>3.5 NOISE</b>		
<i>Noise</i>	<ul style="list-style-type: none"> <li>• Noise produced by maintenance yard operations would be approximately 50 dB at the perimeter of the yard. Noise at this level is not discernable because the existing noise level is 60 dB or more in this area.</li> <li>• A noise increase of 1.5 dB would occur at the residences located along Gardena Avenue, south of the Glendale Transportation Center and directly adjacent to the project right-of-way. This represents a significant increase in noise level.</li> <li>• With the exception of the Gardena Avenue neighborhood, implementation of the proposed project could result in increases in the noise levels at the nearest school and residences ranging from 0.7 to 0.9 dB. According to the Draft FTA noise guidelines, this does not constitute a significant impact, since the change is less than one decibel and not discernible to the human ear.</li> <li>• A particular area of concern is the Bilingual Foundation of the Arts, where the project's grade and curve could generate significant wheel noise.</li> <li>• <b>Unavoidable Adverse Impact.</b> Significant impact assumes an increase in noise of at least 5 dB. Construction noise would only exceed this threshold at the Lockheed 360 site, where there could be a 7 dB change for nearby residences. This impact would be temporary, lasting for the term of project construction.</li> </ul>	<ul style="list-style-type: none"> <li>• A six-foot block wall shall be installed between the Gardena Avenue residential area and the project.</li> <li>• Project construction shall comply with all applicable local noise regulations.</li> <li>• MTA shall work with local groups to determine methods to reduce temporary noise impacts.</li> <li>• Haul routes should avoid residential streets and school locations for demolition waste, dirt excavation, and materials delivery.</li> <li>• Construction should be limited to a period between 8:00 am and 6:00 pm.</li> <li>• During design phase, a noise study shall be conducted at the Bilingual Foundation of the Arts. Based on the result of that study, MTA shall undertake whatever mitigation is warranted, possibly including a low noise wall, soundproofing within the BFA, or relocation of the BFA to a different location.</li> </ul>
<b>3.6 RISK OF UPSET: HAZARDOUS MATERIALS AND HUMAN HEALTH</b>		
<i>Risk of Upset</i>	<ul style="list-style-type: none"> <li>• 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. Future use and human occupancy of these properties without further remediation may pose a threat to human health.</li> </ul>	<ul style="list-style-type: none"> <li>• Soils testing should be conducted to determine specific subsurface soil conditions.</li> <li>• Conduct detailed geotechnical studies of station areas to help determine potential for upset.</li> <li>• MTA will acquire and comply with any permits necessary to construct the proposed project.</li> <li>• MTA shall 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.</li> </ul>

**Table 2  
Summary of Environmental Impacts**

Category	Environmental Impacts	Proposed Mitigation Measures
<b>3.7 PUBLIC SERVICES</b>		
<i>Schools</i>	<ul style="list-style-type: none"> <li>• Six schools are in close proximity to Taylor Yard and the proposed LRT Maintenance Facility site alternatives. Each of these campuses may experience impacts related to air, noise, traffic and public safety.</li> <li>• Safety problems could arise from persons walking to and from classes.</li> </ul>	<ul style="list-style-type: none"> <li>• Refer to respective environmental sections in this document for related mitigation measures.</li> <li>• MTA safety criteria should be distributed to students and teachers.</li> <li>• Pedestrian areas should be clearly marked near the R.O.W. and construction sites. Methods of demarcation could include signage, landscaping, and fencing, as necessary.</li> <li>• Construction sequencing should be coordinated with local schools, buses, and carpools, and measures should be employed to ensure safety.</li> </ul>
<b>3.8 BIOLOGICAL AND RECREATIONAL RESOURCES</b>		
<i>Natural Resources</i>	<ul style="list-style-type: none"> <li>• The long-term operation of the rail transit alignment and its maintenance facility would not reduce, displace, or disturb any known natural habitats or existing recreational resources.</li> </ul>	<ul style="list-style-type: none"> <li>• None required.</li> </ul>
<i>Recreational Resources</i>	<ul style="list-style-type: none"> <li>• Cypress Park located in the vicinity of Taylor Yard, may experience impacts related to noise.</li> </ul>	<ul style="list-style-type: none"> <li>• Refer to Section 3.5 for mitigation measures related to noise, and to Section 3.10 for mitigation measures related to aesthetics.</li> </ul>

**Table 2  
Summary of Environmental Impacts**

Category	Environmental Impacts	Proposed Mitigation Measures
<b>3.9 PUBLIC UTILITIES</b>		
<i>Utilities</i>	<ul style="list-style-type: none"> <li>• Construction of the project would require the relocation of nearly 10,000-feet of US Sprint fiber optic cables, and the abandonment of sections of Southern California Gas Company lines.</li> <li>• Within the City of Burbank, the LRT would pass over 17 City water mains, some of which may be located within the study areas of this Supplemental EIR. Such crossings may create vertical loading impact. Corrosion caused by stray currents is also a concern.</li> <li>• Site runoff from the maintenance yard is anticipated to carry pollutants into the local drainage systems and later to the Los Angeles River. This impact is expected to be minor due to the fact that the amount of impermeable surfaces will not be greatly increased from what already exists at the alternative yard sites.</li> <li>• Although not within the area of this SEIR, commentors have expressed concern regarding the Arroyo Verdugo Bridge, since the original EIR suggested that the floor of the channel might be affected. Actually, this bridge would completely span the channel and require no piers; the soil disturbance would be limited to the bridge abutments located outside the channel.</li> </ul>	<ul style="list-style-type: none"> <li>• MTA will work with SPTC to relocate US Sprint fiber optic cables when these lines come in conflict with the LRT alignment.</li> <li>• MTA will work with appropriate agencies and utilities to ensure protection of pipes and utility maintenance.</li> <li>• Utility pipes that may be endangered by project construction should be protected against vertical loading and impact.</li> <li>• Overhead electric line construction and underground electric dsupply and communication systems shall meet the State of California Public Utilities Commission General Order Nos. 95 and 128 requirements.</li> <li>• Mitigation measures shall be employed to reduce the presence of hazardous materials and control storm water pollution. These measures are described in Section 3.9</li> <li>• Temporary erosion control shall be implemented during construction of the Arroyo Verdugo Bridge. Any soils excavated for abutments shall be removed from the area.</li> </ul>

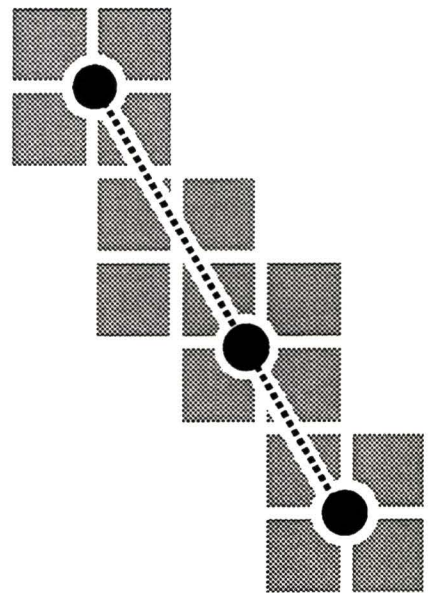
**Table 2  
Summary of Environmental Impacts**

Category	Environmental Impacts	Proposed Mitigation Measures
<b>3.10 AESTHETICS</b>		
<i>Visual Quality</i>	<ul style="list-style-type: none"> <li>• Visual barrier created by the construction of an aerial guideway lead over San Fernando Boulevard into the Building 360 site's proposed maintenance facility and storage yard.</li> <li>• <b>Unavoidable Adverse Impact.</b> The "Through the Jail" alignment alternative and non-revenue connector would require the demolition of the Lincoln Heights Jail building and the loss of a potentially significant aesthetic resource.</li> <li>• <b>Unavoidable Adverse Impact.</b> The visual barrier created by the aerial guideway required for the "Front of Jail" alignment would result in severe impacts on the jail structure and on the viability of the community service facilities located within.</li> </ul>	<ul style="list-style-type: none"> <li>• Stations shall be designed to be attractive and non-intrusive on surrounding areas.</li> <li>• MTA shall work with the Cities of Los Angeles and Burbank to create design and development standards for the maintenance yards and the alignment as it passes through the Blue Line Junction and Taylor Yard.</li> <li>• Urban design standards shall be established in areas identified as having visually sensitive land uses.</li> <li>• MTA shall enhance the physical appearance of the project where it lies adjacent to the Los Angeles River.</li> <li>• Refer to Section 3.10 for more detailed aesthetic-related mitigation measures.</li> </ul>
<b>3.11 HISTORICAL RESOURCES</b>		
<i>Historical Resources</i>	<ul style="list-style-type: none"> <li>• <b>Unavoidable Adverse Impact.</b> The "Through the Jail" alignment would result in the displacement and demolition of the Lincoln Heights Jail Building. The architectural features justifying its designation as a local Historical-Cultural Monument of the City of Los Angeles, and possible listing under the National Register of Historic Places. Its demolition constitutes a significant adverse impact to local historical resources.</li> <li>• The "Front of Jail" alignment would travel on an elevated guideway east of Avenue 19, displacing land uses across the street and dominating the urban form along Avenue 19, affecting the building's architectural character.</li> </ul> <p>Please refer to Chapter 4.0 for a detailed comparative analysis of alternative Pasadena Line Junction alignments.</p>	<ul style="list-style-type: none"> <li>• If this alternative is chosen, an Historic Structures Report shall be prepared. This report will document the significance of the building and its physical conditions, both historic and current, through measured drawings, photographs, written data, and text.</li> <li>• To reduce the visual impact of the aerial guideway, 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.</li> </ul>
<b>3.12 CONSTRUCTION IMPACTS</b>		
Refer to 3.3 Air Quality and 3.5 Noise for construction related impacts.		

# CHAPTER 2.0

## PROJECT DESCRIPTION

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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.

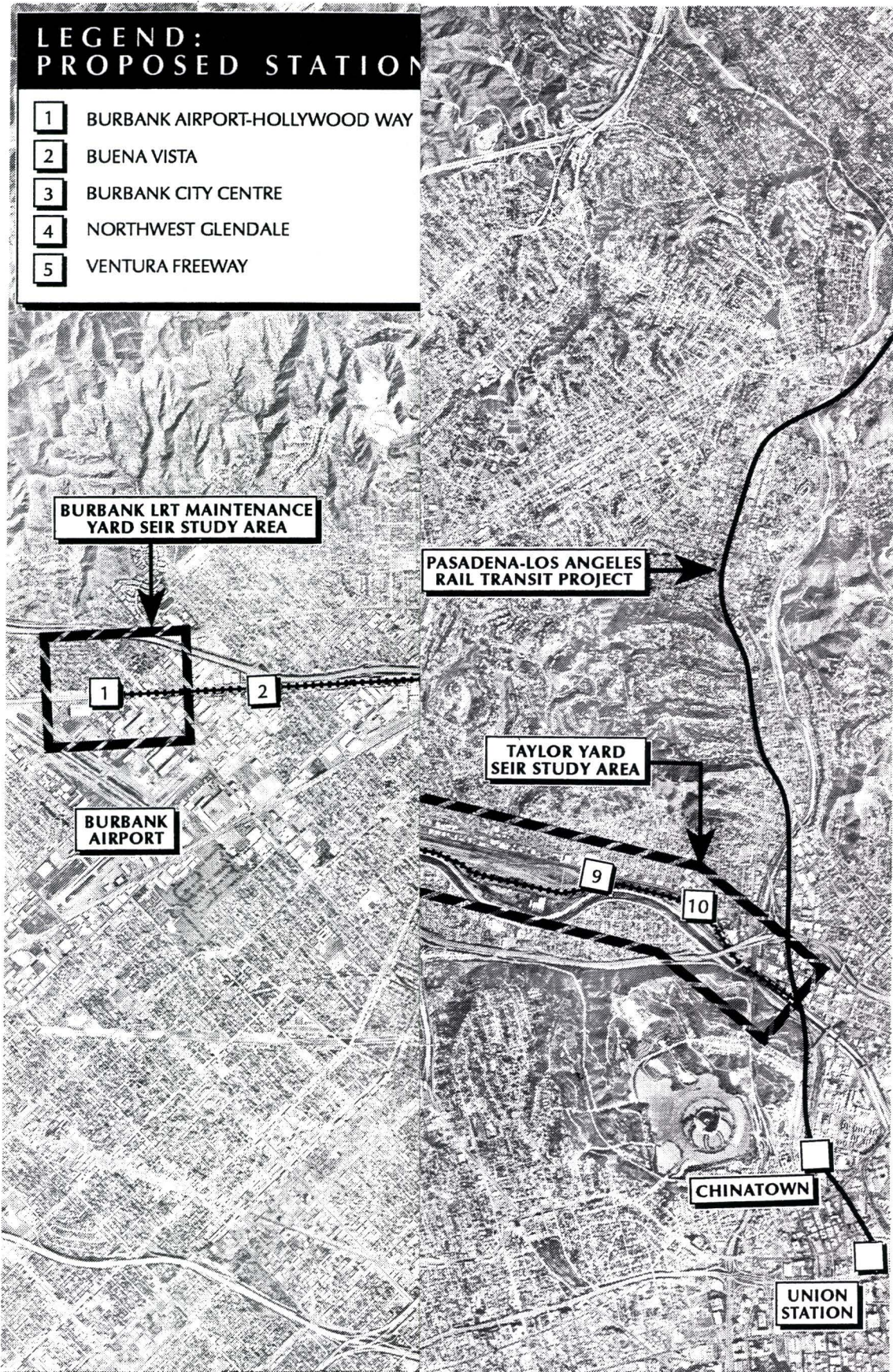
***Burbank City Centre Redevelopment Area.*** This segment of the rail transit route travels along the western side of the Golden State Freeway until it veers southeasterly past Verdugo Avenue. Extending from the SP Coast Mainline Junction to the Western Avenue bridge overcrossing, this segment is characterized 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.





GRAPHICS BY GRUEN ASSOCIATES

FIGURE 6  
Proposed Burbank-Glendale-Los Angeles  
Rail Transit Project and SEIR Study Area

***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>Table 3 Station Parking</b>			
<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>2,740</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.

#### 2.1.4 Project Enhancements

Based on adopted MTA policy, the Burbank/Glendale/Los Angeles Rail Project will also incorporate two programs designed to enhance the project's benefit to the surrounding community:

- **Art for Rail Transit (ART):** Created in June, 1989, this program allocates one half of one percent of construction costs for the inclusion of works of art throughout each rail transit project. Participating artists are selected through a community review process, through both invitational and open competitions. Artists are selected early in the project's design, so that their art work can be fully integrated into the architecture of the transit project.
- **Greenway Program:** In November, 1992, the Los Angeles County Transportation Commission, predecessor to MTA, adopted a policy which permits the setting aside of one percent of rail transit construction costs to provide landscaping, bicycle, pedestrian, and urban design enhancements within 1/4 mile of project right-of-way. Consistent with this policy, during the project's design phase, MTA will conduct a feasibility study and preliminary design in conjunction with interested community and environmental groups and members of the public. Based on this study, greenway improvements will be incorporated into the project's overall design, to be implemented as the project is constructed. This urban design program is intended to address enhancements above and beyond the scope of the anticipated transportation use of the project, and funding made available by MTA for this purpose must not be used to meet mitigation requirements for the project. In addition to MTA's one percent financial commitment, the policy also commits MTA to seek outside funding to provide a total of two percent of the construction budget for the Greenway Program.

## 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:

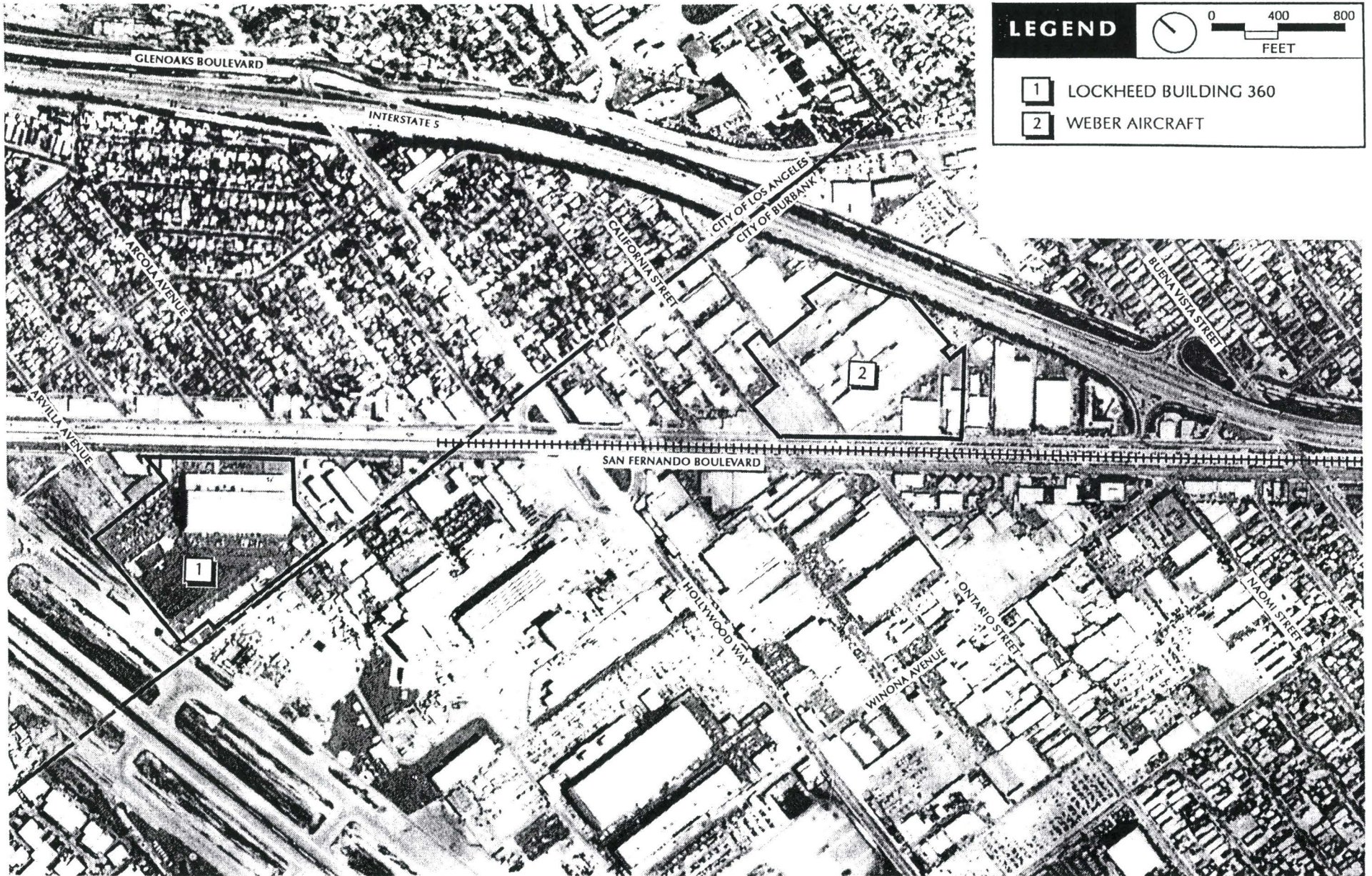
- Light Rail Transit (LRT) maintenance and storage facility location alternatives.
- The alignment through Taylor Yard and the Arvia Street Station location.
- Alignment alternatives at the Pasadena-Los Angeles Blue Line Junction, including issues related to the Lincoln Heights Jail and a non-revenue 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 31), 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.



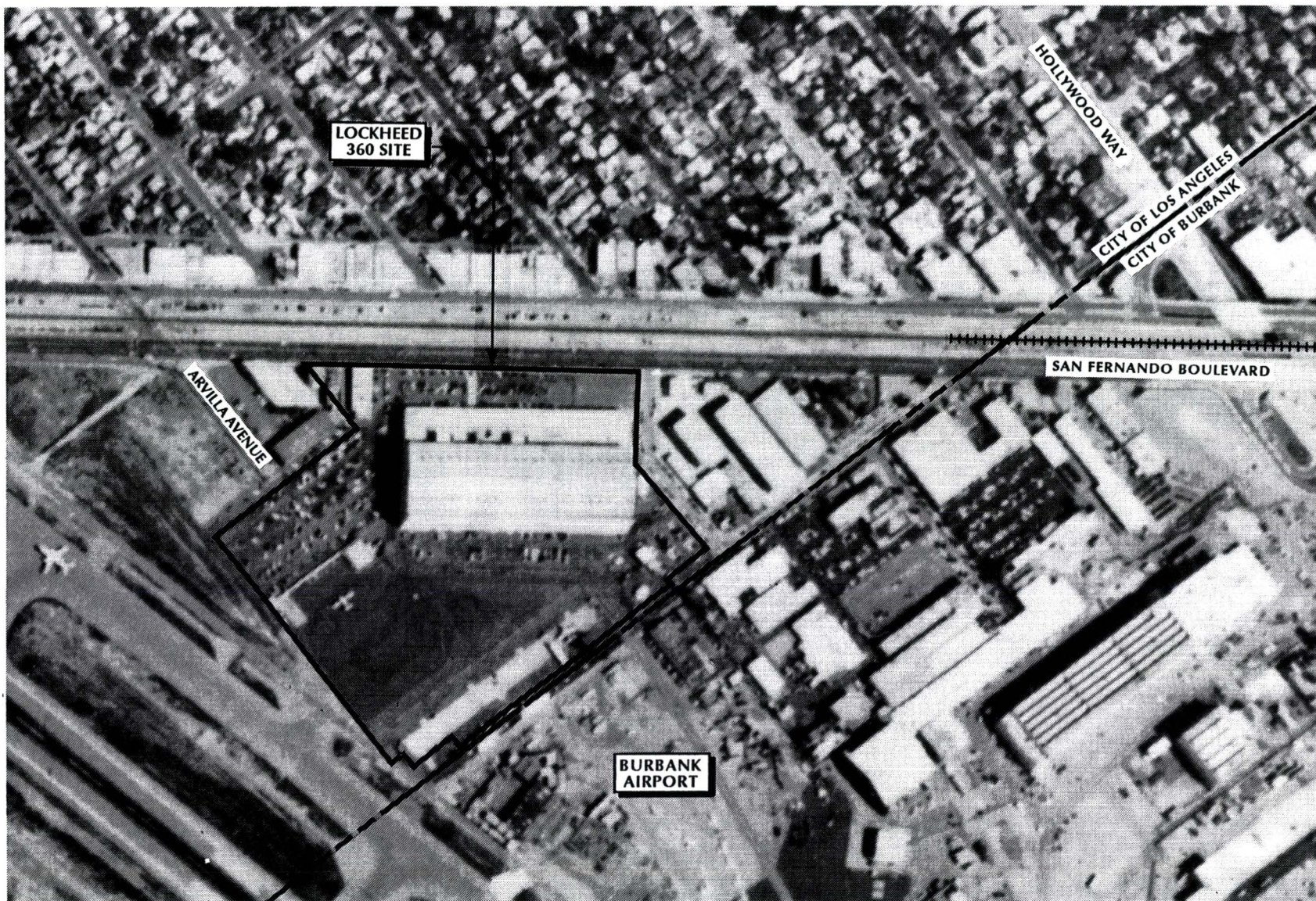
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FIGURE 8  
 LRT Maintenance Yard Facility  
 Site Alternatives





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FIGURE 9  
LRT Maintenance Yard Facility  
Lockheed 360 Site



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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.

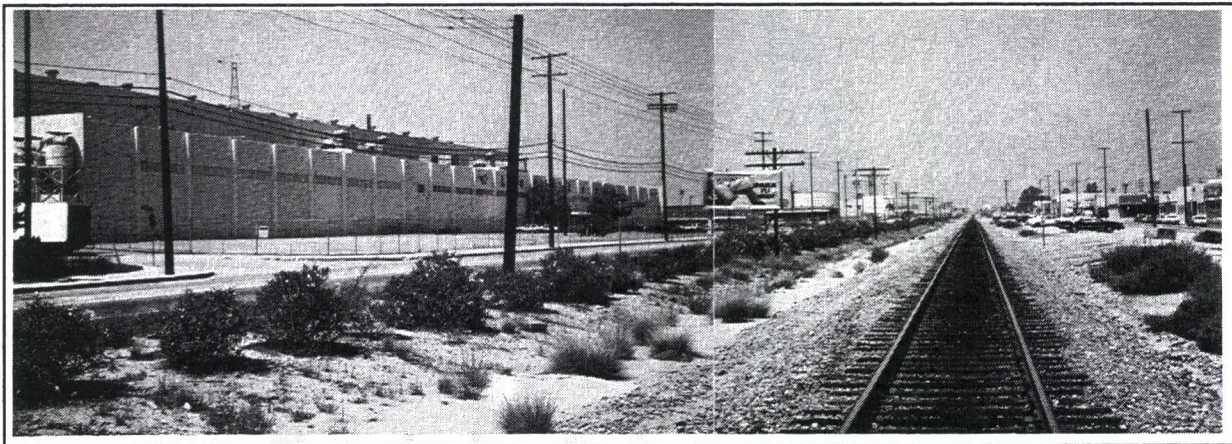


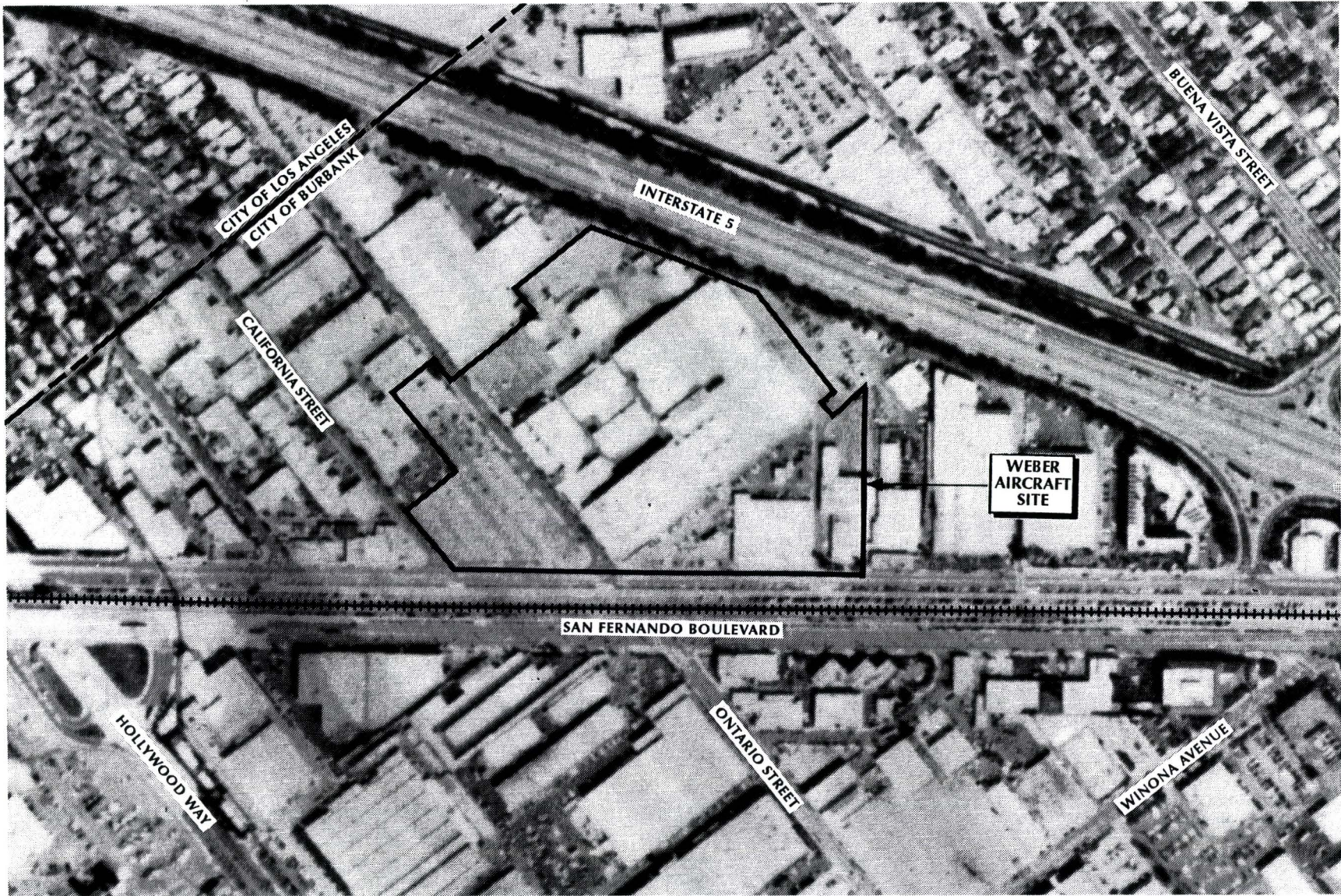
FIGURE 10

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  $\frac{1}{4}$  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.



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**FIGURE 11**  
 LRT Maintenance Yard Facility  
 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.

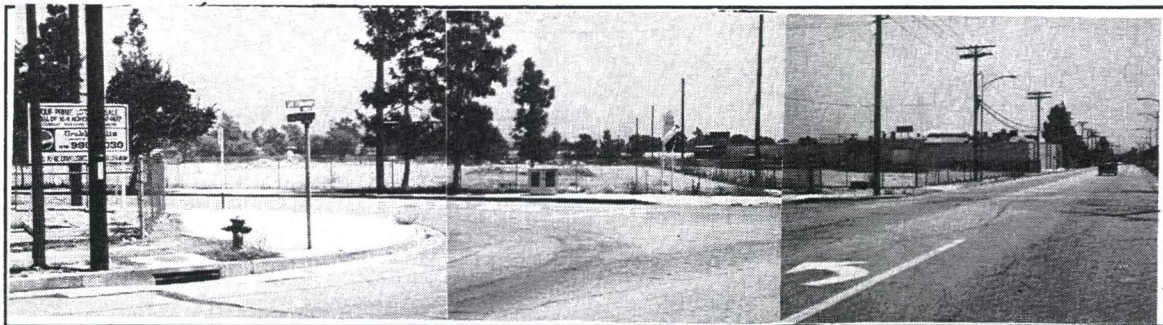


FIGURE 12

Weber Aircraft Site: Location of LRT Maintenance Yard Facility

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

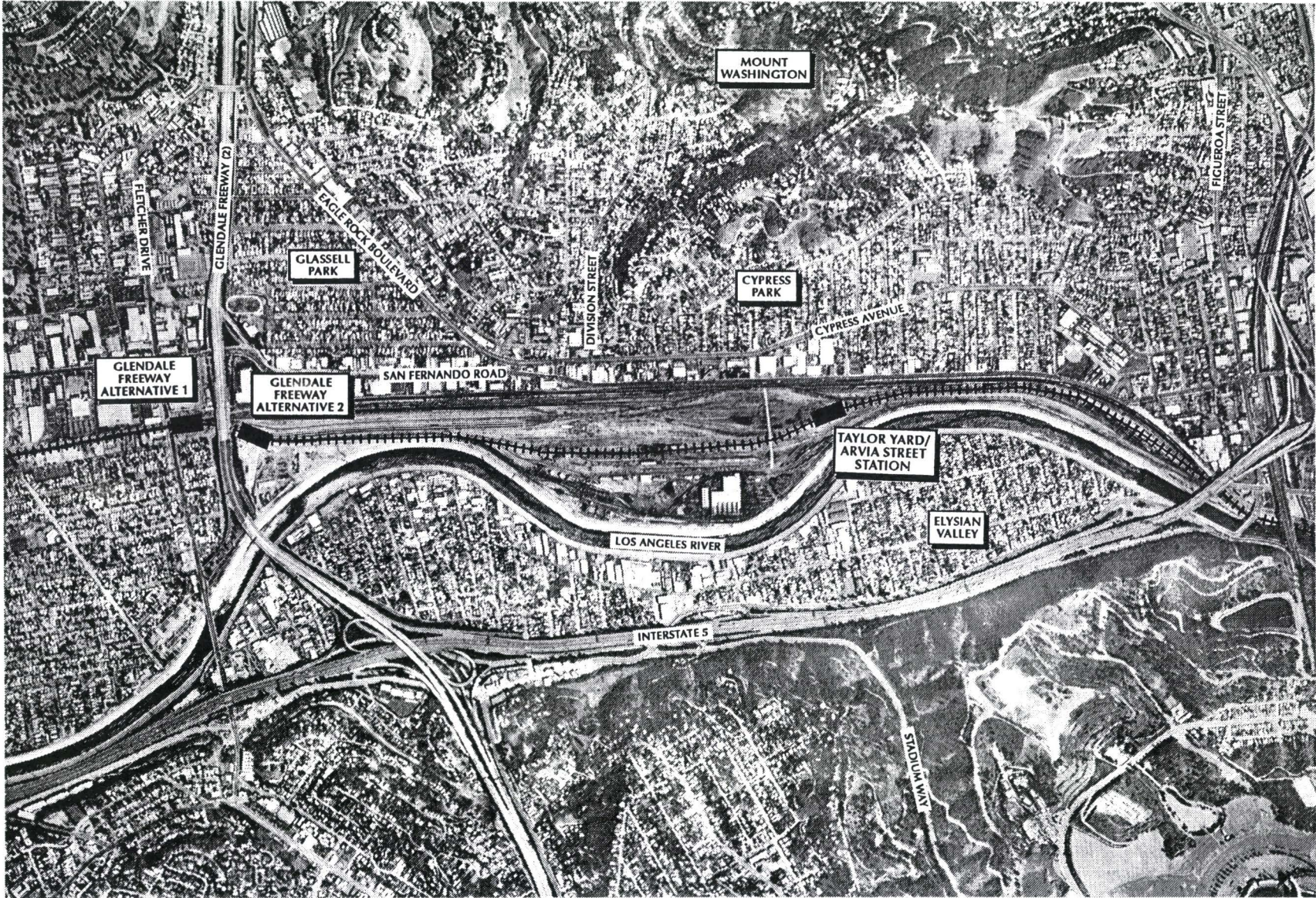
Since the early 1900s, Taylor Yard has served as a rail storage, maintenance, and repair facility for freight train service. Since that time, various activities associated with the operations, maintenance, repair, and storage of railcars have occurred within the yard. However, within the last ten years, 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 37) 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).



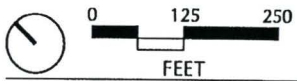
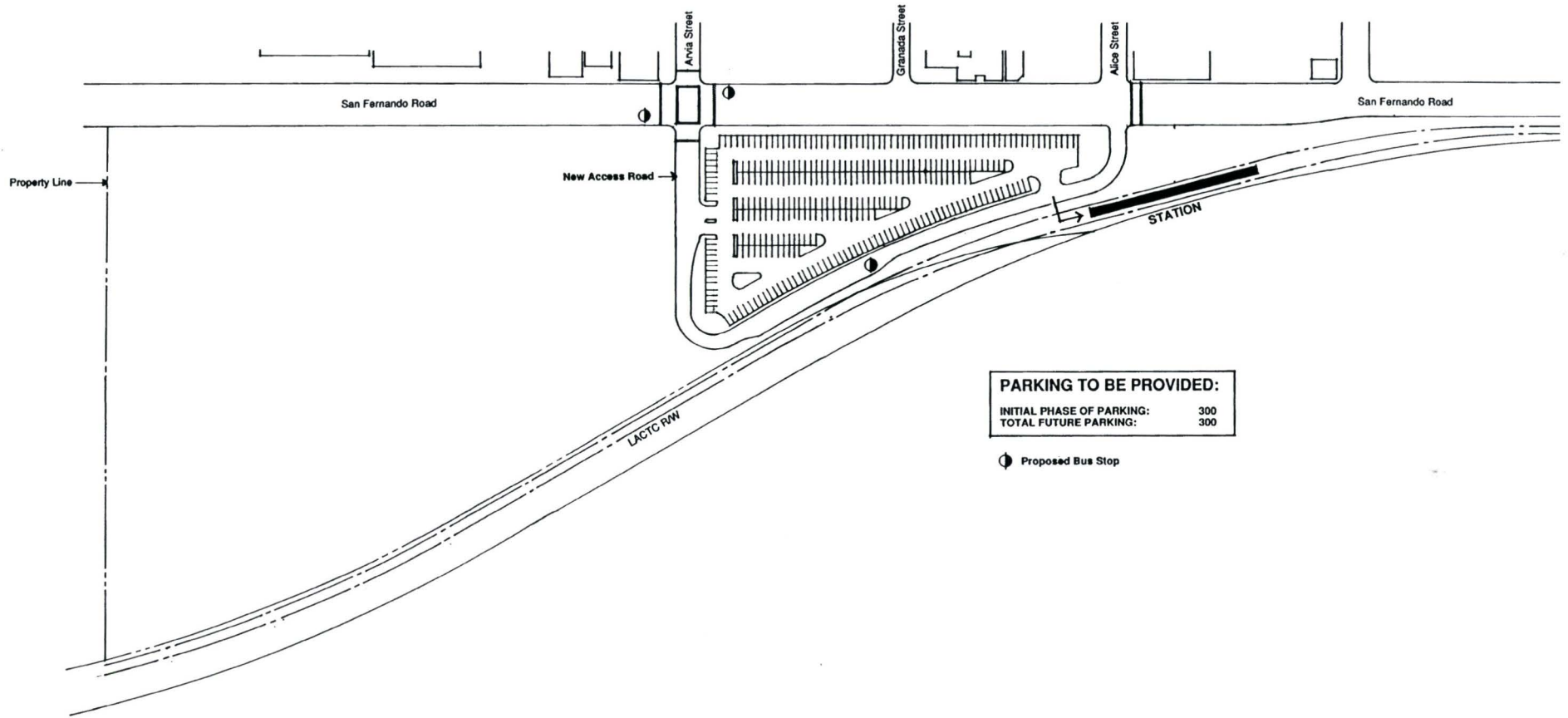
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FIGURE 13  
 Taylor Yard SEIR Alignment





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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.

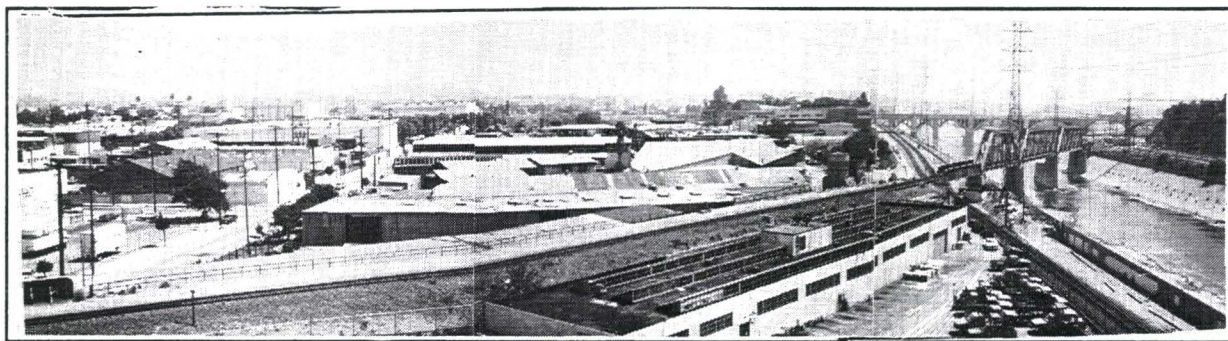


FIGURE 15

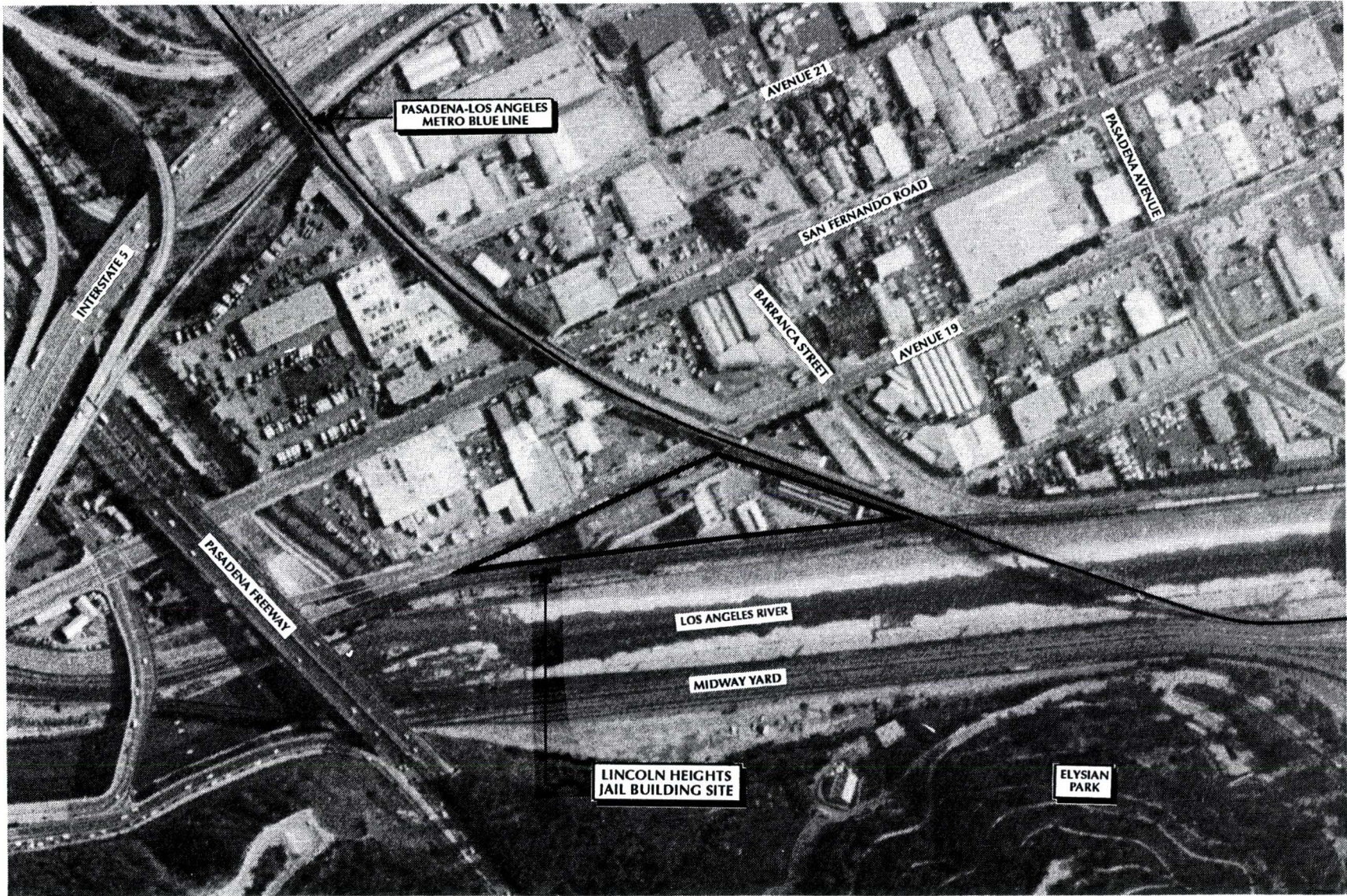
Metro Blue Line Junction Location

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 40), 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 41).

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.

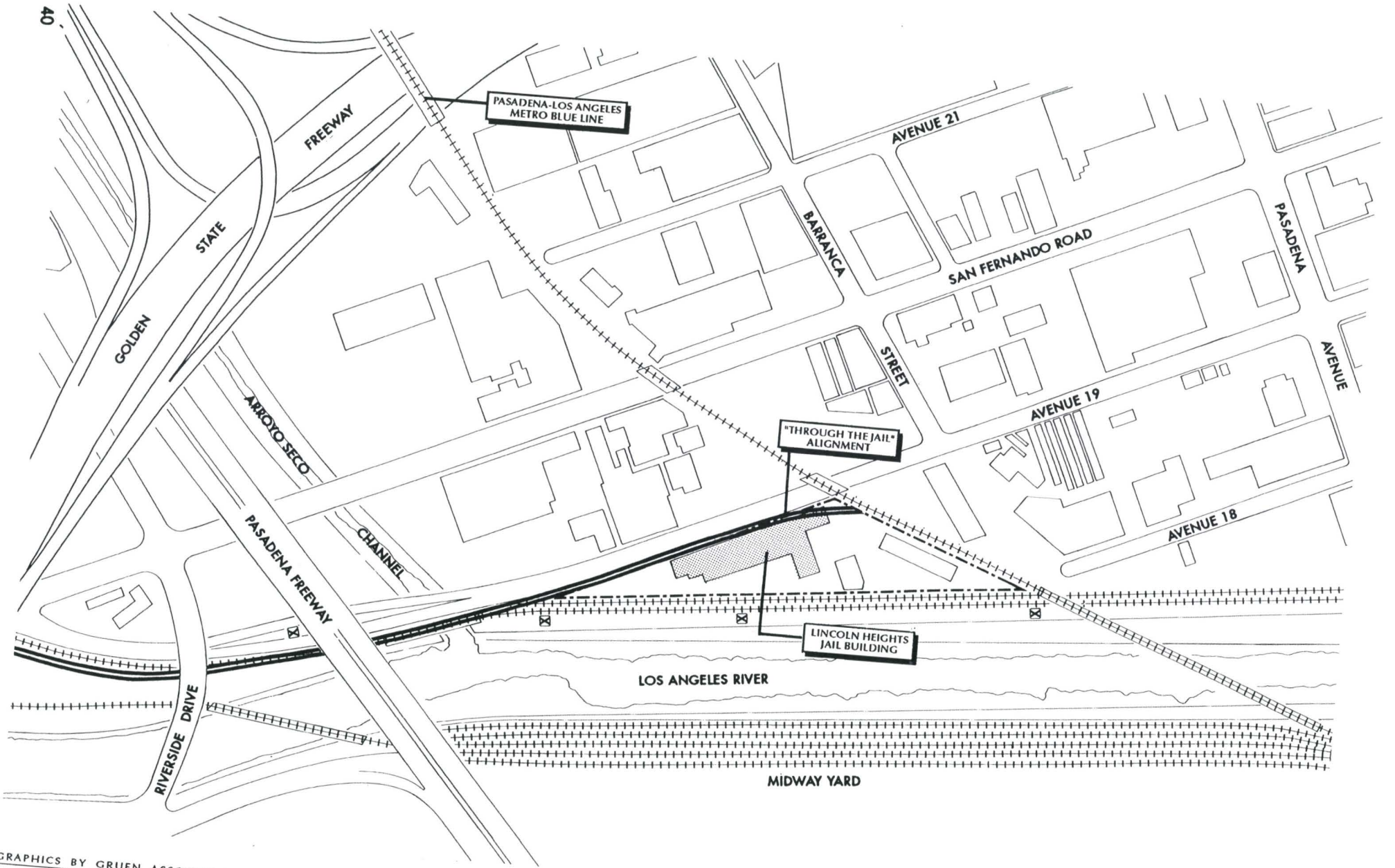




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FIGURE 16  
Lincoln Heights Jail  
Study Area





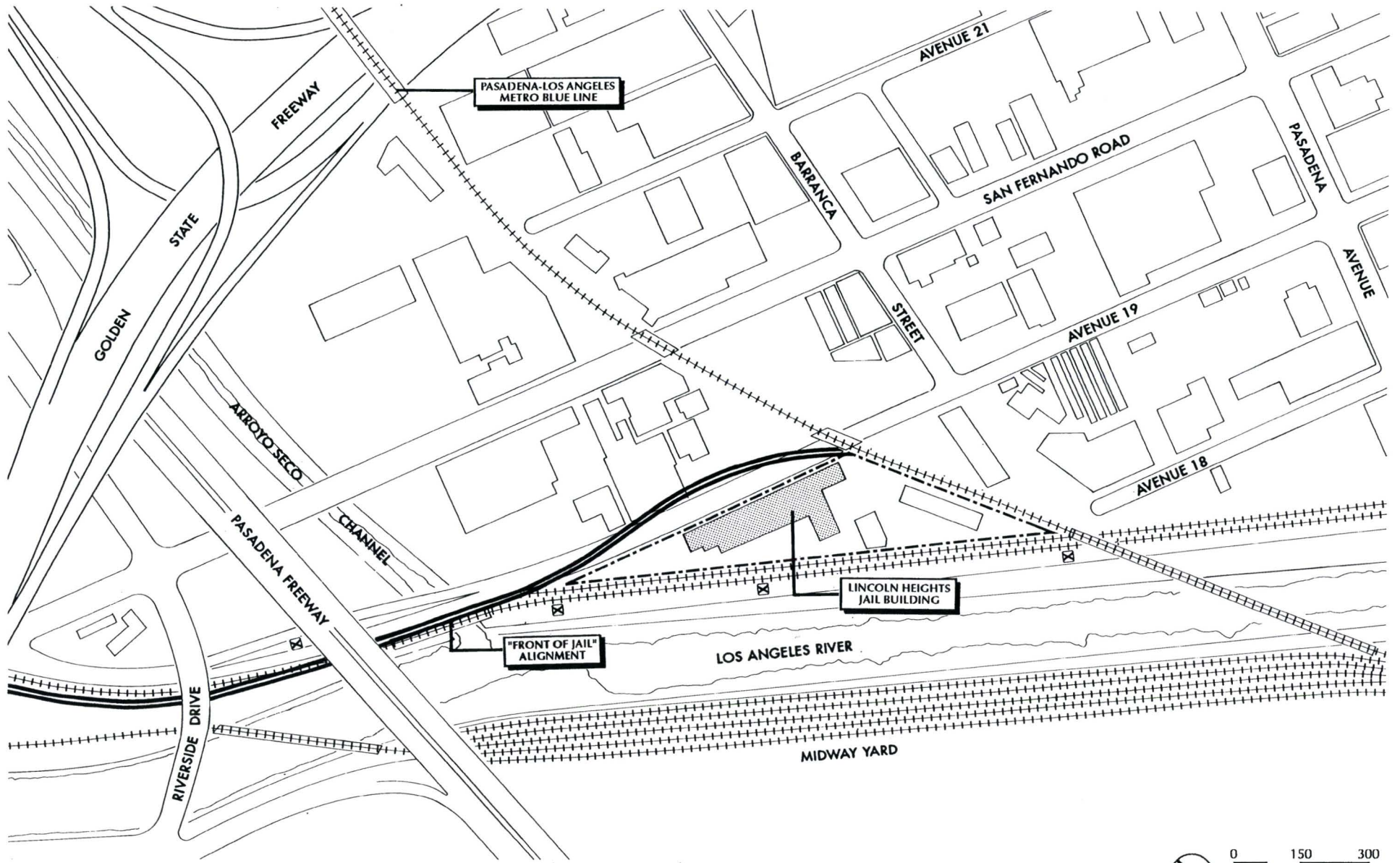
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FIGURE 17  
 Lincoln Heights Jail  
 "Through the Jail"



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FIGURE 18  
 Lincoln Heights Jail  
 "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**).

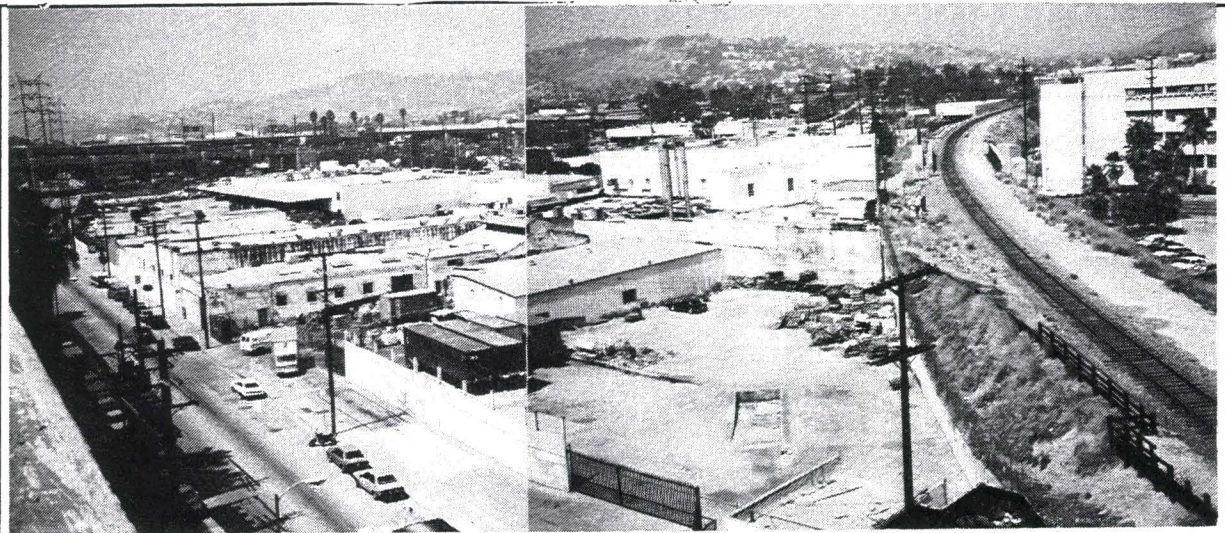
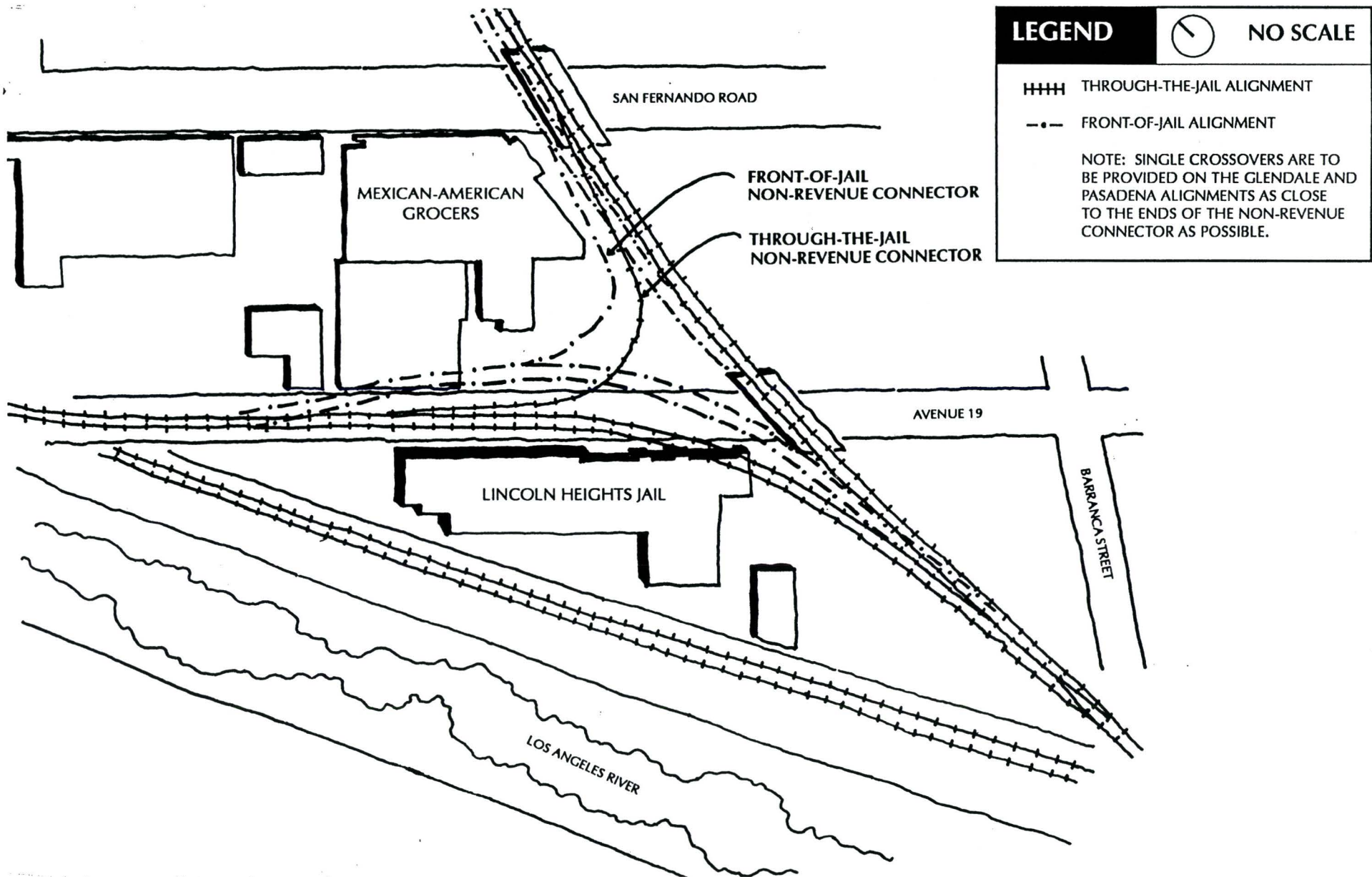


FIGURE 19

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.



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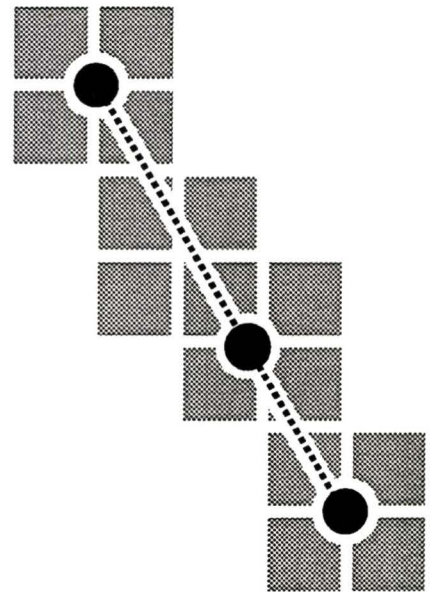
FIGURE 20  
 Lincoln Heights Jail  
 Alignment and  
 Non-Revenue Connector Alternatives

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

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## 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.

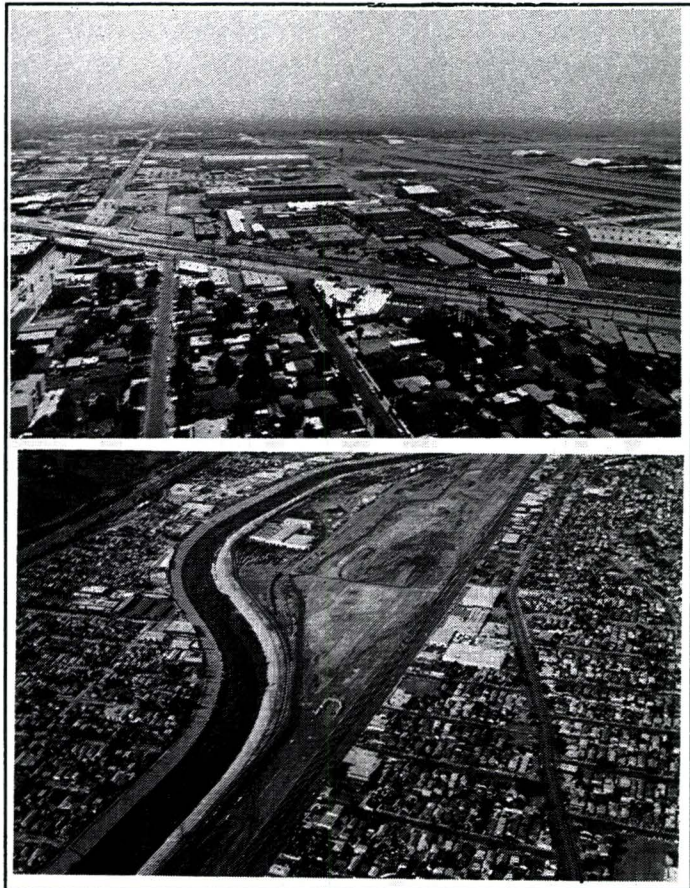


FIGURE 21

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.

**TABLE 7**  
**Scenarios for Mitigating Lincoln Heights Jail Land Acquisition**

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 (Glassell 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.

<b>TABLE 8</b> <b>AIR QUALITY SUMMARY-SOURCE RECEPTOR AREA 1</b> <b>(North Main Street Monitoring Station)</b>					
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 1989 1990 1991 1992	0.24 0.20 0.20 0.22 0.22	135 97 95 101 115
Particulate (PM <sub>10</sub> )	50 µg/m <sup>3</sup> for 24 hours	150 µg/m <sup>3</sup> for 24 hours	1988 1989 1990 1991 1992	138 133 161 133 222	-- -- -- -- --
Total Suspended Particulates	No State Standard	150 µg/m <sup>3</sup>	1988 1989 1990 1991 1992	217 183 191 184 563	-- -- -- -- --
Carbon Monoxide	20 ppm for 1 hour	35 ppm for 1 hour	1988 1989 1990 1991 1992	15 20 16 13 13	0 0 0 0 0
Carbon Monoxide	9.1 ppm for 8 hours	9.5 ppm for 8 hours	1988 1989 1990 1991 1992	11.9 13.9 13.0 10.6 10.5	14 21 8 12 4
Nitrogen Oxides	0.25 ppm for 1-hour	0.0534 ppm annual average	1988 1989 1990 1991 1992	0.26 0.25 0.23 0.29 0.19	1 2 0 0 0
Sulfur Dioxide	0.05 ppm for 1-hour	0.14 ppm for 24 hours	1988 1989 1990 1991 1992	0.02 0.03 0.02 0.01 0.03	0 0 0 0 0
Sulfates	25 µg/m <sup>3</sup> for 24 hours	No Federal Standard	1988 1989 1990 1991 1992	25.1 22.1 25.9 18.6 12.9	2 0 0 0 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 1989 1990 1991 1992	1.02 0.20 0.08 0.10 0.16	0 0 0 0 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
<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		

## 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, each school is at least 1,000 feet from the right-of-way, and 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> Furthermore, the project, at this location, is well within Taylor Yard, passing no closer than 1,000 feet to Glassell Park School. 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
	<b>TOTAL</b>	<b>51.5</b>	<b>7.7</b>	<b>61.8</b>	<b>5.2</b>	<b>7.7</b>
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
	<b>TOTAL</b>	<b>51.5</b>	<b>7.7</b>	<b>61.8</b>	<b>5.2</b>	<b>234.0*</b>
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
	<b>TOTAL</b>	<b>38.6</b>	<b>5.8</b>	<b>46.4</b>	<b>3.9</b>	<b>13.7</b>
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
	<b>TOTAL</b>	<b>51.5</b>	<b>7.7</b>	<b>61.8</b>	<b>5.2</b>	<b>70.9</b>
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 60 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
	<b>TOTAL</b>	<b>84.0</b>	<b>11.2</b>	<b>77.5</b>	<b>6.9</b>	<b>374.4</b>
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
	<b>TOTAL</b>	<b>74.5</b>	<b>10.8</b>	<b>76.5</b>	<b>6.6</b>	<b>242.4*</b>
Foundation						
	Equipment/i/	38.6	5.8	46.4	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
	<b>TOTAL</b>	<b>61.6</b>	<b>8.8</b>	<b>61.0</b>	<b>5.3</b>	<b>48.7</b>
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
	<b>TOTAL</b>	<b>81.4</b>	<b>11.1</b>	<b>77.2</b>	<b>6.8</b>	<b>120.4</b>
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
	<b>TOTAL</b>	<b>51.5</b>	<b>7.7</b>	<b>61.8</b>	<b>5.2</b>	<b>7.7</b>
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
	<b>TOTAL</b>	<b>51.5</b>	<b>7.7</b>	<b>61.8</b>	<b>5.2</b>	<b>244.3*</b>
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
	<b>TOTAL</b>	<b>38.6</b>	<b>5.8</b>	<b>46.4</b>	<b>3.9</b>	<b>68.0</b>
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
	<b>TOTAL</b>	<b>51.5</b>	<b>7.7</b>	<b>61.8</b>	<b>5.2</b>	<b>148.2</b>
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 26	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
<b>Note:</b> * = 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 77), and are shown in more detail in Appendix V. Existing (1993) levels of service for all study intersections are presented in **Table 16** (page 78). 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

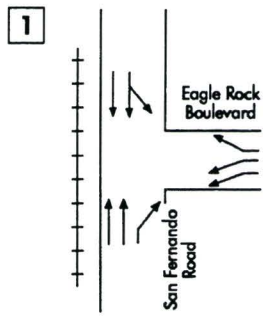
***Future Year 2010 Base Traffic Conditions.*** Future background traffic volumes for the year 2010 were projected for each of the study intersections. Projections were based on growth factors presented in the Burbank-Glendale-Los Angeles Rail Transit Project Final EIR document. Once these growth factors 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**

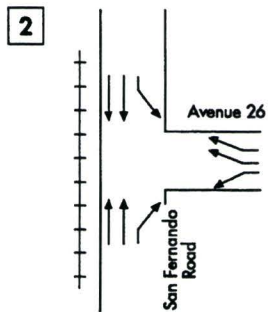
**AFTER PROJECT  
IMPLEMENTATION**

**AFTER  
MITIGATION**



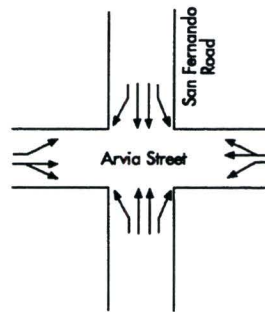
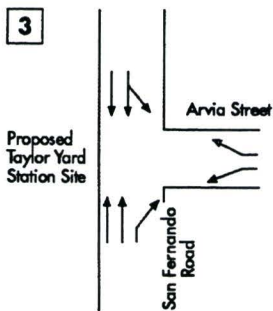
**NO  
CHANGE  
NEEDED**

**NO  
MITIGATION  
NEEDED**

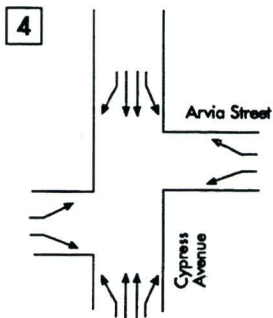


**NO  
CHANGE  
NEEDED**

**NO  
MITIGATION  
NEEDED**



**NO  
MITIGATION  
NEEDED**



**NO  
CHANGE  
NEEDED**

**NO  
MITIGATION  
NEEDED**

 **NO SCALE**

GRAPHICS BY GRUEN ASSOCIATES



**BURBANK • GLENDALE • LOS ANGELES**  
**■ RAIL TRANSIT PROJECT ■**  
**■ ■ SUPPLEMENTAL EIR ■ ■**  
 METROPOLITAN TRANSPORTATION AUTHORITY

**FIGURE 22**  
**Intersection Lane**  
**Configurations**

**TABLE 16** Levels of Service

<b>TABLE 16 Existing and Future Levels of Service</b>						
Intersection	Existing (1993)		Year 2010 Without Project		Year 2010 With Project	
	ICU	LOS	ICU	LOS	ICU	LOS
1. San Fernando Road and Eagle Rock Boulevard	0.508	A	0.582	A	0.603	B
2. San Fernando Road and Avenue 26	0.646	B	0.747	C	0.796	C
3. San Fernando Road and Arvia Street	0.556	A	0.640	B	0.784	C
4. Cypress Avenue and Arvia Street*	5.120	B	6.950	B	8.300	B
	seconds		seconds		seconds	
* Unsignalized intersection, delay shown in seconds per vehicle						
SOURCE: Gruen Associates						

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 78). 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.

TABLE 17 Construction Noise					
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.

The nearest residences to the proposed project are not in the Taylor Yard area, but are located along Gardena Avenue in the City of Glendale, southeast of the Glendale Transportation Center. At this location, the project would create a 1.5 dB increase in noise over the future conditions that would have existed without the project. Although this represents a significant increase in noise level, this impact can be reduced by 5 dB through construction of a block wall between the residences and the rail line. This will reduce the impact to an insignificant level.

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.
- A six-foot block wall shall be installed between the residences and the proposed project along Gardena Avenue in the City of Glendale between Brand Boulevard and the southern city boundary.
- 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.

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

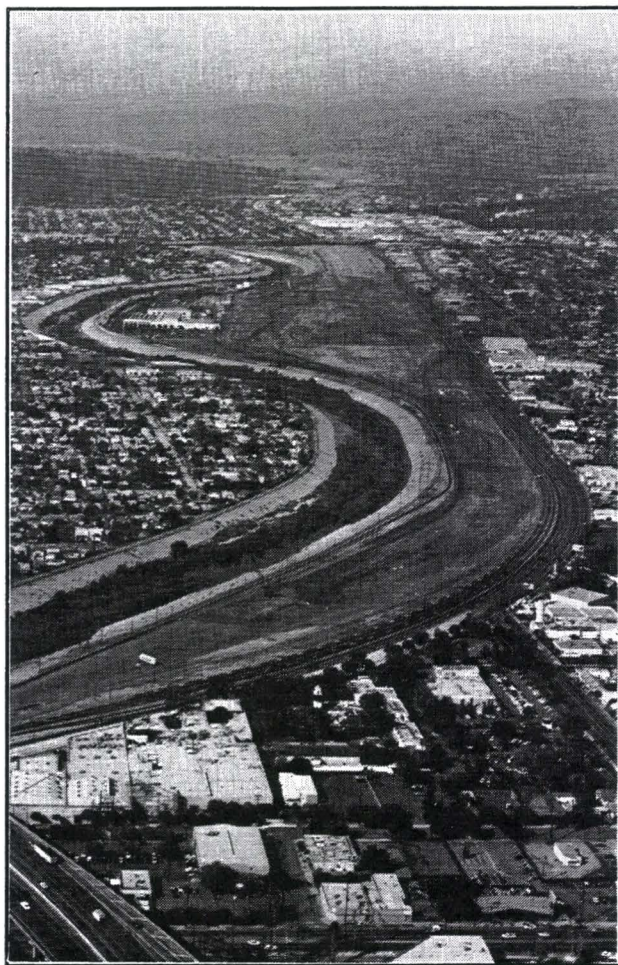


FIGURE 23

Taylor Yard, 1991

SOURCE: L.A. Aerial Photography

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 Investigation 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 has been shipped by rail to Utah as a California hazardous waste.

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>			
School District	School/Address	Grades	Enrollment (1992-1993)
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 security patrols.

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.

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.					



### 3.12 CONSTRUCTION IMPACTS

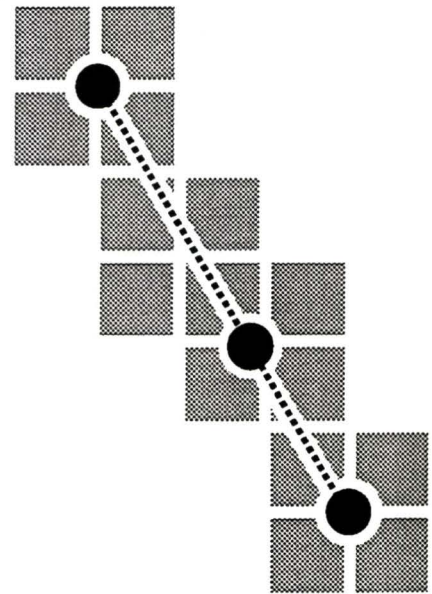
It is anticipated that the construction of the proposed project will have impacts relating to noise and air quality. These impacts have been discussed in the appropriate sections. Refer to Section 3.3 Air Quality and Section 3.5 Noise for more detailed information.





# CHAPTER 4.0

## ALTERNATIVES TO THE PROPOSED PROJECT





## 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.

Table 23 Comparative Analysis Between Light Rail Maintenance Yard Site Alternatives		
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.

**Public Safety:** Due to the site configuration, this location will require an at-grade yard lead, potentially impacting public safety.

**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.

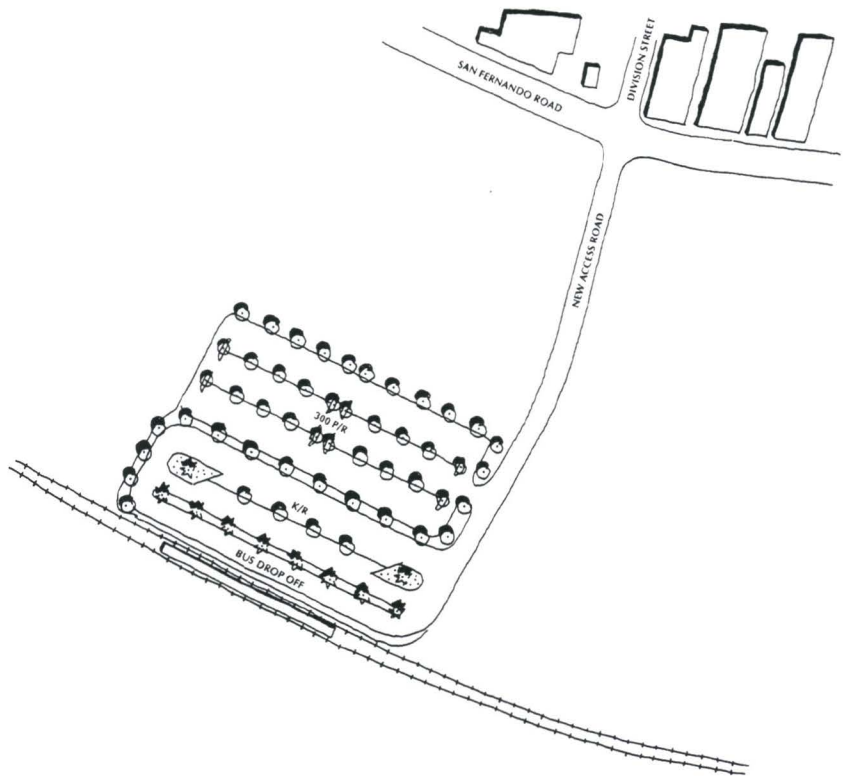
The criteria for selecting station and park-and-ride locations takes into consideration the following factors:

- 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

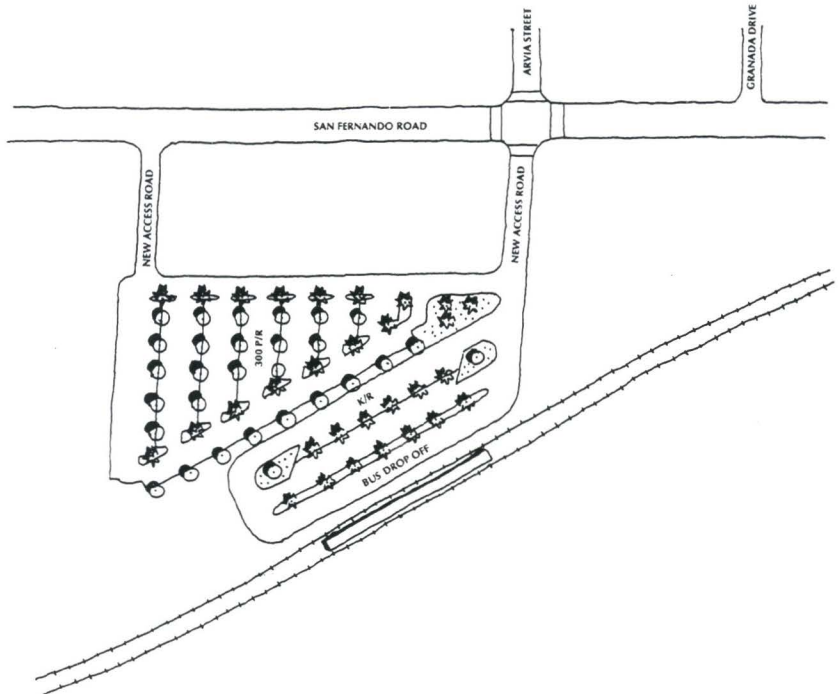
#### 4.3 ALTERNATIVE ALIGNMENTS AT THE PASADENA-LOS ANGELES BLUE LINE JUNCTION

**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 119), 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.



**DIVISION STREET  
STATION ALTERNATIVE**



**ARVIA STREET  
STATION ALTERNATIVE**

NO SCALE

GRAPHICS BY GRUEN ASSOCIATES



**BURBANK • GLENDALE • LOS ANGELES**  
 ■ RAIL TRANSIT PROJECT ■  
 ■ SUPPLEMENTAL EIR ■  
 METROPOLITAN TRANSPORTATION AUTHORITY

**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>	<ul style="list-style-type: none"> <li>• Best engineering feasibility; maximizes the alignment's at-grade configuration.</li> </ul>	<ul style="list-style-type: none"> <li>• Requires straddle bent structures above Avenue 19.</li> </ul>
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>
SOURCES: <sup>1</sup> Bechtel Corporation. <sup>2</sup> LACTC-Rail Construction Corporation. <sup>3</sup> Gruen Associates.		
NOTE: 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

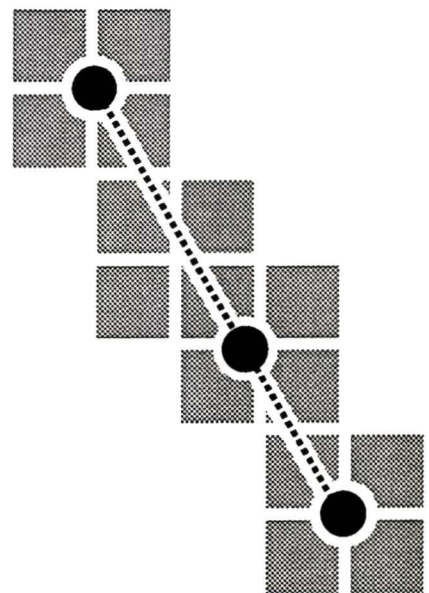
Based upon the environmental impact categories documented in Chapter 5.0 of the Final EIR and the project alternatives proposed in that document, the proposed Burbank-Glendale-Los Angeles Rail Transit Project and the Alternative Transit Modes project can be considered environmentally superior to the 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

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## 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. The elements of the project discussed and analyzed in this SEIR are all located in highly urbanized areas in which the locally-adopted plans for the area provide only minimal capacity for new residential development, even if the rail transit system were demonstrated to induce growth.

It has been shown in urban California locales that, depending on local land use policies, rail transit projects can encourage redistribution of growth in a given area (as opposed to encouragement of new growth), focusing growth within a 1/4 mile walking distance radius of stations.<sup>1</sup> This would not amount to a net increase in population so as to tax existing community facilities and to cause other significant impacts which may be associated with net population growth in an area. Instead, it can be anticipated that the redistributed growth will result in more efficient use of existing community service facilities. Development which is concentrated in this manner around transit stations has a greater tendency towards a pedestrian-oriented urban form, and thus is often seen as benefit to the surrounding community. In fact, this type of pedestrian-oriented transit-focused development is promoted in the *Taylor Yard Development Study* and other specific and general planning documents in the Burbank/Glendale/Los Angeles corridor. No evidence exists, however, to suggest that implementation of a rail transit project in an urbanized setting would lead to more growth within a given community than would otherwise occur in the absence of a rail project. Instead,

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<sup>1</sup>Metropolitan Transportation Commission, BART in the San Francisco Bay Area, 1979, Pages 106-129.

depending on local land use policies, the project would either have no effect at all or would encourage a redistribution of growth in a given neighborhood so that development is pedestrian-oriented and is concentrated at transit stations.

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 and the correlative effect of such growth on existing facilities and the environment is not likely to change. The changes proposed in this Supplemental EIR do not change those growth-inducing effects associated and approved in the Final EIR. As stated in that document, the degree to which potential growth redistribution would be realized depends upon the complex interplay between actual pressure for development, existing or emerging local growth management measures, and local attitudes toward growth. All this discussion should be viewed against a general backdrop of anticipated growth in the East Valley and North Los Angeles.

## **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.

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. Furthermore, the Burbank/Glendale/Los Angeles Line will provide enhanced community access, enhanced access to recreation areas, and will provide a strong encouragement towards developing a pedestrian-oriented environment. Additional benefit to the local community would result from the recreational and aesthetic amenities which would result from the MTA Greenway and Art for Transit Programs, which would be implemented as part of the proposed project.

**Table 25** on the following page describes each of the proposed transit-oriented projects and their current status. The cumulative impacts associated with each of these projects is described as follows:

***Glendale Municipal Transportation Center:*** Potential cumulative impacts relating to this project would be limited to the portion of the Burbank-Glendale-Los Angeles Rail Project in the vicinity of this station on Cerritos Avenue. The traffic analysis contained in the SEIR incorporates in its baseline the anticipated activity at this center, including the parking, Metrolink service, and buses. Thus, the traffic analysis considers the cumulative impact of the Transportation Center, and these impacts were identified in the traffic analysis and mitigated (Section 3.4). Similarly, the air analysis accounts for the cumulative impact since it is based on the traffic analysis; this air quality analysis found no impact at this station. With regard to noise, the Transportation Center will either not have an effect upon or will reduce the noise impact of the proposed project, since the Transportation Center will stand between the proposed project and the sensitive residential uses. In terms of the historic resources analysis, the Transportation Center will have a favorable effect since the depot will be refurbished. There are no cumulative construction impacts since the projects will be built at different times.

***Burbank Regional Inter-Modal Transportation Center:*** Cumulative impacts relating to this project would be limited to the portion of the Burbank-Glendale-Los Angeles Rail Project in the vicinity of this station on Front Street. The traffic analysis contained in the SEIR incorporates in its baseline the anticipated activity at this center, including the parking, Metrolink service, and buses. Thus, the traffic analysis considers the cumulative impact of the Transportation Center, and these impacts were identified in the traffic analysis and mitigated (Section 3.4). Similarly, the air analysis accounts for the cumulative impact since it is based on the traffic analysis; this air quality analysis found no impact at this station. There are no sensitive noise receptors or historic structures in this vicinity, and the construction is anticipated to occur at different times for the two projects.

***Commuter Rail Metrolink - Moorpark and Santa Clarita to Downtown Los Angeles:*** Metrolink exists adjacent to the entire length of the proposed project. Since the project is already constructed, it is included in the baseline for the environmental analysis performed in the SEIR. Specifically, Metrolink was included in the ambient noise level incorporated into the noise analysis, and traffic generated by Metrolink trips were included in the baseline for the traffic analysis for the two common stations located in Burbank and Glendale. Thus, the cumulative impact associated with Metrolink includes the traffic impacts identified near the two common stations, as well as the noise impact south of the Glendale station, and the mitigation measures incorporated into those sections mitigate these impacts. All other analysis performed in the Final EIR and this SEIR presumes the existence of Metrolink, and therefore the impacts and mitigation measures proposed address any cumulative impacts relative to Metrolink.

**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 Regional Inter-Modal Transportation Center <sup>2</sup>	Inter-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. Phase I Metrolink platform and 300 parking spaces constructed. Phase II in design; opening in 1996.
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.	Operation began 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 1994.
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.
<p>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</p>			



***Pasadena-Los Angeles Rail Transit Project:*** Cumulative impacts relating to the physical existence of the Pasadena-Los Angeles and Burbank-Glendale-Los Angeles projects in close proximity would occur at the junction of the two lines near the old Lincoln Heights Jail. Sensitive locations relating to the aesthetic impact in this location are the old jail, Elysian Park, and the Los Angeles River. In terms of the potential cumulative impact associated with the jail, the primary issue would be aesthetic. In this case, there would be no cumulative impact associated with the Pasadena-Los Angeles Line, since this project will simply replace the existing Santa Fe railroad bridge with a similar bridge, and not increase the number of guideways visible from the facade of the jail. In the case of the Los Angeles River and Elysian Park, construction of the Burbank-Glendale-Los Angeles Line will allow elimination of the interim yard to be built at Midway Yard between the river and the park. Therefore, the cumulative impact of the two projects, taken together, will be beneficial in terms of reduced noise and aesthetic impacts. There will be a cumulative impact along the entire length of the Burbank-Glendale-Los Angeles project due to increased patronage associated with the Pasadena-Los Angeles Line. Since the patronage forecast presumed the existence of the Pasadena-Los Angeles Line, the traffic and air quality impacts incorporated this cumulative impact. Therefore, the cumulative impacts relative to this project are the traffic impacts identified and mitigation in Section 3.4, and the air quality impacts identified in Section 3.3 for which mitigation measures are included but an unavoidable adverse impact is still identified. No cumulative construction impacts are expected since the two projects will be built at different times.

***San Fernando Valley East-West Rail Project:*** Due to the relative distance of this rail line from the proposed project, the only cumulative impact would be increased patronage on the Burbank-Glendale-Los Angeles Line caused by the existence of the Valley East-West Line. Therefore, the cumulative impacts relative to this project are the traffic impacts identified and mitigation in Section 3.4, and the air quality impacts identified in Section 3.3 for which mitigation measures are included but an unavoidable adverse impact is still identified. Since the patronage model presumed the existence of the Valley East-West Line, this cumulative impact is incorporated into the traffic and air quality analysis.

***Burbank Metro Mover Monorail:*** Cumulative impacts relating to physical proximity could occur near the Burbank Regional Inter-Modal Transportation Center. In addition, cumulative impacts could occur along the entire Burbank-Glendale-Los Angeles Rail Line due to increased patronage. Much remains unknown about this project, including station locations, exact alignment, and implementation date. It is therefore impossible at this time to determine if there would be cumulative impacts associated with this project.

***Carpool Lane Program - Ventura Freeway:*** Currently under design, this project will be in proximity of the Burbank-Glendale-Los Angeles Project near the Doran Street Station. However, no physical interconnection is planned between the projects, and the carpool lane will be in the center median of the freeway elevated well above the rail line. Therefore, no cumulative impacts are anticipated.

***Carpool Lane Program - Golden State Freeway:*** This carpool lane is not under design, and its actual alignment is uncertain. It is therefore impossible at this time to determine if there would be cumulative impacts associated with this project.

***Freeway Express Bus System:*** This project is closely related to the Carpool Lane Program. Since no stations are planned in the vicinity of the Burbank-Glendale-Los Angeles Rail Line, no cumulative impacts are anticipated.

### **5.2.1 Response to Comments Regarding Cumulative Impacts**

Several comments in response to the Draft SEIR questioned the cumulative impact of the proposed Burbank/Glendale/Los Angeles Line and related projects upon existing and planned recreational facilities. These comments focused on the cumulative impact relative to both transportation projects and economic development projects.

Regarding transportation projects, this cumulative analysis includes in Table 25 a listing of proposed transportation projects which would be considered "related projects" as defined under CEQA. Transportation projects already in existence, including some with a long history in the area, are not included in the cumulative analysis, but are considered as part of the baseline against which cumulative impacts are measured. This baseline includes, among other projects, the Southern Pacific Railroad, which has been present at Taylor Yard for over one hundred years. Because the projects included in the cumulative analysis are located at varied locations along the Burbank/Glendale/Los Angeles Line, the cumulative impact upon recreational facilities will only include projects which are in the vicinity of the given recreational location. Therefore, this analysis will separately identify the cumulative impacts upon each recreation project.

***Trail/Bikepaths Along Los Angeles River:*** Included in this analysis are the Los Angeles River Bike Path, the El Pueblo Historic Park to Griffith Park Trail Corridor, and the Juan Bautista De Anza National Historic Trail. Of these projects, the bike path and the El Pueblo/Griffith Park trail are proposed to follow the west bank of the Los Angeles River, and the De Anza trail is proposed to approximately follow Riverside Drive, located significantly further from the proposed project. Of the projects included in the cumulative analysis table, those in the vicinity of these trails are the Metrolink project, the Golden State Carpool Lane and Express Bus, and the Pasadena/Los Angeles Line. However, the Metrolink project is already operational, and thus does not entail a future cumulative impact. The Carpool Lane, although included in the 30-Year Integrated Transportation Plan, has not been studied, and is not anticipated to be implemented for many years; therefore, nothing is known about the impacts of that project. The Pasadena/Los Angeles Line will affect these trails near the confluence of the Los Angeles River and Arroyo Seco. At this location, the Burbank/Glendale/Los Angeles Line is proposed to be on the east bank of the Los Angeles River, and the Pasadena/Los Angeles Line's yard on the west bank. The impacts of each of these projects has been separately explored under CEQA. Taken together, implementation of the Burbank/Glendale/Los Angeles Line will allow closure

of the Pasadena/Los Angeles Yard (see Section 2.3 and the Response to Comments regarding this section). Thus, the cumulative impacts of the two projects in this area would be less than the impact of the Pasadena/Los Angeles Line alone, given that this would allow closure of the Pasadena/Los Angeles Yard which is closer to the proposed trails and has greater impacts due to its proximity to the trails, the amount of land occupied, and the amount of train activity. No growth impacts are anticipated since neither project is proposed to have stations in this area.

***Rim of the Valley Trail Corridor:*** This trail would intersect the proposed project in the approximate location of the proposed bridge over the Arroyo Seco. In this location, the Pasadena/Los Angeles Line would also be a factor in the cumulative analysis. However, it is not certain where the trail will be located, given the large number of bridges already spanning the Arroyo Seco in this area. The Pasadena/Los Angeles Project would replace an existing railroad span over the wash; the Burbank/Glendale/Los Angeles Project would replace the Avenue 19 southbound bridge over the wash. Thus, the likely cumulative effect of these projects will be to not increase the number of existing barriers to a trail along the Arroyo Seco. However, the true impact is unknown, since the alignment for the Rim of the Valley Trail is uncertain. The Burbank/Glendale/Los Angeles Line would not affect cumulative growth in this corridor, since no stations are proposed in this vicinity.

***Los Angeles County Los Angeles River Master Plan:*** This plan is currently being prepared, and is expected to incorporate the various trail and recreation projects included in this analysis. As such, the cumulative impact regarding the Master Plan should be the same as the cumulative impact on the recreational projects evaluated in this chapter.

***Elysian Park:*** Projects in the vicinity of Elysian Park would be the Metrolink Project, the Golden State Freeway Carpool/Express Bus Lane, and the Pasadena/Los Angeles Project. The analysis relating to Los Angeles River trails is applicable with regard to Elysian Park. Since Metrolink is an existing project, it does not involve a future cumulative impact. There has been no study of the Carpool/Express Bus Lane, and therefore no cumulative impacts are known regarding that project. No cumulative growth impacts are anticipated in this area, since no stations are planned for any of the proposed projects in this vicinity. Construction of the Burbank/Glendale/Los Angeles Project will enable the removal of the interim yard for the Pasadena/Los Angeles Project, thus providing for lower cumulative impacts than if the Pasadena/Los Angeles Line were constructed alone. Aesthetic issues regarding Elysian Park are a separate issue due to the park's elevation and views; in this case, a cumulative improvement associated with the Burbank/Glendale/Los Angeles Line would result because the impact of the proposed project's two tracks across the river from the park would be more than offset by the positive benefits of removing a rail yard located directly in front of the park, between the base of the park's hillside and the River.

**Cypress Park:** The Metrolink project is the only other transportation project on Table 25 in this vicinity. Since this commuter rail system is already in operation, it is included in the baseline against which impacts of the proposed project are measured.

With regards to the cumulative impact relating to economic development and joint development, this SEIR has endeavored to take into account land-use planning efforts currently underway for the corridor, including the *Taylor Yard Development Study*. A number of recommendations are being considered by that study for specific locations, including the vacant Lawry's and Van de Kamp's sites which are adjacent to proposed rail stations. In addition, the plan is considering a balance of uses in Taylor Yard, including recreational, educational, and transportation facilities, and also development to encourage the creation of jobs. However, this planning study is not a project action of MTA, but simply a feasibility study. Neither the *Taylor Yard Development Study* nor the potential developments at Van de Kamp's and Lawry's are an inevitable result of the Burbank/Glendale/Los Angeles Rail Project; their eventual implementation is speculative. The proposed project can be implemented as a stand-alone project. These other projects would be subject to compliance with CEQA if and when they are ever approved. All land use decisions relating to the Taylor Yard area will be at the discretion of the City of Los Angeles. MTA does not have land-use planning jurisdiction.

### **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.

#### **5.4 MITIGATION MONITORING PROGRAM**

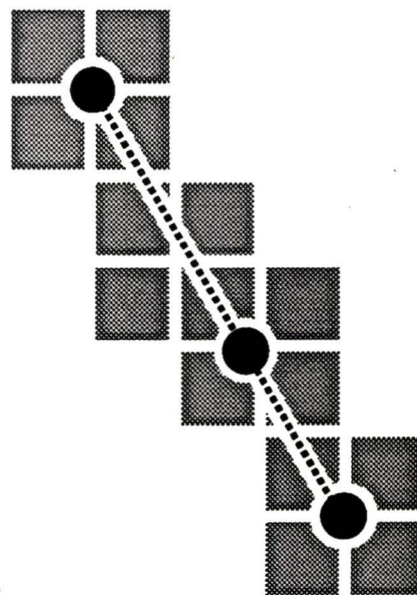
Effective January 1989, State Legislators amended the California Environmental Quality Act to include Section 21081.6, implementing Assembly Bill (AB) 3180. As part of the environmental review procedures under CEQA, AB 3180 requires a project's responsible agency to adopt a monitoring and reporting program 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**

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**CHAPTER 6.0**  
**PUBLIC REVIEW OF**  
**DRAFT SUPPLEMENTAL 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>1</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>1</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 45 written comments during and 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	9-10	Glendale Redevelopment Agency	Modify description of Glendale Transportation Center based on the updated workslope.	Comment noted. Incorporated into Final SEIR.
1.4.3	12	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.	Consistent with the <i>30-Year Integrated Transportation Plan</i> , MTA will not use federal funds for this project. The inclusion of the Federal Railroad Administration (FRA) in the list of possible permits was in error. The text has been corrected to reflect that no FRA permit or other federal approval will be required for this project. FRA approval would only be required if this project involved a physical tie-in with the conventional freight railroad. In this case, there is no physical intertie between the two systems.
2.1.1	21-24	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	24-26	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	26-27	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, for example, the Blue Line would not be possible on the existing tracks.
2.3	29-32	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.

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
2.3	29-32	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.
2.4	34-37	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 the 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	32-42	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	46-48	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	49-53	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 these plans.

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
3.2.2	53-57	<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	53-57	<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. Expressed opposition to community redevelopment and concern 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	53-57	<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>

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
3.3	58-73	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 on similar projects in similar circumstances. In the expert opinion of the consultant, dust generated by construction activities would fall below the threshold for significant impact 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	74-80	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. The maintenance yard is not expected to have a significant impact on traffic. The yard's level of activity should be comparable to the Blue Line Yard in North Long Beach which currently averages 23 vehicle trips between 6-10 a.m.</p> <p>D. Comments noted and incorporated.</p>

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
3.4	74-80	<p>Los Angeles DOT</p> <p>Bob Jamieson, <i>Mount Washington Association</i> @ CYPRESS PARK PUBLIC HEARING</p> <p>Mark Riera, <i>Bilingual Foundation for the Arts</i> @ BURBANK PUBLIC HEARING</p> <p>Jim Payne, <i>Bilingual Foundation for the Arts</i> @ BURBANK PUBLIC HEARING</p>	<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>
3.5	80-84	<p>Los Angeles Unified School District</p> <p>Tina Thomas, <i>Sierra Club</i></p>	<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, during the design phase when haul routes are determined, they 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 residence: from the boundary of Taylor Yard (300 feet) and from the actual project location (800 feet). In addition, while checking these facts, an error was found regarding the noise impact on residences along Gardena Avenue in the City of Glendale. The text has been changed to clarify these issues.</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 for the presence of varied conditions in terms of vehicle maintenance, track structure, schedules, and speed.</p>



Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
3.5	81-86	<p>Mark Riera, <i>Bilingual Foundation for the Arts</i> @ BURBANK PUBLIC HEARING</p> <p>Jim Payne, <i>Bilingual Foundation for the Arts</i> @ BURBANK PUBLIC HEARING</p>	<p>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.</p>	<p>Comments noted. Section 3.5 has been modified to incorporate this concern and include measures to mitigate this impact.</p>
3.6	87-93	<p>Southern Pacific Real Estate</p> <p>Susan B. Nelson, <i>Save Our Communities</i></p> <p>California Department of Toxic Substances Control @ BURBANK PUBLIC HEARING</p>	<p>A. There is no evidence that the Volatile Organic Compounds (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>C. Various technical comments.</p>	<p>A. Comments noted and incorporated into Section 3.6.</p> <p>B. Refer to Section 3.6.</p> <p>C. Comments noted and incorporated into Section 3.6.</p>
3.7	94-96	<p>Los Angeles Unified School District</p> <p>Bob Jaimieson, <i>Mount Washington Association</i> @ CYPRESS PARK PUBLIC HEARING</p>	<p>Proposes additional school-related mitigation actions, including dissemination of safety information to students and teachers; use of signage, landscaping, and fencing as necessary to deter unauthorized access to right-of-way; coordination of construction with school officials; and use of additional measures if needed to ensure safe and convenient school access.</p>	<p>Mitigation measures in Section 3.7 have been modified.</p>
3.7	94-96	<p>City of Los Angeles Fire Department</p>	<p>Miscellaneous technical comments.</p>	<p>Comments noted.</p>
3.8	97-100	<p>Tina Thomas, <i>Sierra Club</i></p>	<p>The project will negatively impact at least five proposed recreation 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.</p>	<p>Comment noted. An analysis of the project's effect on these proposed recreation projects has been incorporated into Section 3.8. In addition, Section 3.10 has been modified to expand the analysis of the aesthetic impact of the project on recreational facilities.</p>

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
3.8	97-100	<p>Martin Schlageter, <i>Friends of the Los Angeles River</i></p> <p>Tina Thomas, <i>Sierra Club</i></p> <p>Sanford Wohlgemuth, <i>Audubon Society</i></p>	<p>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 for 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.</p>	<p>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.</p>
3.9	101-103	City of Burbank	<p>Proposed rail yard has potential for significant impacts on storm water quality, and the SEIR should identify possible impacts and mitigation measures.</p>	<p>Comments noted. Section 3.9 has been modified to include the requested analysis, with additional mitigation measures.</p>
3.9	101-103	<p>Bob Jamieson, <i>Mount Washington Association</i> @ CYPRESS PARK PUBLIC HEARING</p> <p>Department of Fish and Game @ CYPRESS PARK PUBLIC HEARING</p>	<p>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?</p>	<p>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.</p>
3.10	104-107	Metropolitan Water District	<p>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.</p>	<p>Comments noted.</p>

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
3.10	104-107	<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	108-110	<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	108-110	<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	115-119	<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>

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
4.4	120	<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>

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
5.2	121-124	Tina Thomas, <i>Sierra Club</i>	<p>A. The cumulative impact section does not adequately address the impacts of existing and planned projects on surrounding communities and on park, recreational and natural resources. Furthermore, the document discusses regional as opposed to localized impacts on the communities and existing natural, recreational and open space resources.</p> <p>B. The cumulative impacts section fails to adequately analyze the growth inducing impacts of nine rapid transit lines and three maintenance facilities currently operating or planned for the project area. This intense level of train activity will result in a continuous passing of trains near these neighborhoods 24 hours a day. The increase in noise from such frequent rail activity will degrade the quality of life, and will impact public park, recreation and natural open space areas.</p> <p>C. The cumulative impacts section fails to adequately analyze the growth inducing impacts of economic development projects including joint developments with Lawry's and Van de Kamps Bakery and the Taylor Yard Transit Development Study.</p>	<p>A. Refer to discussion of population impacts in Section 3.1 and revised text of the Cumulative Impacts section. Based on the development patterns associated with existing transit systems, the cumulative effect of the related transit projects could be to allow increased density of residential and commercial development in a pedestrian-oriented framework within walking distance of transit stations. There is no research evidence to suggest that urban rail projects have a significant effect on development beyond the 1/4-mile walking distance. Furthermore, the development of the proposed project will provide localized benefits to the surrounding community in the form of enhanced mobility, encouragement of pedestrian-oriented development patterns, and access to recreation areas as well as recreational/aesthetic amenities provided as part of the associated greenway and art programs.</p> <p>B. The existing environment of the project area in question includes the 24-hour passage of freight and passenger trains with the associated noise and other environmental effects, and has for over 100 years. The incremental impact of adding the project and the approved Pasadena/Los Angeles Line in this rapid transit corridor is not significant, and in fact should likely result in a net improvement of the project area's environment, since (a) construction of the proposed project would allow closure of the interim yard of the Pasadena project, and (b) light rail use will supplant freight use in the Taylor Yard area. benefit is expected to be positive.</p> <p>C. Contrary to the comment's assertion, the projects mentioned in the comment are not an inevitable result of the proposed project; their eventual implementation is speculative. These projects would be subject to compliance with CEQA if and when they are ever approved. In particular, the <i>Taylor Yard Development Study</i> is not a project action of MTA, but simply a feasibility study. MTA does not have land-use planning jurisdiction.</p>

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
5.2	123	Glendale Redevelopment Agency	Miscellaneous comments regarding Glendale Transportation Center.	Comments noted. Incorporated into Final SEIR.
III.ii	Appendix	Tina Thomas, <i>Sierra Club</i>	Prior to determining whether a negative declaration or environmental impact report is required for a project, the lead agency is required to consult with all responsible agencies. The MTA failed to consult with the Santa Monica Mountains Conservancy, California Coastal Conservancy, and the Los Angeles City Department of Recreation and Parks.	Refer to Chapter 6.2 for a description of the agency and public involvement process. The FEIR provided that a Supplemental EIR would be necessary to evaluate proposed changes to the project, so there was no determination as to whether a negative declaration would be required. Copies of the Initial Study and Notice of Preparation were submitted to the City Recreation and Parks Department, and to the State Clearinghouse for circulation to affected state agencies. None of the agencies mentioned responded to the Notice of Preparation, although the Los Angeles City Recreation and Parks Department had responded to the Draft EIR. During preparation of the Draft SEIR, MTA staff personally met with Santa Monica Mountains Conservancy staff who were inquiring about all MTA projects which may potentially affect Conservancy lands, discussing the proposed project with them, and Appendix III.ii has been revised to reflect this fact. None of the agencies including the Santa Monica Mountains Conservancy has responded to the Draft SEIR either within the comment period or any time thereafter.
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, the construction of ten transit stations, and the laying of new rails would not cause a significant impact on the Los Angeles River due to sediment loading.	A discussion of the sediment loading issue has been added to Segment 3.9. With regard to the Arroyo Verdugo Bridge, the FEIR erroneously stated that the Arroyo Verdugo bridge might require bridge piers within the wash, thus disturbing the river floor and possibly increasing sediment loading in the Los Angeles River during the construction phase. In actuality, the bridge would completely span the wash, and thus there would be no sediment loading impact associated with the bridge.
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 approved in January, 1993.

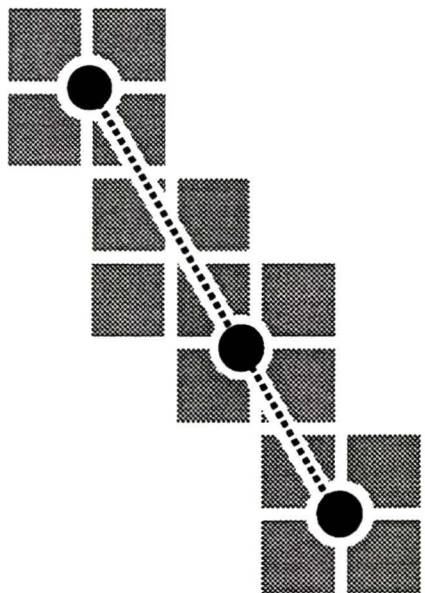
Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
Misc.	---	Tina Thomas, <i>Sierra Club</i> Sallie Neubauer, <i>Citizens Committee to Save Elysian Park</i>	We recommend that a portion of the project's cost be set aside to mitigate project impacts. These funds should be allocated to a trustee agency for the purposes of establishing public access to the Los Angeles River recreational corridor and for acquiring and developing a network of public parks along the planned Los Angeles River Bikeway route, along the trail corridor connecting Elysian Park and Griffith Park, and along the Arroyo Seco corridor connecting these parks to the Devil's Gate Recreation Area.	Mitigation measures for anticipated significant adverse impacts have been included in the FEIR where appropriate. Although not required to mitigate project impacts, Section 2.1.4 has been added to the FSEIR project description, delineating the commitment to provide an amount equal to one percent of the project construction budget, and seek an additional one percent from outside sources, for landscaping, bicycle/pedestrian trails, and urban design enhancements within 1/4 mile of the project right-of-way. Expenditure of these funds will be based on a greenway feasibility study and preliminary design to be completed concurrent with preliminary design of the rail transit facility.
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 that will require its own environmental clearance should it be further considered.

Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
Misc.	---	Glendale-Office of the Mayor Burbank-Office of the Mayor Burbank-Glendale-Pasadena Airport Authority South Pasadena-Office of the Mayor Mount Washington Association Pasadena TMA Beitler Pasadena Chamber of Commerce Glendale TMA Saint Joseph Medical Center Glendale Chamber of Commerce Disney Development Company Beauty-Kiss Pamela Corradi, Private Citizen Ernest Burger, Private Citizen Edward Waldheim, Private Citizen Robert Stebner, Private Citizen @ BURBANK PUBLIC HEARING Walt Disney Imagineering	These public agencies, groups and organizations, and private citizens have expressed their support for the proposed Burbank-Glendale-Los Angeles Rail Transit Project.	Comments noted.
Misc.	---	Dai Yau, An Hing Corporation @ BURBANK PUBLIC HEARING	Expressed opposition to project due to severe financial burden on business.	Comment noted.



Document Reference		Responders to Draft EIR	Comment	Response
Section	Page			
Misc.	---	Caltrans Governors Office of Planning and Research Southern California Association of Governments	No comment.	None.





# **APPENDICES**

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**APPENDIX I:  
INITIAL STUDY AND NOTICE OF PREPARATION**

The initial study and Notice of Preparation for the Burbank-Glendale-Los Angeles Rail Transit Project Supplemental Environmental Impact Report was sent to the State Clearinghouse on 23 April 1993. The State Clearinghouse assigned the project SCH Number 93051016. The review period for the project began in late April 1993 and continued through late June 1993.

The contents of the Initial Study and Notice of Preparation appeared in the proposed project's Draft SEIR, and are hereby incorporated into this document by reference.

**APPENDIX II:  
RESPONSES TO THE NOTICE OF PREPARATION**

The following list of government agencies, officials, and citizens have voiced their concerns and comments regarding the Burbank-Glendale-Los Angeles Rail Transit Project SEIR. These correspondents have been arranged in chronological order below. The contents of their responses appeared in the proposed project's Draft SEIR, and are hereby incorporated into this document by reference.

<b>List of Written Respondents to Initial Study and Notice of Preparation</b>		
#	Agency	Date
1	City of Los Angeles Cultural Affairs Department	May 4, 1993
2	Burbank-Glendale-Pasadena Airport Authority	May 10, 1993
3	County of Los Angeles Department of Health Services	May 11, 1993
4	Los Angeles Unified School District	May 13, 1993
5	South Coast Air Quality Management District	May 17, 1993
6	City of Los Angeles Department of Transportation	May 25, 1993
7	State of California Department of Transportation	June 2, 1993
8	City of Los Angeles Fire Department	June 2, 1993
9	City of Burbank Public Service Department	June 2, 1993
10	Los Angeles Conservancy	June 2, 1993
11	City of Los Angeles Department of Water and Power	June 25, 1993

### APPENDIX III: RESPONSES TO DRAFT SEIR

The following list of government agencies, groups and organizations, and private citizens have voiced their concerns, comments, and suggestions regarding the Draft Environmental Impact Report for the Burbank-Glendale-Los Angeles Rail Transit Project. The letters from these correspondents have been arranged in chronological order below. In addition, the salient information from each of these letters have been summarized in Section 6.3 of this report.

<b>List of Written Respondents to the Burbank-Glendale-Los Angeles Rail Transit Project SEIR</b>		
#	Responders to Draft SEIR	Date
<b>Public Agencies</b>		
1	City of Glendale Redevelopment Agency	11/4/93
2	City of Glendale Office of Mayor	12/1/93
3	City of Los Angeles Cultural Affairs Department	12/3/93
4	Metropolitan Water District of Southern California	12/8/93
5	City of Burbank Office of Mayor	12/9/93
6	Burbank-Glendale-Pasadena Airport Authority	12/9/93
7	City of South Pasadena Office of Mayor	12/10/93
8	City of Burbank	12/11/93
9	California Department of Transportation	12/13/93
10	Los Angeles Unified School District	12/13/93
11	City of Los Angeles Department of Transportation	12/13/93
12	City of Burbank Public Works Director	12/14/93
13	Governor's Office of Planning and Research	12/17/93
14	City of Los Angeles Fire Department	12/29/93
15	Southern California Association of Governments	1/03/93
16	State of California Department of Toxic Substances Control	1/20/93

**List of Written Respondents to the  
Burbank-Glendale-Los Angeles Rail Transit Project SEIR**

#	Responders to Draft SEIR	Date
<b>Groups/Organizations</b>		
1	Southern Pacific Transportation Company	11/9/93
2	Mount Washington Association	11/29/93
3	Coalition Against Pollution - Save Our Communities - Elysian Heights	12/2/93
4	Pasadena Transportation Management Association	12/9/93
5	Beitler Commercial Realty Services	12/9/93
6	Pasadena Chamber of Commerce	12/9/93
7	Glendale Transportation Management Association	12/9/93
8	Friends of the Los Angeles River	12/10/93
9	Saint Joseph Medical Center	12/10/93
10	Glendale Chamber of Commerce	12/10/93
11	Lincoln Heights Preservation Association	12/10/93
12	Disney Development Company	12/10/93
13	Citizens to Save Elysian Park	12/13/93
14	Los Angeles Conservancy	12/13/93
15	Sierra Club Los Angeles River Task Force	12/13/93
16	Beauty-Kiss Floor and Window Coverings	12/15/93
17	Sierra Club Los Angeles River Task Force	12/20/93
18	Walt Disney Imagineering	1/04/93
19	Los Angeles Audubon Society	1/06/93
20	Citizens Committee to Save Elysian Park	1/11/93
21	People for Parks	1/14/93



**List of Written Respondents to the  
Burbank-Glendale-Los Angeles Rail Transit Project SEIR**

#	Responders to Draft SEIR	Date
<b>Private Citizens</b>		
1	T.A. Nelson	11/30/93
2	Pamela Corradi	12/9/93
3	Ernest P. Burger	12/9/93
4	Edward H. Waldheim	12/10/93
5	Dunah E. Ash	1/04/94
6	Stephen Cartotto	1/24/94

The following list of government agencies, groups and organizations, and private citizens have voiced their concerns, comments, and suggestions regarding the Draft Supplemental Environmental Impact Report for the Burbank-Glendale-Los Angeles Rail Transit Line during the project's Public Hearing and Workshop review process. The comments from these speakers have been arranged in speaking order. In addition, the salient information from each of these letters have been summarized in Section 6.3 of this report.

<b>Speakers during the Burbank-Glendale-Los Angeles Rail Transit Project's Public Hearings and Workshops</b>		
#	Speaker	Representing
<b>City of Los Angeles Public Hearing and Workshop: Tuesday, November 30, 1993</b>		
1	Bob Jamieson	Mt. Washington Association
2	Robert P. Vick	Private Citizen
3	T.A. Nelson	Private Citizen
4	Richard Olivarez	Cypress Park Improvement Association
5	Raul Rodriguez	California Department of Fish and Game
6	Mary Bavage	Private Citizen
7	Alex Ross	Private Citizen
<b>City of Burbank Public Hearing and Workshop: Thursday, December 2, 1993</b>		
8	Susan B. Nelson	Save Our Communities Lincoln Heights Residential Association Cypress Park Improvement
9	Mark Riera	Bilingual Foundation of the Arts
10	Dai Yau	An Hing Corporation
11	Jim Payne	Bilingual Foundation of the Arts
12	Robert Stebner	Private Citizen

  
**Glendale Redevelopment Agency**

633 East Broadway, Room 201, Glendale, CA 91206-4387  
(818) 548-2005 Fax (818) 240-7913

November 4, 1993

Mr. Peter De Haan  
Project Manager  
Metropolitan Transportation Authority  
818 W. Seventh Street, Suite 1100  
Los Angeles, CA. 90017

**Re: Redevelopment Agency Comments October 1993 Draft SEIR  
Burbank, Glendale Los Angeles Rail Transit Project**

Dear Peter:

Thank you for the opportunity to provide responses to the Draft SEIR Burbank, Glendale and Los Angeles Rail Transit Project document which we recently received.

For your review I will provide comments noting page number and paragraph.

**Comments:**

1) Page 8 - Final Paragraph

As you know the initial Master Plan for the depot was modified in 1992. This modification was presented and approved by Caltrans District 7 and MTA staff. These modifications were subsequently incorporated into the City's Financial & Budget Agreement with MTA and Caltrans for the utilization of the City's TCI and Prop 108 grant funds.

At this point the description of the Municipal Transit Center might more realistically be described since the agreement modification, as the 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 area more related to the main

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November 4, 1993  
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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 development of parking garages is still a possibility at the center should additional modes of transit and patrons warrant the development of parking garages.

The final sentence which references specific transit mode integration at the center is correct as described.

2) Page 20 - Third Paragraph/South Glendale - Atwater Village

This statement should be clarified, as the alignment passes through the transit center, at its northern terminus with the depot grounds the width of the right-of-way is reduced from 100 to 75 feet. MTA's right-of-way along the length of the City's depot grounds is currently 100 feet. It narrows to 75 feet north of the City's property.

The statement regarding realignment of the SPTCO, Amtrak and MetroLink tracks to provide room for the LRT tracks is correct. It would be very helpful to have a diagrammatic track alignment plan provided in this or the final report showing the final and construction realignments?

I assume that it is understood that MTA will want to keep the existing rail services operating during the realignment and installation of the proposed LRT tracks. Will MTA use the existing spare third rail or install construction passing tracks to accomplish the realignment and proposed LRT track installation?

Will the Brand Boulevard and Los Feliz Boulevard rail bridge overpasses have to be widened to accommodate the proposed LRT. It doesn't appear that the existing bridge deck surfaces are the same width as the 100 foot MTA right-of-way?

3) Page 23 - Final Paragraph Project EIR's

A clarification of the issue regarding individual site specific EIR's needs to be provided. The City submitted categorical exemptions pursuant to state law for commuter rail operations for the acquisition and expansion of the parking areas.

These categorical exemptions were processed in 1992 and included in the City's Budget & Financial Agreement Amendment with MTA/Caltrans.

Mr. Peter DeHaan  
November 4, 1993  
Page 3

The historic restoration of the Glendale depot will undoubtedly be handled with a categorical exemption and/or negative declaration process. There is not going to be a change in use or expansion of the facility as part of the restoration.

4) Page 24 - Table 3 Station Parking/Glendale Transportation Center

A change in the notation should be made to clarify that parking will be available both north and south of the Old Rail depot structure.

The initial expansion will provide between 750 to 800 at grade spaces.

Future garage constructions, both north and south of the old depot, could accommodate upwards of between 1400 to 3000 spaces. This number of structured spaces might be provided if twin MetroLink and Blue Line LRT garages were constructed north and south of the old depot structure. These garages would be constructed on the at grade parking lots the City will be developing as part of agreement with MTA and Caltrans.

5) Page 49 - Key Plans

The consultant should add both of the following notations on page 49 and descriptions on the page 50 of the draft SEIR;

- a) The San Fernando Road Redevelopment Plan February 1993  
(enclosed)
- b.) The Glendale Municipal Transportation Center Specific Plan  
(nearing completion by Gruen Associates)

6) Page 53 - Table 7 Mitigation Lincoln Heights Jail Land Acquisition

Lawry's Line: Lawry's could become major community center. Uses could  
" be " a Latino Museum, etc.

7) Page 104 - Historical Resources

The second paragraph on page 104 discusses the Glendale Rail Depot as an important historic resource which is close proximity to the proposed LRT rail line. The next sentence discusses the potential listing of various structures on the National Register of Historic Places. The Glendale Rail Depot is on the City Planning

Mr. Peter DeHaan  
November 4, 1993  
Page 4

Division Citywide Historic Resource Study as a category one structure of great importance.

One of the primary tasks of the architectural firm, Miralles Associates, who were retained to prepare the restoration construction documents for the depot is to prepare the necessary applications for possible listing of the depot structure on the State & National Register of Historic Places after restoration.

Some clarification and notation of this fact should be included in this final report. Gruen can get the correct historic designation classification from Mr. Jerry Wasser, City Planning/Historic Section at (818) 548-2140.

8) Page 117 Table 25 Cumulative Development of Transit Oriented Related Projects

Item 1. Glendale Municipal Transportation Center

Description should include 750 - 800 initial parking spaces with potential to be expanded into parking garages in the future.

Status should include acquisition of depot grounds by City and recent acquisition of five of the 16 remaining parcels necessary for expansion of center. Categorical exemption for expansion filed and recorded Fall 1992.

If you have any additional questions, please call at your convenience.



Bob Kadlec  
Project Manager

enc. San Fernando Road Redevelopment  
Project Area Plan  
cc: J. Armstrong, GRA  
G. Miller, Public Works  
J. Wasser, City Planning Historic Section  
S. Adams, City Manager's Office  
V. Paca, Miralles Associates  
B. Kaufman, Gruen Associates  
BK/mer

CITY OF **Glendale** CALIFORNIA

613 E. Broadway, Room 200, Glendale, California 91206-4291 (818) 548-4844

253650 03-93

Office of the  
MAYOR

December 1, 1993

Mr. Peter DeHaan  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
818 West Seventh Street  
Los Angeles, CA 90017

Re: **Burbank-Glendale-Los Angeles Light Rail Line Supplemental  
Environmental Impact Report**

Dear Mr. DeHaan:

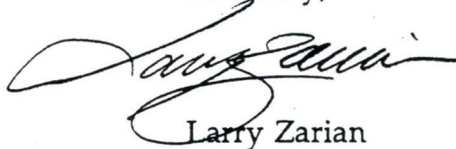
Thank you for the opportunity to comment on the Supplemental Environmental Impact Report (SEIR) for the Burbank-Glendale-Los Angeles Light Rail Line.

The City of Glendale would like to go on record in strong support of this project and timely approval and certification of the SEIR. The maintenance facility identified in the SEIR will be important not only to the Burbank-Glendale-Los Angeles line, but other rail projects already under construction. The proposed light rail line will serve major employment and activity centers, has high ridership projections and low cost estimates, connects to major regional intermodal transportation centers, and has strong community support. In addition, actions by the local communities to coordinate land use with transportation will result in a major impact on job creation and economic development for the region. Lastly, funding commitments by the cities make this the most feasible project to complete.

We believe the SEIR has been completed correctly and provides further evidence of the cost effectiveness and desirability of this project.

Thank you for considering our comments.

Sincerely,



Larry Zarian  
Mayor

CITY OF LOS ANGELES  
CALIFORNIA



RICHARD J. RIORDAN  
MAYOR

December 3, 1993

CULTURAL AFFAIRS  
DEPARTMENT  
433 S. SPRING ST., 10TH FLOOR  
LOS ANGELES, CA 90013  
(213) 485-2433  
(213) 485-6835 FAX  
ADOLFO V. NODAL  
GENERAL MANAGER

Mr. Peter De Haan, Project Manager  
Metropolitan Transportation Authority  
818 West 7th Street  
Los Angeles, CA 90017

**SUBJECT: BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT  
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (S.E.I.R.)**

Dear Mr. De Haan,

Thank you for the opportunity to comment on the Draft S.E.I.R. for the project referenced above.

Since the October 1993 publication of the Draft S.E.I.R. the Los Angeles City Council has acted to add the Lincoln Heights Jail to the City's list of Historic-Cultural Monuments. Therefore, the statement in paragraph 4.3, Through the Jail Alternative, Environmental Impacts • Historical resources, must be changed to reflect the building's new historical status.

It should be noted that although the Final E.I.R. asserted the "Through the Jail" and "Front of Jail" alignments had similar impacts on the environment, the "Through the Jail" alternative has the only significant negative impact on the Historic-Cultural Monument because of the proposed demolition. In addition, although the S.E.I.R. notes negative aesthetic impacts to the Lincoln Heights Jail from the "Front of Jail" alternative those impacts can be substantially mitigated through design detailing while a "Through the Jail" alignment caused demolition has no satisfactory mitigation.

It is, therefore, the "Front of Jail" alignment which is clearly the environmentally superior alternative.

I look forward to reviewing the completed environmental report.

Very truly yours,

  
Jay M. Oren  
Staff Architect

JMO:lm

cc: Los Angeles Conservancy  
Los Angeles City Historical Society  
Society of Architectural Historians  
Lincoln Heights Community and Preservation Assoc.

Doc:JMO699.ltr/Disk:LM11





**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

LA 01 01  
23 DEC - 8 11:41 AM '93

Office of the General Manager

DEC 8 1993

Ms. Judith Schwartz  
Los Angeles County Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, California 90017

Dear Ms. Schwartz:

Draft Supplemental Environmental Impact Report for  
the Burbank-Glendale-Los Angeles Rail Transit Project

We have received the Draft Supplemental Environmental Impact Report (DSEIR) for the Burbank-Glendale-Los Angeles Rail Transit Project. The project involves the development of a permanent light rail transit (LRT) maintenance yard for the Burbank-Glendale-Los Angeles line and an analysis of the possible effects associated with the Taylor Yard Development Study. The comments herein represent Metropolitan's response as a potentially affected public agency.

Metropolitan responded to the Notice of Preparation (NOP) of an Environmental Impact Report for the subject project on November 13, 1991. Our review of the NOP indicated that Metropolitan has two facilities in the vicinity of your proposed project. Metropolitan's East Valley Feeder and Santa Monica Feeder both traverse and run parallel to the project area in an east-west direction. Metropolitan's comments with regard to our facilities are still relevant. Our November 13, 1991 letter and map showing Metropolitan's facilities in relation to your proposed project are attached for your reference. In addition, the proposed Yard Site Alternative described in the DSEIR - Lockheed Building 360 - may impact our East Valley Feeder. It will be necessary to consider these facilities in your project planning.

In order to avoid potential conflicts with Metropolitan's facilities, we request that prints of plans for any activity in the area of Metropolitan's pipelines and rights-of-way be submitted for our review and written approval. You may obtain detailed prints of drawings of Metropolitan's pipelines and rights-of-way by calling Metropolitan's Substructures Information Line at (213) 217-6564. A statement of guidelines for development in Metropolitan's facilities area, fee properties or easements has been attached for your information.

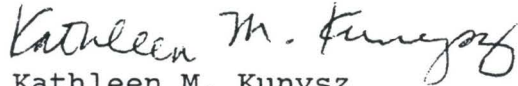
Ms. Judith E. Schwartz

-2-

DEC 8 1993

We appreciate the opportunity to provide input to your planning process. If we can be of further assistance, please contact me at (213) 217-6272.

Very truly yours,



Kathleen M. Kunysz  
Manager, Environmental Affairs

BJC/

Attachment

bcc: D. L. Georgeson  
J. Oley  
F. W. Horne  
K. M. Kunysz  
J. E. Hale  
J. B. Alpert  
Planning Files

NOV 13 1991

Ms. Judy Schwartz  
Los Angeles County Transportation Commission  
818 West Seventh Street, Suite 1100  
Los Angeles, California 90017

Dear Ms. Schwartz:

Notice of Preparation for an Environmental Impact Report  
for the Burbank-Glendale-Los Angeles Rail Transit Project

We have received the Notice of Preparation (NOP) for an Environmental Impact Report for the Burbank-Glendale-Los Angeles Rail Transit Project. The project involves the proposed construction of a light rail from Taylor Yard in the City of Los Angeles to the Burbank Airport to serve as a branch of the Los Angeles to Pasadena Rail Transit Project. The comments herein represent Metropolitan's response as a potentially affected public agency.

Our review of the NOP indicates that Metropolitan has two facilities in the vicinity of your proposed project. Metropolitan's East Valley Feeder and Santa Monica Feeder both traverse and run parallel to the project area in an east/west direction. The attached map shows Metropolitan's facilities in relation to your proposed project. It will be necessary to consider this location in your project planning.

In order to avoid potential conflicts with Metropolitan's facility, we request that prints of plans for any activity in the area of Metropolitan's pipelines and rights-of-way be submitted for our review and written approval. You may obtain detailed prints of drawings of Metropolitan's pipelines and rights-of-way by contacting Mr. James E. Hale, Senior Engineering Technician at (213) 250-6564. Additionally, a statement of guidelines for development in Metropolitan's facilities area, fee properties or easements has been attached for your information.

Ms. Judy Schwartz

-2-

NOV 13 1991

We appreciate the opportunity to provide input to your planning process. If we can be of further assistance, please contact me at (213) 250-6272.

Very truly yours,

Kathleen M. Kunysz  
Manager, Environmental Affairs

JA/gg

Attachments

*albert  
Hale  
albert  
meib  
For Kunysz*

*George*

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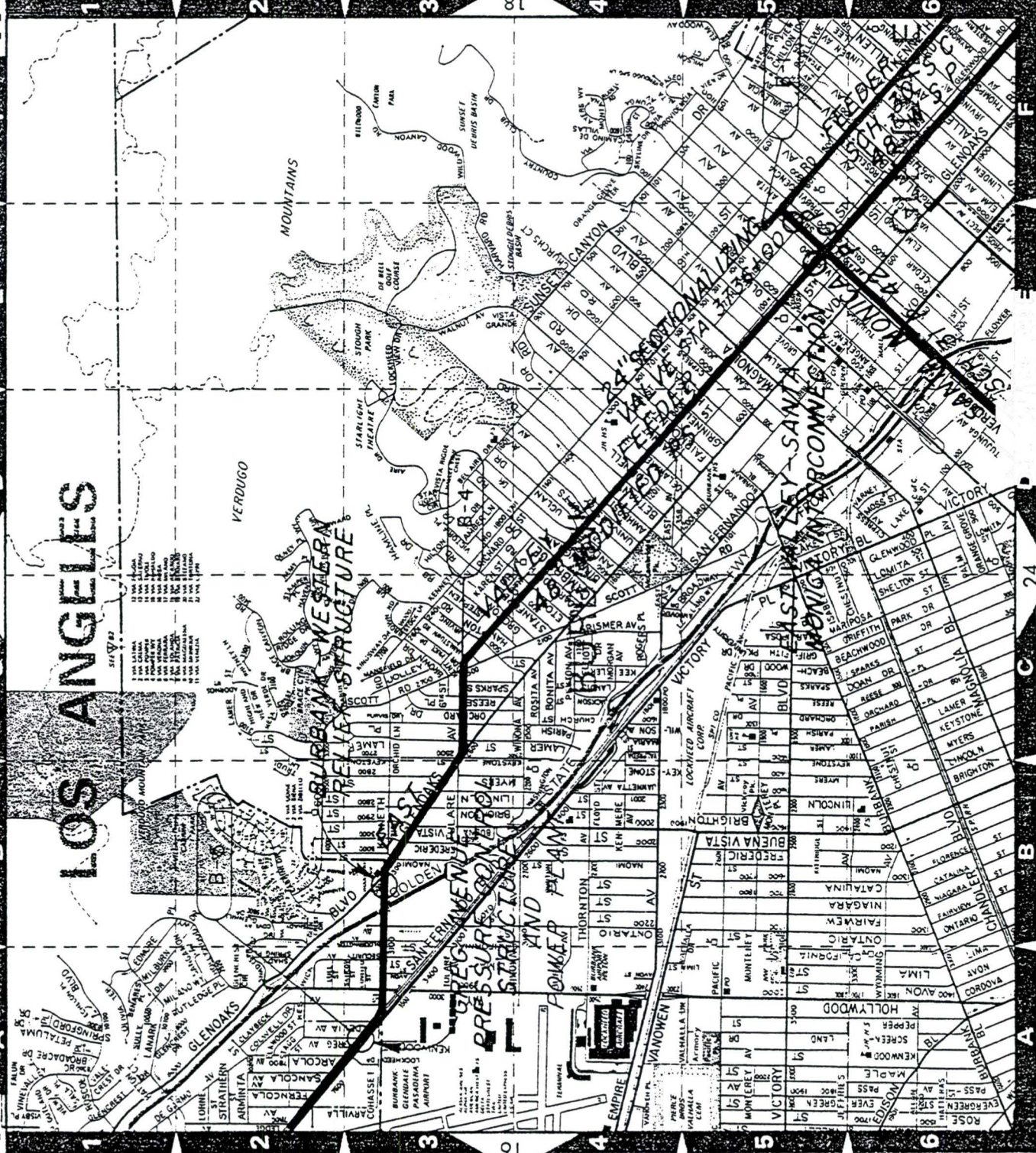
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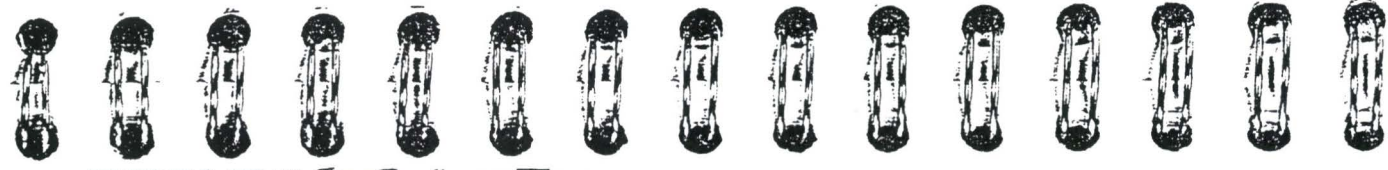
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MAP SEE



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MAP SEE

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SEE MAP C 17

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LOS ANGELES CO.

MAP SEE

DETAIL

SEE MAP C 34

24



*George Battey Jr.*  
MAYOR

December 9, 1993

Mr. Peter DeHaan  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
818 West Seventh Street  
Los Angeles, California 90017

**RE: BURBANK-GLENDALE-LOS ANGELES LIGHT RAIL SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT**

Dear Mr. DeHaan:

Thank you for the opportunity to comment on the Burbank-Glendale-Los Angeles Light Rail Line.

We would like to go on record in strong support of this project and timely approval and certification of the SEIR. The proposed light rail line will serve major employment and activity centers, has high ridership projections and low cost estimates, connects to major regional intermodal transportation centers, and has strong community support. The project will have a significant impact on economic development and job creation in the region and funding commitments by the local communities make this the most feasible project to complete of those being considered by the MTA.

We believe the SEIR provides further evidence of the cost effectiveness and desirability of this project. The identification of a feasible maintenance facility site is another indicator of the importance of this project to the overall rail and transportation network.

Thank you for considering our comments.

Sincerely,

*George Battey Jr.*  
George Battey, Jr.  
Mayor





AIRPORT COMMISSIONERS

Robert W. Garcin, President  
Brian B. Bowman, Vice President  
Robert R. Bowne, Secretary  
John C. Crowley  
George Battey, Jr.  
Chris Holden  
Carl Meseck  
William M. Paparian  
Carl W. Raggio Jr.



Airport Authority  
Office

254192 DEC 15 93

Jim Rogers  
Treasurer

Thomas E. Greer, Director  
Airport Services

December 9, 1993

Mr. Peter De Haan  
Los Angeles County Metropolitan  
Transportation Authority  
818 West Seventh Street  
Los Angeles, CA 90017

Re: Burbank-Glendale-Los Angeles Rail Transit Project Draft  
Supplemental Environmental Impact Report (SEIR)

Dear Mr. De Haan:

Thank you for the opportunity to comment on the Supplemental Environmental Impact Report (SEIR) for the Burbank-Glendale-Los Angeles Rail Transit Project.

The Burbank-Glendale-Pasadena Airport Authority strongly supports this project. A light rail connection to the East San Fernando Valley would result in both significant economic and congestion-relief benefits for the Southern California Region.

This SEIR studies two alternative sites for the location of a maintenance facility, the Lockheed 360 Site and the Weber Aircraft Site. The SEIR states that a permanent LRT maintenance facility would be located on one of these two sites:

The Lockheed 360 Site, between Arvilla Avenue and Lockheed Drive, southwest of San Fernando Road is located adjacent to the Airport runway. An approximately 2.3 acre portion of this site is located within the Airport's Building Restriction Line. Development of buildings, structures, or rail lines within this Building Restriction Line would violate the Federal Aviation Administration (FAA) construction standards.

Additionally, FAA has established regulations that govern the height of objects near airports. Any development on this property must comply with Part 77 of the FAA Regulations. In addition to a maintenance facility structure, the SEIR states that an aerial guideway lead over San Fernando Boulevard into the maintenance facility would be constructed.

Mr. Peter De Haan  
December 9, 1993  
Page 2

The SEIR does not indicate the size and height of either structure nor does the document identify the exact placement and location of such facilities. Therefore, it is not possible for us to determine if either or both facilities require further review to ensure compliance with FAA Regulations. Airport staff would be more than happy to meet with the LACMTA to review the conceptual plans to ensure the facility would be in compliance.

Additionally, it should be noted that the Airport is in the process of planning its long-range facility needs. Appropriate planning for all future needs, including future use of the Lockheed 360 site, will need to be coordinated. We would like to work with your staff during this planning stage to ensure that the needs of both the LACMTA and the Airport can be met. We believe they can.

Again we wish to reiterate our strong support for this project. If you have any questions or if you would like to set up a meeting to discuss these issues, please call our Airport Engineer, Dan Feger at (818) 840-9456. Thank you for the opportunity to comment on this exciting and worthwhile project.

Sincerely,



Thomas E. Greer  
Director, Airport Services

cc: S. Adams  
Core Group  
R. Ovrom  
D. Ramsay  
S. Smith



# CITY OF SOUTH PASADENA

1414 Mission Street • South Pasadena • California 91030 • (818) 799-9101

254194 DEC 15 8

WICKI P. HODGE

COPT 11/15/93

OFFICE OF THE MAYOR

December 10, 1993

Mr. Peter DeHaan  
Project Manager  
LACMTA  
818 West Seventh Street  
Los Angeles, CA 90017

Re: Burbank-Glendale-Los Angeles Light Rail Supplemental  
Environmental Impact Report

Dear Mr. DeHaan:

This letter is sent to voice our support for the Burbank-Glendale-Los Angeles Light Rail project. As you are aware the City of South Pasadena, as well as the cities of Los Angeles and Pasadena are currently reviewing construction drawings for the Pasadena Blue Line project. This light rail project will provide tremendous mobility to the areas east of downtown.

The Burbank line will also provide tremendous mobility to the areas north of downtown. It will serve the east San Fernando Valley, as well as the Burbank Airport and the communities of Los Angeles, Burbank and Glendale. Like the Pasadena line, it will be linked to intermodal transportation centers, many of which currently exist.

We believe that the expenditure of transportation funds in light rail projects is what the voters envisioned when the various sales tax and bond issues were passed. These are certainly more cost effective and have minimal environmental damage, as compared to the \$1 billion expenditure for the outmoded and disruptive 710 Freeway project.

Please include our letter of support in the SEIR document.

Sincerely,

James C. Hodge, Jr.  
Mayor

cc: City Council  
City Manager  
AVTCC



Printed on Recycled Paper



CITY OF BURBANK  
275 EAST OLIVE AVENUE, P.O. BOX 6459, BURBANK, CALIFORNIA 91510-6459

December 11, 1993

Peter De Haan  
Project Manager  
Metropolitan Transportation Authority  
818 West Seventh Street  
Los Angeles, CA 90017

SUBJECT: CITY OF BURBANK COMMENTS - BURBANK/GLENDALE/LOS ANGELES RAIL  
TRANSIT PROJECT DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT

Dear Mr. De Haan:

Copies of the Burbank/Glendale/Los Angeles Rail Transit Project Draft Supplemental Environmental Impact Report (DSEIR) were circulated to all affected City departments for review and comment. Following their review only two City departments responded with comments.

The Burbank Police Department prefers the building 360 site because of the grade separated guideway over San Fernando Blvd. The Burbank Parks and Recreation Department commented that if the Weber site were selected that it would have to meet the Landscape Requirements adopted in the City's Property Development Standards (Attached).

The City of Burbank supports the construction of the Burbank/Glendale/Los Angeles LRT Project. Thank you for the opportunity to comment on the DSEIR.

Sincerely,

Mark Yamarone  
Associate Planner

Attachments

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**COMMUNITY DEVELOPMENT DEPARTMENT**

City of Burbank  
**MEMORANDUM**

Date: December 9, 1993

To : Mark Yamarone, Associate Planner

From: Joseph T. Latta, Lieutenant

Subject: Burbank-Glendale-Los Angeles Light Rail Draft Supplemental EIR

As indicated in Section 2.3, a Light Rail Maintenance Yard is proposed to be located on one of two sites in or near Burbank at either the Lockheed Building 360 site or the Weber Aircraft site.

As currently proposed, the Police Department would prefer the building 360 site because of the proposed aerial guide way over San Fernando Blvd. Use of the Weber site would require a grade crossing at San Fernando Blvd. Although traffic counts in this area, currently we do not support a grade separation, it must be remember that this site is in a redevelopment area. Over the life of the proposed Maintenance Facility considerable changes in this area are quite likely to occur with a probable increase in traffic volume, which could make an at-grade crossing very hazardous.

Therefore, the Police Department recommends the use of the Lockheed Building 360 site for the proposed Maintenance Facility.

# Memorandum

254190 DEC 15 1993

To : Mr. Mark Goss  
State Clearinghouse  
1400 Tenth Street, Room 121  
Sacramento, CA 95814

Date : December 13, 1993

254190 DEC 15 1993

File No.: IGR/CEQA  
County of Los Angeles  
BURBANK-GLENDALE-LOS  
ANGELES RAIL TRANSIT  
PROJECT DRAFT SUPPLE-  
MENTAL (SEIR)  
Vic. LA-110/5/2/134

Robert Goodell -District 7

From : DEPARTMENT OF TRANSPORTATION

Subject: Project Review Comments

SCH No.93051016

Caltrans has reviewed the above-referenced Burbank-Glendale-Los Angeles Rail Transit Project Draft (SEIR). Based on the information received, we have no additional comments to the responses we made August 10, 1992 and December 2, 1992.

If you have any questions regarding this response, please call Mr. Wilford Melton, at (213) 897-1338.

Original Signed By

ROBERT GOODELL, Chief  
Advance Planning Branch

cc: Peter De Hann ✓  
L.A. County MTA  
818 West Seventh Street  
Los Angeles, CA 90017

bcc: RHelgeson, HQ Trans Plng/IGR  
MArchuleta, Public Transportation  
MIkeda, Traffic Ops  
SBuswell, Local Coordination  
APB File

nh\11004

# Los Angeles Unified School District

SIDNEY A. THOMPSON

*Superintendent of Schools*

Environmental Review File  
Metro Rail/Burbank-Glendale-Los Angeles Rail

Facilities Services

MICROFILMED

COPY IN RMC

254193 DEC 15 8

DAVID W. KOCH

*Business Manager*

C. DOUGLAS BROWN  
*Interim Coordinator*

BOB NICCUM  
*Director of Real Estate*

December 13, 1993

Mr. Peter De Haan, Project Manager  
Los Angeles County Metropolitan Transportation Authority  
818 West Seventh Street  
Los Angeles, California 90017

Dear Mr. De Haan:

Re: Burbank-Glendale-Los Angeles Rail Transit Project

Thank you for the opportunity to comment on the Supplemental EIR for the above-referenced project.

During the scoping process, we asked that the issues of air emissions, noise, and traffic be addressed for the District schools in the vicinity of Taylor Yard. We provided guidelines on the District's standards for conducting noise and air analyses. Reference is made to our correspondence of May 13, 1993, which is contained in Appendix I of the SEIR.

Unfortunately, traffic circulation in the vicinity of our schools was not considered in the EIR's Traffic and Circulation section, Chapter 3.4. Please now address this issue for all of the schools which could be affected by project-generated traffic during the construction phase and when the rail line is in operation.

Please investigate whether the expected increase in traffic volume along Cypress Avenue could impact Aragon School. According to Table 18, the traffic volume at the Arvia/Cypress intersection will increase by 34% with project implementation.

It is stated on page 81, last paragraph, that the project will generate 78,050 daily trips in the vicinity of Taylor Yard. Please confirm that this figure is correct. If it is true that the project will generate that many vehicular trips, the traffic analysis significantly underestimates the project's effect on traffic circulation in the vicinity of Taylor Yard.

No mention is made in the document whether the project haul routes will pass our school sites even though we specifically asked that this issue be addressed. The noise, vibration, traffic congestion, and fugitive dust generated by the transporting of excavated materials can affect the health and safety of our students and the learning environment. We ask for assurances that haul trucks will not be routed past our schools.

Please provide an accurate measurement of the distance between the project site and Glassell Park School. The document contains three different figures. The chart on page 93 shows the school as 1,360 feet from the project site. The noise analysis uses a distance of 1,000 feet to calculate the project's noise impact on that school, while the air analysis states that the school is only 400 feet from the site.

The determination that the project will not affect the noise level at Glassell Park School is in doubt if the school is actually less than 1,000 feet from the rail alignment. If that is the case, the noise analysis will need to be redone. Sufficient time should be provided to the District to allow us to review the results of the revised analysis and provide comments prior to project approval.

The District's comments to the EIR's air analysis are presented in Attachment A, and are incorporated into this document by reference. Please address.

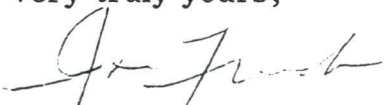
The comments prepared by the District's School Traffic and Traffic Education Section will be provided under separate cover and are incorporated into this document by reference. Please address those also.

Until the environmental issues are properly evaluated, we cannot make a determination as to whether additional mitigation measures are needed to protect the health and safety of our students and staff and the learning environment at the schools in proximity of the project site.

We look forward to the presentation your agency will be giving at Aragon School on December 14. Thank you for agreeing to include the comments expressed at that meeting as part of the response to the Draft SEIR.

If we can provide any additional information, please contact me at (213) 742-7581.

Very truly yours,



Joan Friedman  
Environmental Review Unit

Attachment

c: Ms. Quezada  
Mr. Horton  
Mr. Thompson  
Mr. Koch  
Ms. Stockwell  
Mr. Brown  
Ms. Wong  
Mr. Tomiyama  
Mr. Ranck  
Ms. Raddall  
Ms. La Pisto



INTER-OFFICE CORRESPONDENCE  
LOS ANGELES UNIFIED SCHOOL DISTRICT

TO: Joan Friedman, Realty Agent  
Real Estate Branch

Date  
December 6, 1993

FROM: Bill Piazza  
Environmental Health and Safety Branch

SUBJECT: Burbank-Glendale-Los Angeles Rail Transit Project (DSEIR)

In response to your request to provide comments regarding the applicant's discussion associated with the generation of fugitive dust from construction related activities for the above referenced project, the following is provided.

The assumption that fugitive emissions generated from construction activities would be below "threshold criteria" of 150 pounds per day and therefore, do not present an impact to a specific sensitive receptor population, is woefully inadequate. Thresholds of significance are simply emission limits promulgated by the South Coast Air Quality Management District to ensure progress toward ambient air quality attainment. They do not relate to the specific fate and transport of project related emissions on a sensitive population. To assimilate threshold of significance values to source-receptor concentrations points to a serious misunderstanding of basic assessment methodology and most assuredly the inability to quantify air quality impacts.

Again, the applicant incorrectly assumes that the transport of particulates "is not likely" to occur at distances greater than 1,000 feet. This statement is simply without technical validity. Entrainment and reentrainment of particulates are a function of not only wind speed, as suggested by the applicant, but several other factors such as mechanical turbulence and particle size diameter. Without performing the appropriate analysis to determine the ground level concentrations experienced at a specific receptor, the "no adverse dust impact" claim by the applicant is nothing more than wishful thinking.

As a result of the above inadequacies, the District requests that the applicant perform the appropriate analysis to determine project significance on our affected school based populations.

Please advise as to the disposition of this memorandum and subsequent response by the applicant. I can be reached at (213) 742-7371 if you have any questions.

Please find below general suggestions and concerns re:  
Burbank-Glendale-Los Angeles Rail Transit Project:

It is imperative that METRO RAIL continue to provide at no charge to the school district an instructional rail safety program and materials to all affected elementary and middle schools.

School Transportation must be contacted regarding the potential impact, if any, upon existing school bus routes.

Contractors must guarantee that safe and convenient school pedestrian routes are maintained. School Pedestrian Routes maps will be furnished upon request.

Contractors must maintain ongoing communication with administrators at impacted school sites providing sufficient notice to forewarn children and parents when currently existing school pedestrian routes will be impacted. School Pedestrian Routes maps will be furnished upon request.

Appropriate traffic controls (signs and signals) must be installed as needed to ensure pedestrian/vehicular safety.

Construction scheduling should be sequenced to minimize conflicts with pedestrians, school buses and cars.

Funding for crossing guards to be provided when safety of children compromised by construction related activities at impacted crossings.

Funding for a flag person to be provided as needed where construction related activities compromise the safety of pedestrians and/or motorists while traveling to and from school.

Pedestrian right-of-way near rail line must be clearly marked to minimize trespassing, vandalism, and short-cut attractions.

Barriers must be constructed as needed to minimize trespassing, vandalism, and short-cut attractions.

Security patrols should be funded and provided to minimize trespassing and short-cut attractions.

Fencing should be installed to secure construction equipment to minimize trespassing, vandalism and short-cut attractions.

*Robert J. Rausch*

CITY OF LOS ANGELES  
CALIFORNIA

THOMAS K. CONNER  
GENERAL MANAGER

DEPARTMENT OF  
TRANSPORTATION  
ROOM 1200, CITY HALL  
LOS ANGELES, CA 90012  
(213) 485-2265  
FAX (213) 237-0960



December 13, 1993

RICHARD J. RIORDAN  
MAYOR

Ms. Renee Berlin, Director  
San Fernando Valley/North County Area Team  
Los Angeles County Metropolitan Transportation Authority  
818 West Seventh Street, Suite 1100  
Los Angeles, CA 90017

**COMMENTS ON DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (DSEIR)  
FOR THE BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT**

The Department of Transportation has reviewed the October 1993 version of the above document. We understand that the purpose of this DSEIR is to evaluate maintenance and storage facility location alternatives, alignment alternatives at the Pasadena-Los Angeles Blue Line Junction and the location of the Taylor Yard station. The following comments are submitted for your consideration. General comments are provided first, followed by comments relating to specific text in the DSEIR.

San Fernando Road Improvements

As previously discussed, the Department recommends that San Fernando Road be improved to its Major Highway classification along the Taylor Yard Station frontage. This improvement would involve a 20 foot right-of-way dedication from MTA: 10 feet for street widening and 10 feet for sidewalk construction. The limits of the dedication would be for the west side of San Fernando Road (assuming that San Fernando Road runs north-south) from 400 feet north of Arvia Street to 400 feet south of Alice Street. As the text notes, widening would provide a much needed sidewalk for pedestrians on the west side of San Fernando Road and would provide a separate left-turn lane to access the station. Together with future dedication and widening on the east side of San Fernando Road to provide a 80-foot roadway width, San Fernando Road could be striped for left-turn channelization and two lanes in each direction. In particular, the southbound curb lane of 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 text of the Final SEIR should reflect the above dimensions and limits.



### Traffic Signal

If found warranted by the Department, a new traffic signal will be installed at the intersection of San Fernando Road, Arvia Street and the station entrance. All costs associated with the design and installation of the traffic signal should be guaranteed by MTA for a period of five years after the start of service at the station. A covenant and agreement should be recorded by MTA specifying that the proposed signal would be designed and installed by MTA under the City's B-permit procedure.

### Station Driveways

In the event that the station entrance at Arvia Street is signalized, both northbound and southbound left-turn lanes should be provided. In addition, MTA should provide an exclusive southbound right-turn lane for the station entrance at Arvia Street. Furthermore, MTA should consider shifting the proposed bus stops at San Fernando Road and Arvia Street to Alice Street, since Alice Street is closer to the station platform.

The Department also recommends that the station entrance at Arvia Street have two lanes for entering traffic and that the exit lanes of the driveways at both Arvia Street and at Alice Street be striped for one shared left/through lane and one right-turn only lane.

### Need for Additional Study

There may be a need for additional intersection analysis if it appears that a large number of automobile trips will be generated from the proposed light rail maintenance and storage facility located at either the Lockheed 360 site or the Weber Aircraft site. If this is not the case then this should be stated in Section 3.4. In addition, if either of the proposed non-revenue connector alignments is not grade-separated, then impacts to traffic on Avenue 19 should be analyzed and presented in the Final SEIR.

The MTA may also wish to consider whether the traffic study for the DSEIR complies with the MTA's Congestion Management Program (CMP) guidelines for Traffic Impact Analysis (TIA) and the debit/credit system for comparing transportation impacts.

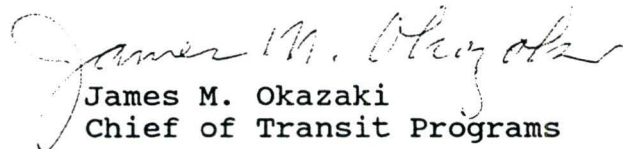
### Specific Comments

The following comments relate to specific text in the DSEIR:

- p 34: The station site plan should show circulation and

traffic flow in the lot and should show the proposed exit lane striping at Arvia Street and at Alice Street. A site plan should also be included in Section 3.4.

- p 73: Modify the fourth sentence under Environmental Setting to describe the exit-only driveway striping at Alice Street and add "...Alice Street forming a four leg, two-way stop sign controlled intersection."
- p 76: Change "Arvia Street" in Figure 1 to "Eagle Rock Blvd".
- p 76: The following comments apply to Figures 1-4:
  - Figure 1: Delete the southbound left-turn and the northbound right turn, since these movements are not possible at this intersection.
  - Figure 2: Combine the northbound right-turn only lane with the adjacent through lane since there is no exclusive right-turn only lane.
  - Figure 3: Combine the Arvia Street turning movements since there are no exclusive turn lanes. Combine the northbound right-turn only lane.
  - Figure 4: Combine both Arvia Street turning movements and combine the southbound Cypress Avenue right-turn only lane.
- p 78: In the first paragraph, change the reference to Table 13 to Table 16.
- p 78: Summarizing the trip generation discussion with a table and adding a trip distribution map would be helpful.

  
James M. Okazaki  
Chief of Transit Programs

RT/MM:mm

cc: Councilman Mike Hernandez, CD-1  
Councilman Joel Wachs, CD-2  
Councilman Nate Holden, CD-10  
Councilwoman Jackie Goldberg, CD-13  
Rae James, Mayor's Office  
Keith Comrie, CAO  
Ron Deaton, CLA  
Con Howe, City Planning  
Robert Horii, Bureau of Engineering  
Allyn Rifkin, DOT  
Jim Sherman, DOT





CITY OF BURBANK  
275 EAST OLIVE AVENUE, P.O. BOX 6459, BURBANK, CALIFORNIA 91510-6459

**CITY OF BURBANK  
DEVELOPMENT REVIEW COMMENTS  
PUBLIC WORKS DEPARTMENT**

ATTN: MARK YAMARONE, PROJECT PLANNER

# \_\_\_\_\_ SUBJECT: EIR Supplemental For Burbank-Glendale-  
LA Light Rail

LOCATION: Weber Aircraft Sight or Lockheed Building 360 Site

APPROVED BY: *Chuck Gustafson* DATE: 12/14/93

TITLE: Public Works Director

**ENGINEERING DIVISION**

**General Requirements:**

- Storm drain issues not addressed.
- Project has potential for significant impacts on storm water quality and on additional section of SEIR should be prepared. It should detail the existing storm water system and management of storm water pollution, if any. The section should detail the storm water discharge increase from parking, station and service areas and detail the potential pollutants and sources involved in the project facilities. On addendum section on mitigation should address the measures taken to control increases in runoff and the program to reduce storm water pollution from existing and proposed facilities. That section should also discuss the NPDES permit requirements for said facilities.

For additional information or questions, please contact  
Chuck Gustafson, Supervising Civil Engineer, at (818) 953-9524.

Checked by: Brian Henslee Date: Dec. 08, 1993

**SANITARY ENGINEERING DIVISION**

**General Requirements:**

- No comments.

Lightrail2

Page 2.

For additional information or questions, please contact Paul Thyamagondalu, Supervising Sanitary Engineer, at (818) 953-9530.

Checked by: Adam Salehi Date: Dec. 08, 1993

**TRAFFIC ENGINEERING DIVISION**

**General Requirements:**

- No comments.

For additional information or questions, please contact Ron Morris, Traffic Engineer, at (818) 953-9525.

Checked by: Mike Moss Date: Dec. 08, 1993

**FIELD SERVICES DIVISION**

**General Requirements:**

- Need access to manholes and storm drains.

For additional information or questions, please contact Lowell Bartles, Street and Sanitation Manager, at (818) 953-9622.

Checked by: Jim Villasenor Date: Dec. 13, 1993

Lightrail2



## GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

1400 TENTH STREET  
SACRAMENTO, CA 95814



December 17, 1993

PETER DE HANN  
L.A. COUNTY MTA  
818 WEST SEVENTH STREET  
SUITE 1100  
LOS ANGELES, CA 90017

Subject: BURBANK-GLENDALE- L.A. RAIL TRANSIT PROJECT SCH #:  
93051016

Dear PETER DE HANN:

The State Clearinghouse submitted the above named environmental document to selected state agencies for review. The review period is closed and none of the state agencies have comments. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call Mark Goss at (916) 445-0613 if you have any questions regarding the environmental review process. When contacting the Clearinghouse in this matter, please use the eight-digit State Clearinghouse number so that we may respond promptly.

Sincerely,

Michael Chiriatti, Jr.  
Chief, State Clearinghouse

**Notice of Completion** *Supplementary Document M*

See NOTE below

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916/445-0613

SCH # 93051016

**Project Title:** Burbank-Glendale-L.A. Rail Transit Project  
**Lead Agency:** L.A. County Metropolitan Transp. Authority **Contact Person:** Peter De Haan  
**Street Address:** 818 W. 7th St., 3rd Floor **Phone:** (213) 294-6733  
**City:** Los Angeles, CA **Zip:** 90017 **County:** Los Angeles

**Project Location**  
**County:** Los Angeles **City/Nearest Community:** Burbank, Glendale, Los Angeles  
**Cross Streets:** SPTC R.O.W. Avenue 19 to Hollywood Way **Zip Code:** \_\_\_\_\_ **Total Acres:** 11.9 **Miles**  
**Assessor's Parcel No.** \_\_\_\_\_ **Section:** \_\_\_\_\_ **Twp.** \_\_\_\_\_ **Range:** \_\_\_\_\_  
**Within 2 Miles:** **State Hwy #:** I-5, SR 2&134 **Waterways:** L.A. River, Verdugo Wash.  
**Airports:** Burbank **Railways:** SPTC **Schools:** 15 public, 5 private

**Document Type**  
**CEQA:**  NOP  Supplement/Subsequent **NEPA:**  NOI **Other:**  Joint Document  
 Early Cons  EIR (Prior SCH No.)  EA  Final Document  
 Neg Dec  Other \_\_\_\_\_  Draft EIS  Other \_\_\_\_\_  
 Draft EIR  FONSI

**Local Action Type**  
 General Plan Update  Specific Plan  Rezone  Annexation  
 General Plan Amendment  Master Plan  Prezone  Redevelopment  
 General Plan Element  Planned Unit Development  Use Permit  Coastal Permit  
 Community Plan  Site Plan  Land Division (Subdivision, Parcel Map, Tract Map, etc.)  Other Rail Transit

**Development Type**  
 Residential: Units \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  Water Facilities: Type \_\_\_\_\_ MGD \_\_\_\_\_  
 Office: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  Transportation: Type Rail Transit - IRT  
 Commercial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  Mining: Mineral \_\_\_\_\_  
 Industrial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_  Power: Type \_\_\_\_\_ Watts \_\_\_\_\_  
 Educational \_\_\_\_\_  Waste Treatment: Type \_\_\_\_\_  
 Recreational \_\_\_\_\_  Hazardous Waste: Type \_\_\_\_\_  
 Other: \_\_\_\_\_

**Project Issues Discussed in Document**  
 Aesthetic/Visual  Flood Plain/Flooding  Schools/Universities  Water Quality  
 Agricultural Land  Forest Land/Fire Hazard  Septic Systems  Water Supply/Groundwater  
 Air Quality  Geologic/Seismic  Sewer Capacity  Wetland/Riparian  
 Archeological/Historical  Minerals  Soil Erosion/Compaction/Grading  Wildlife  
 Coastal Zone  Noise  Solid Waste  Growth Inducing  
 Drainage/Absorption  Population/Housing Balance  Toxic/Hazardous  Landuse  
 Economic/Jobs  Public Services/Facilities  Traffic/Circulation  Cumulative Effects  
 Fiscal  Recreation/Parks  Vegetation  Other \_\_\_\_\_

**Present Land Use/Zoning/General Plan Use** Industrial, Public Facilities, Quasi-Public as designated by the Land Use Plans of Cities of Burbank, Glendale, Los Angeles.

**Project Description** 11.9-mile light rail transit alignment utilizing the Southern Pacific RR R.O.W. 10 at-grade stations between Riverside Drive and Hollywood Way. Project would operate as a branch of the Pasadena-Los Angeles Rail Transit Project.

**CLEARINGHOUSE CONTACT:** MARK GOSS  
(916) 445-0613

STATE REVIEW BEGAN: 11-3-93  
 DEPT REV TO AGENCY: 12-10  
 AGENCY REV TO SCH: 12-15  
 SCH COMPLIANCE: 12-17

**CMT SMT**  
 Resources  
 Boating  
 Coastal Comm  
 Coastal Conserv  
 Colorado Rvr Bd  
 Conservation  
 Fish & Game 5  
 Forestry  
 Parks & Rec/OHP  
 Reclamation  
 BCDC  
 DWR  
 Bus Transp Bous  
 Aeronautics  
 CHP  
 Caltrans # 7  
 Trans Planning  
 Housing & Devel  
 Health & Welfare  
 Drinking W20  
 Medical Waste

**CMT SMT**  
 State/Consumer Svcs  
 General Services  
 OLA (Schools)  
 Cal/EPA  
 ARB  
 CA Waste Mgmt Bd  
 SWRCB:--Grants  
 SWRCB:--Delta  
 SWRCB:--Wtr Quality  
 SWRCB:--Wtr Rights  
 Reg. WQCB # 4  
 DTSC/CTC  
 Yth/Adlt Corrections  
 Corrections  
 Independent Comm  
 Energy Comm  
 NAHC  
 PUC  
 Santa Mn Mtns  
 State Lands Comm  
 Tahoe Rgl Plan  
 Other: \_\_\_\_\_

**PLEASE NOTE SCH NUMBER ON ALL COMMENTS**  
**PLEASE FORWARD LATE COMMENTS DIRECTLY TO THE LEAD AGENCY ONLY**

AQMD/APCD: 33 (Resources: 11/6)

(\*S = sent by lead / \*\* = sent by SCH)

BOARD OF  
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485-6032

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CITY OF LOS ANGELES  
CALIFORNIA



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MAYOR

DEPARTMENT OF FIRE  
300 NORTH MAIN STREET  
LOS ANGELES, CA. 90012  
DONALD O. MANNING  
CHIEF ENGINEER  
AND  
GENERAL MANAGER

254974 JAN-6 3 01

December 29, 1993

Peter De Haan, Project Manager  
Los Angeles County Metropolitan Transportation  
Authority (MTA)  
818 West Seventh Street, Suite 1100  
Los Angeles, California 90017

Dear Mr. De Haan:

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT  
BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT

The following new components of the proposed project will be specifically addressed:

- . Possible alternative rail transit alignments and station sites in Taylor Yard.
- . Potential impacts related to the development and implementation of a maintenance and storage facility.
- . Comparison of alignment alternatives at the Pasadena-Los Angeles Blue Line Junction.
- . Any impacts at the proposed maintenance yard sites.

2.3.1 Lockheed 360 Site, Figure 9, Page 28

2.4 Taylor Yard and Arvia Street Station Area, Figure 14, Page 34

Access for Fire Department apparatus and personnel to and into all structures shall be required.

Adequate public and private fire hydrants shall be required.

Private roadways for general access use and fire lanes, width shall not be less than 20 feet clear to sky.

Peter De Haan  
December 29, 1993  
Page 2

When a fire lane must accommodate the operation of Fire Department aerial ladder apparatus or where fire hydrants are installed, those portions shall not be less than 28 feet in width.

Fire lanes, where required, and dead ending streets shall terminate in a cul-de-sac or other approved turning area. No dead ending street or fire lane shall be greater than 700 feet in length or secondary access shall be required.

All access roads, including fire lanes, shall be maintained in an unobstructed manner, removal of obstructions shall be at the owner's expense. The entrance to all required fire lanes or required private driveways shall be posted with a sign no less than three square feet in area in accordance with Section 57.09.05 of the Los Angeles Municipal Code.

No building or portion of a building shall be constructed more than 150 feet from the edge of a roadway of an improved street, access road, or designated fire lane.

Site plans showing explicit details for an above ground or surface railroad track alignment for the Lincoln Heights Jail Alternative shall be required.

For any additional information, please contact our Hydrant Unit, at (213) 485-5964.

DONALD O. MANNING  
Chief Engineer and General Manager



Dal L. Howard, Assistant Fire Marshal  
Bureau of Fire Prevention and Public Safety

DLH:ASM:lq\railtran.wp

cc: Mike Hernandez, First Council District  
Joel Wachs, Second Council District  
John Ferraro, Fourth Council District  
Richard Alatorre, Fourteenth Council District  
Battalion Chief Robert L. Aaron, Metro Rail  
Project Coordinator  
Environmental Affairs Commission  
Fire Department Planning Section

January 3, 1994

Mr. Norm Stabeck  
Metropolitan Transportation Auth.  
900 Lyon Street  
Los Angeles, CA 90012

RE: SCAG Clearinghouse #: I9300536  
Project Title: **BURBANK - GLENDALE - LOS ANGELES RAIL TRANSIT PROJECT.**

Dear Mr. Stabeck:

We have reviewed the above referenced document and determined that the project is consistent with the 1989 Regional Mobility Plan. We have no additional comments at this time. However, should there be a change in the scope of the project, we would appreciate the opportunity to review and comment at that time.

A description of the project was published in the November 15, 1993 Intergovernmental Review Report for public review and comment.

The project title and SCAG number should be used in all correspondence with SCAG concerning this project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact Ricardo Pedroza at (213) 236-1886.

Sincerely,



ERIC H. ROTH  
Manager, Intergovernmental Review

**DEPARTMENT OF TOXIC SUBSTANCES CONTROL**

1011 N. GRANDVIEW AVENUE  
GLENDALE, CA 91201  
(818) 551-2800



255676 JAN 24 1994

January 20, 1994

Peter De Haan, Project Manager  
Los Angeles County Metropolitan Transportation Authority  
818 West Seventh Street, Suite 300  
Los Angeles, CA 90017

**RE: CEQA PROJECT COMMENTS**

Dear Mr. De Haan:

The Department of Toxic Substances Control (Department) has been requested to comment on the proposed project mentioned below. Attached are the comments from the Department.

**State Clearinghouse Number#:** 93051016

**Project Title:** Burbank-Glendale-L.A. Rail Transit Project

**Lead Agency:** Los Angeles County Metropolitan Transportation Authority

**Person Reviewing Project:** Javier Hinojosa

If you have any question, please contact Francisco Ramos at (818) 551-2915.

*Francisco Ramos For:*  
Allan Plaza  
CEQA Coordinator (Region 3)

**DEPARTMENT OF TOXIC SUBSTANCES CONTROL**

1011 N. GRANDVIEW AVENUE  
GLENDALE, CA 91201  
(818) 551-2800

**M E M O R A N D U M**

**TO:** Allan Plaza  
CEQA Coordinator  
Region 3

**FROM:** Javier Hinojosa  
Associate Hazardous Material  
Specialist

**DATE:** January 14, 1994

**SUBJECT:** BURBANK - GLENDALE - LOS ANGELES RAIL TRANSIT PROJECT  
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT REVIEW

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The Department of Toxic Substances Control (Department), Site Mitigation Branch has reviewed the subject document. As identified in the subject document, the Department is currently overseeing remedial activities at the Southern Pacific, Taylor Yard Site. Listed below are a few areas requiring clarification.

1) Page 89, Paragraph 4

The Feasibility Study (FS) is not based on the Remedial Action Plan (RAP). The Feasibility Study is based on the Remedial Investigation (RI) and the RAP is based on the RI/FS.

2) Page 89, Paragraph 4

The soil that was not rendered non-hazardous, by the chemical fixation treatment, has been shipped off by rail to Utah as a California hazardous waste.

3) Page 90, Paragraph 4

A determination of whether the proposed project may be impacted by hazardous substances that will remain on-site is not possible, without the final implementation of land use covenants delineating the exact area that will be restricted to industrial/commercial use. According to the rudimentary specifications provided in the subject document, it appears the proposed project will be outside of the restricted area.







Southern Pacific  
Real Estate Enterprises

1200 CORPORATE CENTER DRIVE - SUITE 100 - MONTEREY PARK, CALIFORNIA 91754 - (213) 780-6905 - (213) 780-6923 (FAX) 58

November 9, 1993

Mr. Peter De Haan  
Metropolitan Transportation Authority  
818 West 7th Street  
Los Angeles, CA 90017

RE: Draft Supplemental Environmental Impact Report  
Burbank-Glendale-Los Angeles Rail Transit Project

Dear Mr. De Haan:

Relative to the referenced document, I offer the following comments.

In Taylor Yard, it is stated that the MTA alignment utilizes the SPTC right-of-way. This right-of-way is owned either in fee or perpetual, exclusive easement by the MTA, successors in interest to the LACTC. SPTC transports freight, by benefit of a joint use agreement, on that portion of the MTA right-of-way dedicated to regional transportation purposes.

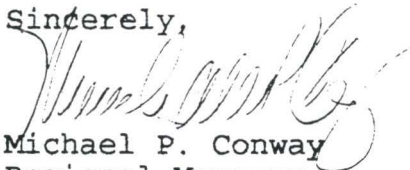
Additionally, reference is made to the construction of a public street within Taylor Yard. Currently, a below grade private roadway has been constructed within Taylor Yard, generally within the 64 foot wide reciprocal easement area which saddles the common boundary between MTA and SPTCo property.

In Figure 14, the Taylor Yard/Arvia Street Station, there is depicted a property line just above the station platform. I am unfamiliar with this property line and believe it may be in error. In the body of the text relative to Figure 14, reference is made to LADOT street widening requirements. Believe these requirements should be set forth to provide an opportunity for review and comment.

In Chapter 3, under Taylor Yard, a reference is made to VOCs which were detected along the northeast property line which borders industrial facilities along San Fernando Road. While these VOCs were detected to a depth of 15 feet, there is no evidence that they have contributed to groundwater contamination. The contamination detected in the groundwater at this site is presumed to have originated from off site sources. Additionally, it is indicated that the vapor extraction system, used to remove the VOCs from the soil, is now operating and expected to run through September, 1993. This system is expected to be operational shortly and is anticipated to operate through March, 1994.

I appreciate the opportunity to comment on the Draft and am available to answer questions relative to SPTC property in the Taylor Yard.

Sincerely,



Michael P. Conway  
Regional Manager

b:TAYLOR YARD:DSEIR

# Mount Washington Association

---

November 29, 1993

Mr. Peter De Haan, Project Manager  
MTA  
818 W. 7th Street  
Los Angeles, California 90017

Dear Mr. De Haan:

The Mt. Washington Association has consistently supported improvements to the public transportation system in our area. As we have said before, we welcome construction of the Burbank-Glendale-Los Angeles light rail project. We have the following observations on the Draft Supplemental Environmental Impact Report (DSEIR).

We prefer that the location of **Arvia Street Station** follow the plan shown in Figure 14 on page 34 of the DSEIR. We agree that this location coordinates best with the *Taylor Yard Development Study's* goals for area revitalization. The two alternative locations shown in Chapter 4 are much less desirable. Although not a topic for this report, we remind the MTA that we also advocate the future construction of a **Metrolink** stop at this same location when ridership would support its cost. The Arvia Street Station will increase the pressure to develop the surrounding area. We therefore call on MTA to fund a **Station Area Master Plan** to coordinate this inevitable growth.

The Mt. Washington Association supports preservation of the Lincoln Heights Jail. We therefore recommend construction of the "**Front of Jail**" alternative combined with the non-revenue connector. We support **reconfiguring** rather than vacating the portions of **Avenue 19** impacted by this alternative. Maintaining street access to the Jail from both north and south is an important element in strengthening this building's potential as a community center.

We acknowledge MTA's sincerity in addressing **pedestrian safety** concerns, but we call on the agency to redouble the mitigation measures proposed on page 93 of the Draft Supplemental Environmental Impact Report. Recent tragedies along the Metrolink alignment emphasize the necessity of eliminating all potential pedestrian hazards.

The Mt. Washington Association requests that the MTA 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 caused by an earthquake or a malfunction result in danger to patrons of the light rail or Metrolink? Has MTA taken a position on how this pipeline could impact its operations?

Finally, we call on MTA to request that the Los Angeles Department of Transportation (LADOT) share with the Mt. Washington Association its plans for the **Alameda Bypass** referred

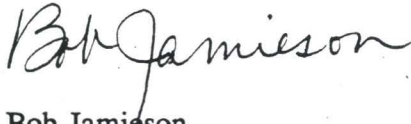


Page 2, MTA Draft Supplemental Environmental Impact Report

to on page 113 of the Draft Supplemental Environmental Impact Report. Reference to a proposed **San Fernando Road on-ramp** indicates that these plans are well-developed, but no one among our community activists knows anything about detailed plans for the Alameda Bypass. Please help us obtain that information.

Thank you for your attention to our community's concerns.

Sincerely,

A handwritten signature in cursive script that reads "Bob Jamieson". The signature is written in black ink and is positioned above the printed name.

Bob Jamieson  
Light Rail Committee Chairman

# Burbank/Glendale/Los Angeles Light Rail Project

## Public Comment Form

On the following sheet please write down any comments on the Draft Supplemental Environmental Impact Report. All relevant comments received during the public hearings, on the comment telephone line, and through the mail, will be answered in the Final Supplemental Environmental Impact Report due in January/February 1994.

Name:

SUSAN B. NELSON

Address:

1675 SARGENT PLACE

LA CA 90026

Coalition Against ~~the~~ Pollution - Save our  
Communities - EYSIAN Heights

Comments:

① Will there be associated Benefit Assessment Districts  
leading in costs to residents near the stations

② How many cars will be parked in these parking  
lots? are they ~~park & ride~~ facilities. How will they  
be built. The committee does not want ~~commuter~~ ~~steps~~  
park & ride.

③ Need to know about the relationship of Metrolink  
~~to~~ that ~~line~~ <sup>of</sup> the Blue line. No more than one  
station should be built in TAYLOR YARD <sup>& only</sup> the line  
in Taylor yard. no metrolink.

④ Which brings me to the issue of the repair  
yard & maintenance yard. the Metrolink Repair yard  
should be moved, <sup>suburban airport</sup> not the other way. In other words  
if the proposed maintenance yard at Lockheed is  
? Pull key do not work out. Do not come to  
Taylor yard. Instead remove the Metrolink Repair  
yard & place it at Burbank airport. Metrolink should

(over)

⑤ The question of hazardous waste. Did MTA purchase "clean load" from Southern Pacific? If not why not? The public should not pay for Southern Pacific Cleanup.

What is level of cleanup? Will parking lots be used to "cap" hazardous material ~~if not~~ if this is the case. What happens to groundwater?

⑥ There is a question of restored wetlands + the river enhancement plan. We want that plant. It is being prevented because Southern Pacific wants to sell the "round house" at too high a price, refuses to "clean up" its own mess, has no public interest!!

If MTA is in a deal with Southern Pacific there must be clear public benefits, which includes <sup>no copying</sup> plenty of trees + restoration of wetlands. Community does not want commuter <sup>wetlands</sup> parking <sup>recreation</sup> stops only. <sup>lanes</sup>

⑦ Will the Pacific Pipeline Run in this Corridor. The Community is opposed to the Pacific pipeline.

⑧ no at grade crossings.

With these questions properly answered - then I would support the blue line.



*Pasadena*

TRANSPORTATION MANAGEMENT ASSOCIATION

117E. COLORADO BOULEVARD, SUITE 100 • PASADENA, CA • 91105-1995 • (818) 795-3355 • FAX (818) 795-5603

December 9, 1993

Mr. Peter DeHaan  
Project Manager  
Metropolitan Transportation Authority  
818 West Seventh Street  
Los Angeles, CA 90017

Re: Burbank-Glendale-Los Angeles Light Rail Corridor

Dear Mr. HeHaan:

Thank you for the opportunity to comment on the above referenced light rail corridor.

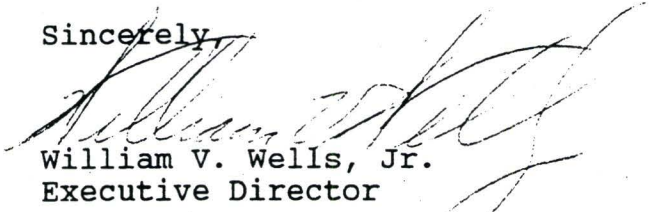
The Pasadena Transportation Management Association is composed of 45 major employers representing approximately 33,500 employees. The TMA strongly supports the project and urges you to proceed with those actions necessary to allow prompt completion of planning in preparation for construction of this all important light rail line.

The proposed line will serve major employment and activity corridors, including the Burbank-Glendale-Pasadena Airport, has high ridership projections coupled with low cost estimates, connects to major regional intermodal transportation centers, and has strong community support. Perhaps most significantly, the project will have a significant impact on economic development and job creation in the region. It is equally important, however, that funding commitments by the local communities involved make this the most feasible project of all those being considered by the MTA.

The Pasadena TMA urges prompt action to make the Burbank-Glendale-Los Angeles Light Rail Line a reality.

Once again, thank you for the opportunity to comment on this important project.

Sincerely,

  
William V. Wells, Jr.  
Executive Director



Affiliate  
Offices

Atlanta  
Baltimore  
Boston  
Chicago  
Columbus  
Dallas  
Detroit  
Houston  
Mexico City  
Miami  
Minneapolis  
New York  
Orlando  
Philadelphia  
Phoenix  
Portland  
San Francisco  
Seattle  
Silicon Valley  
Sydney, AU  
Toronto, CN  
Washington, D.C.  
Woodbridge, NJ

December 9, 1993

Mr. Peter DeHaan  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
818 West Seventh Street  
Los Angeles, CA 90017

Re: **Burbank-Glendale-Los Angeles Light Rail Line Supplemental Environmental  
Impact Report**

Dear Mr. DeHaan:

Thank you for the opportunity to comment on the Supplemental Environmental Impact Report (SEIR) for the Burbank-Glendale-Los Angeles Light Rail Line.

We would like to go on record in strong support of this project and timely approval and certification of the SEIR. The proposed light rail line will serve major employment and activity centers, has high ridership projections and low cost estimates, connects to major regional intermodal transportation centers, and has strong community support. The project will have a significant impact on economic development and job creation in the region and funding commitments by the local communities make this the most feasible project to complete of those being considered by the MTA.

We believe the SEIR has been completed thoroughly and correctly and provides further evidence of the cost effectiveness and desirability of this project. The identification of a feasible maintenance facility site is another indicator of the importance of this project to the overall rail and transportation network.

Thank you for considering our comments.

Sincerely,

**(Deadline: December 13)**



December 9, 1993

Mr. Peter DeHaan  
Project Manager  
Metropolitan Transportation Authority  
818 West Seventh Street  
Los Angeles, CA 90017



Re: Burbank-Glendale-Los Angeles Light Rail Corridor

Dear Mr. HeHaan:

Thank you for the opportunity to comment on the proposed Burbank-Glendale-Los Angeles Light Rail Project.

The Pasadena Chamber of Commerce strongly supports the project and urges you to proceed with those actions necessary to enable rapid completion of planning so that this vitally important light rail project can proceed uninterrupted. The proposed line will serve the Burbank-Glendale-Pasadena Airport plus major employment and activity corridors, has high ridership projections coupled with low cost estimates, connects to major regional intermodal transportation centers, and has the unified community support of the Tri-Cities Corridor. In addition, the project will have a significant impact on economic development and job creation in the region. It is especially significant that funding commitments by the local communities involved make this the most feasible project of all those being considered by the MTA.

The Pasadena Chamber of Commerce urges prompt action to make the Burbank-Glendale-Los Angeles Light Rail Line a reality.

Sincerely,

Arnold Bellow  
Chief Executive Officer







254058 DEC 13 83

December 9, 1993

Mr. Peter DeHaan  
Project Manager  
Los Angeles County Metropolitan Transportation  
Authority  
819 West Seventh Street  
Los Angeles, CA 90017

Re: Burbank-Glendale-Los Angeles Light Rail Line  
Supplemental Environmental Impact Report.

Dear Mr. DeHaan:

Thank you for the opportunity to comment on the  
Supplemental Environmental Impact Report (SEIR) for the  
Burbank-Glendale-Los Angeles Light Rail Line.

We would like to go on record in strong support of this  
project and timely approval and certification of the  
SEIR. The proposed light rail line will serve major  
employment and activity centers, has high ridership  
projections and low cost estimates, connects to major  
regional intermodal transportation centers, and has  
strong community support. The project will have  
significant impact on economic development and job  
creation in the region and funding commitments by local  
communities make this the most feasible project to  
complete of those being considered by the MTA.

GLENDALE

520 North Central Ave.

TRANSPORTATION

Suite 210

MANAGEMENT

Glendale, CA 91203

ASSOCIATION

Fax - 818 543 7643

818 543-7641

Allstate Insurance Company  
BankAmerica Corporation  
Baxter Healthcare Corporation  
Hyland Division  
California Casualty Mgmt. Co.  
California Offset Printers, Inc.  
CIGNA Healthplans  
The City of Glendale  
Commonwealth Land Title Company  
Courtaulds Aerospace, Inc.  
Donahue Schriber/  
Glendale Galleria  
Equifax, Inc.  
Estrella Communications, Inc.  
KVEA TV  
Executive Software  
North America  
Fidelity Federal Bank  
First American Title Company  
of Los Angeles  
Glendale Adventist  
Medical Center  
Glendale Community College  
Glendale Federal Bank  
The Glendale Partners  
Heller Financial, Inc.  
JCPenney Glendale Galleria  
Knapp, Petersen & Clarke  
NBB Associates, L.P.  
Charles Dunn Company  
Nestle USA, Inc.  
Oakmont Country Club  
Old Republic Title Company  
Public Storage  
Sammons Communications, Inc.  
Sears, Roebuck & Company  
Stewart Title  
Verdugo Hills Hospital  
Vidfilm Services, Inc.  
The Walt Disney Company



Page Two

We believe the SEIR has been completed thoroughly and correctly and provides further evidence of the cost effectiveness and desirability of this project. The identification of a feasible maintenance facility site is another indicator of the importance of this project to the overall rail and transportation network.

Thank you for considering our comments.

Sincerely,

*Jeanne S. Olwin*  
JEANNE OLWIN  
EXECUTIVE DIRECTOR

GLENDALE

*520 North Central Ave.*

TRANSPORTATION

*Suite 210*

MANAGEMENT

*Glendale, CA 91203*

ASSOCIATION

*Fax - 818 543 7643*

**G T M A**

**Friends  
of the  
LOS ANGELES  
River**

December 10, 1993

Peter de Haan  
Project Manager  
MTA  
818 W Seventh St  
Los Angeles CA 90017

251,057 DEC 13 83

MICROFILMED  
COPY IN RMO

Dear Mr. de Haan:

The proposed Burbank-Glendale-Los Angeles Rail Transit Project is reason for both concern over the EIR and hope that the opportunity will be seized to create environmental and transportation improvements for the betterment of the surrounding communities.

The line's proximity to the Los Angeles River and its tributaries makes it imperative that negative environmental impacts are minimized and mitigated and that the proposed line is compatible with the future of the River.

Landscaping should focus on appropriate native species to lessen visual impact of the project, simultaneously helping to rehabilitate the natural environment of the area.

There are some discrepancies in the assessment of biological impacts of the project. While the Draft EIR identifies eight "special flora and fauna" species in the area of the project, the Draft SEIR only mentions five, with only the California Gnatcatcher, Southwestern Pond Turtle and Davidson's Bush Mallow in common between the two reports. Only three of these species are addressed any further in the SEIR -- and discussed all too briefly -- and it excludes the Southwestern Pond Turtle identified in the EIR as potentially impacted by the project. I suggest that you consult the Biota Study of the Los Angeles River (Garrett, LA County Museum of Natural History, 1993) for better information of biological resources related to the River and the area of your project. Furthermore, there is no mitigation identified for potential biological impacts. However, there are opportunities to do so. Clearly, the project's impact on biological resources deserves greater attention by your agency.

One specific area where biological impacts have not been adequately assessed is the crossing of the Verdugo Wash. Impacts of construction, bridge widening, and operation are not negligible at this site due to the compact habitat of this site and its proximity to the natural bottomed section of the Los Angeles River.

Mitigation measures are also lacking where the Old Jail Site is concerned. The mitigation identified is minimal, involving almost exclusively the relocation of those displaced. In either scenario -- the taking of the Jail site, or the front-of-Jail site -- mitigation of visual, historical and personal impacts is crucial. The proximity to the River and the Arroyo Seco again provides an avenue for mitigation of these serious impacts and also of other environmental impacts.

The reconstruction of the bridge crossing the LA River at Midway Yard leading to the Jail site deserves attention in the EIR. Construction impacts must be minimized, especially where potential debris in the River is concerned. The appearance of the reconstructed bridge should be consistent with and even complement the historic bridges of the area.

Much more consideration must go into stations at and rail alignment through Taylor Yard before approving them. The depiction of the proposed Arvia Street station is inaccurate (fig 14). The access road is actually much further north of Arvia Street, and therefore involves much more land than is suggested in the SEIR. The location, and particularly the number, of the proposed stations at Taylor Yard have certainly not been agreed upon by the community as is suggested in the SEIR. Furthermore, the link with the proposed Pasadena Line is unclear. It would seem appropriate to allow passenger connections here, but it appears that passengers are expected to ride to Union Station to make a connection with the Pasadena Line.

While comments to the Notice of Preparation appear in the SEIR, there is no mention of comments to the Draft EIR. In fact, our concerns as presented in comments to the Draft EIR appear to have gone unaddressed. These comments are attached for your reference.

Friends of the Los Angeles River is a non-profit organization committed to the protection and rehabilitation of the River and its tributaries. Along with the Department of Water Resources and the LA County Department of Public Works, FoLAR is concluding designs for a proposed multi-purpose flood-control facility at Taylor Yard. I would like the opportunity to meet with you to discuss how this facility may beneficially co-exist with the proposed line, and to further discuss the above concerns.

Thank you.

Sincerely,



Martin Schlageter  
Executive Director

August 5, 1992

Judy Schwartz, Manager  
Government and Public Affairs  
LACTC  
818 West Seventh Street  
Los Angeles, CA 90017

RE: BURBANK-GLENDALE-L.A. RAIL TRANSIT PROJECT DRAFT EIR

Dear Ms. Schwartz:

After reviewing the draft EIR for the Burbank-Glendale-Los Angeles Rail Transit Project, Friends of the Los Angeles River (FoLAR) wishes to make the following comments:

(1) FoLAR remains concerned about development and rail placement at Taylor Yard including the Van de Kamp and Hughes sites. The cumulative impacts of stations, rail lines, maintenance facilities and other proposed projects could seriously hinder other local and regional opportunities there. Development at Taylor Yard should await the results of planning studies underway for the area. In addition to the AIA-led workshop (p 55), FoLAR and the County of Los Angeles are involved in a study to identify the feasibility of environmental and flood control improvements in the area. Please contact me if you would like more information on this study.

(2) Efforts to prevent construction related debris from reaching the LA River and Arroyo Verdugo Wash should be of primary concern due to the wildlife that exists there. Construction during the dry season (p 164) will not per se prevent debris from reaching the river.

(3) The potential for future restoration of the river should be taken into account wherever possible. To help ensure compatibility with this goal, the project should use local native vegetation in its landscaping and should not preclude future access to the river. Here again FoLAR is a valuable resource for information.

Burbank-Glendale-LA, 2

(4) Possible impacts to the Southwestern Pond Turtle due to the project were identified, but no mitigation measures were proposed. One appropriate measure appears to be expansion of its local habitat.

FoLAR welcomes further discussion of any of the above issues. Thank you for this opportunity to comment.

Sincerely,



Martin Schlageter  
Executive Director



SAINT JOSEPH MEDICAL CENTER  
501 SOUTH BUENA VISTA STREET  
BURBANK, CALIFORNIA 91505-4866  
PHONE: (818) 843-5111



December 10, 1993

Mr. Peter DeHaan  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
818 West Seventh Street  
Los Angeles, CA 90017

Re: **Burbank-Glendale-Los Angeles Light Rail Line Supplemental  
Environmental Impact Report**

Dear Mr. DeHaan:

Saint Joseph Medical Center appreciates the opportunity to comment on the Supplemental Environmental Impact Report (SEIR) for the Burbank-Glendale-Los Angeles Light Rail Line.

With over 2,000 employees living throughout the Los Angeles Basin, mass transit alternatives are critically important to Saint Joseph. We have made every attempt to follow and support the development of those transit alternatives, knowing their potential impact on the quality of life here in Southern California. Because of this, we would like to go on record in strong support of the **Burbank-Glendale-Los Angeles Light Rail Project**. We further call for **timely approval and certification of the SEIR**. We believe this project meets the key tests of serving major employment and activity centers, high ridership projections, connection to regional intermodal transportation centers, and strong community support. We believe that this project will have a major impact on economic development and job creation in this region, and that funding commitments by the local communities make this the most feasible project to complete of those currently being considered by the MTA.

Our understanding is that the SEIR has been completed thoroughly and correctly and provides further evidence of the cost-effectiveness and desirability of this project. The identification of a feasible maintenance facility site is another indicator of the importance of this project to the overall rail and transportation network.

Mr. Peter DeHaan  
December 10, 1993  
Page Two

Thank you for your consideration of our comments. For further input, please do not hesitate to contact Mr. Brad King, Associate Administrator, Corporate Affairs.

Sincerely,

A handwritten signature in cursive script, appearing to read "Michael J. Madden".

Michael J. Madden  
Administrator & CEO



251068 818-240-7870  
200 SOUTH LOUISE STREET • P.O. BOX 112 • GLENDALE, CALIFORNIA 91209-0112 • 818-240-7870



December 10, 1993

Mr. Peter DeHaan  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
818 West Seventh Street  
Los Angeles, California 90017

Reference: Supplemental Environmental Impact Report  
for Burbank-Glendale-Los Angeles Light Rail Line

Dear Mr. DeHaan,

You have known for some time of our interest in the proposed Light Rail Line serving Burbank, Glendale and Los Angeles.

We strongly support this project and recommend final certification of the Supplemental Environmental Impact Report.

Sincerely,

Pat Liddell  
President



# Lincoln Heights Preservation ASSOCIATION

December 10, 1993

Mr. Peter De Haan, Project Manager  
Metropolitan Transportation Authority  
818 West 7th Street  
Los Angeles, CA 90017

**SUBJECT: BURBANK-GLENDALE-LOS ANGELES RAIL TRANSIT PROJECT  
DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT (S.E.I.R.)**

Dear Mr. De Haan:

Thank you for the opportunity to comment on the Draft S.E.I.R. for the project referenced above. We request the following be noted:

1. All references to the former Lincoln Heights Jail Building as being a potential local Historical-Cultural Monument should be corrected to reflect the fact that it has, in fact, now been added to the City's list of Historic-Cultural Monuments.
2. In this report's concerns about the effects of an "in front of jail" alignment none of the following is addressed:
  - a. a rail design that would compliment the historic jail building.
  - b. a revitalization opportunity of this area by enhancing the surrounding sub-standard and deteriorating buildings and by providing parking which would enhance the viability of the jail building's use.
  - c. the possibility of relocating the few displaced businesses into the jail building, thus again enhancing its use and viability.
3. In discussing the "through the jail" alignment the report fails to address the following:
  - a. Two hundred and forty thousand (240,000) square feet of useable space would be lost and in today's economy virtually impossible to replace.
  - b. Despite the jail building's deferred maintenance, the Bilingual Foundation of the Arts, the Los Angeles Youth Athletic Club, the Community Youth Gang Services and other artist groups have made a successful adaptive reuse of the building. With funds provided for

a full upgrading of the building it could become a state-of-the-art full-service community/business center at a lower cost than if trying to replace the 240,000 square feet of space somewhere else.

- c. One of the reasons the Los Angeles Youth Athletic Club has been so successful as a training ground for young boxers throughout the city and for being free of gang and drug activity is **the location** - it is not in anyone's (i.e., gang) turf. The relocation of this program into "a neighborhood" would not serve it well.
  
- 4. Overall there seems to be grave concern for the negative impacts an "in front of the jail" alignment would have on this building and a failure to adequately show how these impacts could be mitigated. There also seems to be a failure to point out that the "through the jail" alignment would have a greater negative impact for this would eliminate a City Historical Landmark and a valuable neighborhood resource, one that could never be replaced.

In conclusion, we feel the "front of jail" alignment is the environmentally superior alternative.

Enclosed please find copies of a petition with over two-hundred signatures opposing the demolition of the former Lincoln Heights Jail and supporting its rehabilitation and adaptive reuse.

Yours truly,

  
E. Michael Diaz

cc: Assemblyman Richard Polanco  
Supervisor Gloria Molina  
Councilman Mike Hernandez  
Councilman Richard Alatorre

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

Moses T. Escobar

NAME: (Print)

(Sign)

ADDRESS:

TEL. NO.:

NAME: (Print)

(Sign)

ADDRESS:

TEL. NO.:

NAME: (Print)

(Sign)

ADDRESS:

TEL. NO.:

DAVID MARQUES

NAME: (Print)

(Sign)

ADDRESS:

TEL. NO.:

NANCY J. VON LAUDERBACK

NAME: (Print)

(Sign)

ADDRESS:

TEL. NO.:

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

*Tacata Rodriguez*  
NAME: (Print)  
(Sign) *Paula Gonzalez*  
ADDRESS: *2323 Workman Lane*  
TEL. NO.: *LA CA 90031 - 271*  
*Telephone 271-6539*

NAME: (Print)  
(Sign) *John Q. Murray*  
ADDRESS: *141 So. Ave. LA CA 90031*  
TEL. NO.: *213-224-0468*

NAME: (Print)  
(Sign) *Rosa Tranello*  
ADDRESS: *2375 Workman Lane*  
TEL. NO.: *LA CA 90031 Phone 271-6159*

NAME: (Print)  
(Sign) *Maria Fernandez*  
ADDRESS: *2025 Jackson St. LA CA 90001*  
TEL. NO.: *213-3842*

NAME: (Print)  
(Sign) *Phil Long*  
ADDRESS: *451 S. 19th*  
TEL. NO.: *Los Angeles Calif*



PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

NAME: (Print)

(Sign)

Bea Amalia RIVAS

ADDRESS:

MILPITAS ST LOS AN CA 90031

TEL. NO.:

225-1132

NAME: (Print)

(Sign)

HOPE RALLES

~~ADDRESS~~ 2569 25 2271 Tuller Rd. 90032

TEL. NO.

213, 225-6985

NAME: (Print)

(Sign)

ESPERANZA CORDOVA

ADDRESS:

Esperanza Cordova  
3316 1/2 Thorpe Ave Los Angeles

TEL. NO.:

213 227-1715

NAME: (Print)

(Sign)

Primitivo Cordova

ADDRESS:

3316 Thorpe Ave

TEL. NO.:

227-1715

NAME: (Print)

(Sign)

Maria Centeno

ADDRESS:

2924 Plister Ave

TEL. NO.:

227-7351

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

*Eric Lopez*  
NAME: (Print)  
(Sign)  
ADDRESS: *2708 Cyril Ave*  
TEL. NO.: *522 1187*

*John A. McDaniel*  
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(Sign)  
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TEL. NO.: *213-221-3693*

*Johnnie E. McTearney*  
NAME: (Print)  
(Sign)  
ADDRESS:  
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✓ *Ruben Mason*  
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(Sign)  
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TEL. NO.: *223-0840*

*Johnnie E. McTearney*  
NAME: (Print)  
(Sign)  
ADDRESS:  
TEL. NO.:

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

MARGARET W F LEDDY  
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(Sign) Margaret W F Leddy  
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TEL. NO.: —

ROBERTA P GARCIA  
NAME: (Print)  
(Sign) Roberta P Garcia  
ADDRESS: 2530 Sichel Street Los Angeles Ca 90031  
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MARC C. GARCIA  
NAME: (Print)  
(Sign) Marc C Garcia  
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Jose m Ramirez  
NAME: (Print)  
(Sign) Jose m Ramirez  
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NAME: (Print)  
(Sign)  
ADDRESS:  
TEL. NO.:

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

NAME: (Print) JOHN MANCILLAS  
(Sign) *John Mancillas*  
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TEL. NO.: (213) 222-5504

NAME: (Print) Jose Galindo Jr.  
(Sign) *Jose Galindo Jr.*  
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NAME: (Print) JAY CHANLSON  
(Sign) *Jay Chanlson*  
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NAME: (Print) BAREIN ALBERT IA  
(Sign) *Albert Barein*  
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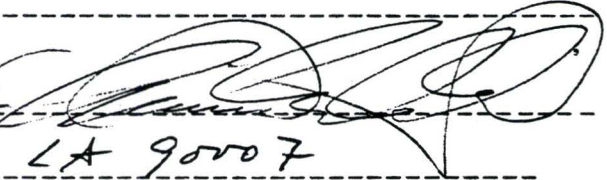
NAME: (Print)  
(Sign) *James Jimmy*  
ADDRESS: 2800 FAIRMONT ST L.A. @AL 90033  
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PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

NAME: (Print)

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MARIANA MALCOSKIE 

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TEL. NO.: (213) 748-1258

NAME: (Print)

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RALPH NABOR 

ADDRESS: 2215 LINCOLN PK. AVE. L.A. 90031

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JOSE A. ROMINEZ 

ADDRESS: 4411 E. HUBBARD St. Los Angeles Ca 90022

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PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

Robert B. MENDEL

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Robert B. Mendel

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EDWARD ARROYO

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Edward Arroyo

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NAME: (Print)  
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Thomas Wainwright

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TEL. NO.: 213-223-3871

ROBERT GERO

NAME: (Print)

(Sign)

Robert Gero

ADDRESS: 1534 KILMARNOCK AVE LA 90005

TEL. NO.: 213-221-6577

NAME: (Print)

Diane Alexander

(Sign)

Diane Alexander

ADDRESS: 5700 Longfellow St LA 90042

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PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

Nancy Sharrett

NAME: (Print)

(Sign)

Nancy Sharrett

ADDRESS: 1314 Spruce - S. Pas 91030

TEL. NO.: (213) 256-6800

Teresa Raduica

NAME: (Print)

(Sign)

Teresa Raduica

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NAME: (Print) "JASON"

(Sign)

"Jason" 742 N. Ave 66 L.A. 90042

ADDRESS: 742 N. Ave 66 L.A., CA 90042

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NAME: (Print) VARLEY SMITH

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Varley Smith

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TEL. NO.: 818 795-2416

NAME: (Print) ANN K SMITH

(Sign)

Ann K Smith

ADDRESS: 805 So El Molino Ave

TEL. NO.: Pasadena, Ca

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

TRICIA WARD

NAME: (Print)  
(Sign)

Tricia Ward

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213-225-3879

NAME: (Print)  
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Fred Belshid

F. Belshid

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Kate Burrows

Kate Burrows

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213 510-0000

DWAYNE P. CALIZO

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(Sign)

Dwayne P. Calizo

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JUDE LUERS

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Jude Luers

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742 N. Ave 66 LA 90042

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PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

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NAME: (Print)  
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Ferdinand Mucias

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Esther Alfaro

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Dionisario Mananeta

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2338 Sharon Ln C. 723-6114

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NAME: (Print)

Jesus Ramon Jesus Barcelos

(Sign)

Jesus Ramon

ADDRESS: 3909 Brannon in h. a. 9057

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PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

*Aurelio Lopez*

NAME: (Print)  
(Sign)

ADDRESS: 3333N. mission Rd., L.A. 90031

TEL. NO.: 213) 223-9637

*Simon De Avila*

NAME: (Print)  
(Sign)

ADDRESS: 4354 Pasadena, ave

TEL. NO.: 225-919

NAME: (Print)  
(Sign)

*Luis Figueroa*

ADDRESS: 11NB Broadway, St 90031

TEL. NO.: 221-3774

*George Renteria*

NAME: (Print)  
(Sign)

*George Renteria*

ADDRESS: 1815 Damon Ave L.A. 90031

TEL. NO.: none

NAME: (Print)  
(Sign)

*Francis Alvarez*

ADDRESS: 214 S. ... St L.A.

TEL. NO.: 254-1229

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

NAME: (Print)

(Sign)

JOHN AMIS John Amis

ADDRESS:

2807 ALTA ST

TEL. NO.:

NONE

NAME: (Print)

(Sign)

Maria Rodriguez Maria Rodriguez

ADDRESS:

2022 Daly St

TEL. NO.:

None

NAME: (Print)

(Sign)

Luciana Escobedo

ADDRESS:

2332 Alizandro St. L.A.

TEL. NO.:

213 663 5864

NAME: (Print)

(Sign)

MARGARITA MARTINEZ

ADDRESS:

2332 Alizandro St. L.A.

TEL. NO.:

213 663 5864

NAME: (Print)

(Sign)

John Amis

ADDRESS:

2807 Alta St

TEL. NO.:

213 663 5864

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

-----  
*Alfonso Mancillas*  
-----  
NAME:(Print)  
(Sign) ALFONSO MANCILLAS  
-----  
ADDRESS: 1849 Sichel St. LA. 90031  
-----  
TEL. NO.: NONE  
-----

-----  
NAME:(Print) JOHN MANCILLAS  
(Sign) *John Mancillas*  
-----  
ADDRESS: 3825 Mantol Ave  
-----  
TEL. NO.: 2214069  
-----

-----  
NAME:(Print)  
(Sign) ANTHONY L VASQUEZ  
-----  
ADDRESS: 4973 Lynfield St  
-----  
TEL. NO.: 213-2218917  
-----

-----  
NAME:(Print)  
(Sign) EDDIE MANCILLAS  
-----  
ADDRESS: 2007 Daly St LA 90031  
-----  
TEL. NO.: 2225504  
-----

-----  
NAME:(Print)  
(Sign) *Rebecca Beaman*  
-----  
ADDRESS: 3412 Beaman  
-----  
TEL. NO.: 2214002  
-----

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

NAME: (Print) ~~Rosie~~ Rosie GRIMALVA  
(Sign) Rosie Grimalva  
ADDRESS: 1944 Sichel St. Los Angeles CA 90031  
TEL. NO.: NONE

NAME: (Print) [Signature]  
(Sign) [Signature]  
ADDRESS: 3009 DREWIND ST. LA CA 90031  
TEL. NO.: 323 5470

NAME: (Print) David J Carey  
(Sign) David J Carey  
ADDRESS: 1872 Daly St. LA CA 90031  
TEL. NO.: (213) 225-7417

NAME: (Print)  
(Sign) Ray F Reyes  
ADDRESS: 3253 West Ave. L.A.  
TEL. (NO?) 775-4468

NAME: (Print)  
(Sign) Tony A Valenzuela  
ADDRESS: 1926 Griffin Ave  
TEL. NO.: 223 2296

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

DELAINE E. Garcia  
NAME: (Print)  
(Sign) *DeLaine E. Garcia*  
ADDRESS: 2530 Sichel ST. Los Angeles, CA 90031  
TEL. NO.: 213-227-5099

Robert V. Garcia  
NAME: (Print)  
(Sign) *Robert V. Garcia*  
ADDRESS: 2530 Sichel St. Los Angeles, Calif. 90031  
TEL. NO.:

Claudia P. Anderson  
NAME: (Print)  
(Sign) *Claudia P. Anderson*  
ADDRESS: 6022 Tipton Way, P4 90 98042  
TEL. NO.: 3255-0968

JAMES T. ANDERSON  
NAME: (Print)  
(Sign) *James T. Anderson*  
ADDRESS: 6022 Tipton Way  
TEL. NO.: 213-255-0968

LOUIE SANTOS  
NAME: (Print) *Louie Santos*  
(Sign) *6022 Tipton Way*  
ADDRESS: Los Angeles Ca. 90042  
TEL. NO.: 255-10968

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE  
OPPOSE THE CONDITIONAL USE PERMIT ALLOWING THE SALE AND DISPENSING  
OF BEER AND WINE FOR OFF-SITE CONSUMPTION AT 1883 DALY STREET.

NAME: (Print) JOHN MANCILLAS

(Sign)

*John Mancillas*

ADDRESS: 1849 Sichel St

TEL. NO.: 221-4069

NAME: (Print) ALFONSO MANCILLAS

(Sign)

*Alfonso Mancillas*

ADDRESS: 1849 Sichel St.

TEL. NO.: 221-4069

NAME: (Print)

(Sign)

*Anthony L Vasquez*

ADDRESS: 4973 Lynnfield St

TEL. NO.: 213-2219917

NAME: (Print) EDDIE MANCILLAS

(Sign)

*Eddie Mancillas*

ADDRESS: 2007 Daly St

TEL. NO.: 222-5504

NAME: (Print)

(Sign)

*Cecilia Berumen*

ADDRESS: 3412 Wamban Ln

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

MARGARET W R LEDDY  
-----  
NAME: (Print)  
(Sign) *Margaret W R Leddy*  
-----  
ADDRESS: 6922 TIPTON WAY L.A. CALIF. 90042  
-----  
TEL. NO.: —

ROBERTA P GARCIA  
-----  
NAME: (Print)  
(Sign) *Roberta P Garcia*  
-----  
ADDRESS: 2530 Sichel St Los Angeles Ca 90031  
-----  
TEL. NO.: —

MARC C. GARCIA  
-----  
NAME: (Print)  
(Sign) *Marc C Garcia*  
-----  
ADDRESS: 2530 SICHEL ST. LOS ANGELES CA 90031  
-----  
TEL. NO.: —

Jose m Ramirez  
-----  
NAME: (Print)  
(Sign) *Jose m Ramirez*  
-----  
ADDRESS: 3580 GRIFFIN AVE LOS ANGELES CA 90031  
-----  
TEL. NO.: —

-----  
NAME: (Print)  
(Sign)  
-----  
ADDRESS:  
-----  
TEL. NO.:



PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

Saleene Seymour

NAME:(Print)  
(Sign)

Saleene Seymour

ADDRESS:

281 E Ave 33

TEL. NO.:

213-2253809

NAME:(Print)  
(Sign)

Louise Walsh

ADDRESS:

281 1/2 E Ave 33

TEL. NO.:

213-2256381

NAME:(Print)  
(Sign)

E. L. SEDANO

ADDRESS:

588 E. Ave 28. L.A. 90031

TEL. NO.:

213 225-3134

NAME:(Print)

(Sign)

ADDRESS:

TEL. NO.:

NAME:(Print)

(Sign)

ADDRESS:

TEL. NO.:

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

-----  
NAME:(Print)

(Sign) *Rodolfo Becerra*

ADDRESS: *1832 1/2 Sichel ST*

TEL. NO.: *3430861*

-----  
NAME:(Print)

(Sign) *AGUSTIN BECERRA*

ADDRESS: *1832 1/2 Sichel St*

TEL. NO.: *Los Angeles Calif 90031*

-----  
NAME:(Print)

(Sign)

ADDRESS:

TEL. NO.:

-----  
NAME:(Print)

(Sign)

ADDRESS:

TEL. NO.:

-----  
NAME:(Print)

(Sign)

ADDRESS:

TEL. NO.:

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE  
 OPPOSE THE CONDITIONAL USE PERMIT ALLOWING THE SALE AND DISPENSING  
 OF BEER AND WINE FOR OFF-SITE CONSUMPTION AT 1883 DALY STREET.

NAME	ADDRESS	ZIP	PHONE
<i>[Handwritten Name]</i>	2101 DALY ST - 1125		225-8452
IRENE MAZADIEGO	2225 SICHEL ST.		222-8131
Gloria Esparza	22715 Alta St LA		
MARC ESPARZA	2715 ALTA ST LA		
<i>[Handwritten Name]</i>	2125 JENSEN BLVD		227-8761
<i>[Handwritten Name]</i>	2135 JENSEN BLVD		227-8761
<i>[Handwritten Name]</i>	2331 HIGGINS ST. LA		222-9291
Anna De Cordero	314 E Ave 26		221-7574
Kenny Vinkenburg	3111 Altman St		222-8201
<i>[Handwritten Name]</i>	2700 E Ave 33		
<i>[Handwritten Name]</i>	Same		
<i>[Handwritten Name]</i>	555 E Ave 28 LA 40031		225-3134
<i>[Handwritten Name]</i>	2035 WISERMAN ST		225-1612

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

WILLIAM DI CERCHIO

NAME:(Print)

(Sign)

William Di Cerchio

ADDRESS: 314 E Ave 26 - LA 90031

TEL. NO.: (213) 221-7594

ANNE DI CERCHIO

NAME:(Print)

(Sign)

Anne Di Cerchio

ADDRESS: 314 E Ave 26 - LA CA 90031

TEL. NO.: (213) 221-7594

PETER L. HERNANDEZ

NAME:(Print)

(Sign)

Peter L. Hernandez

ADDRESS: 319 E AVE 26 LA CA 90031

TEL. NO.: 213-225-6084

DULCES R. HERNANDEZ

NAME:(Print)

(Sign)

Dulces R. Hernandez

ADDRESS: 319 E Ave 26 LA CA 90031

TEL. NO.: 213 225-6084

FRANCES M. ROMERO

NAME:(Print)

(Sign)

Frances M. Romero

ADDRESS: 2601 GRIFFIN AVE LA CA 90031

TEL. NO.: 213-221-0116

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

NAME: (Print) Socorro Guzman  
(Sign) Socorro Guzman

ADDRESS: 2619 Mozart St

TEL. NO.:

NAME: (Print) Mercedes Montes  
(Sign) Mercedes Montes

ADDRESS: 2626 Mozart St

TEL. NO.:

NAME: (Print) Delia montes  
(Sign) Delia montes

ADDRESS: - 2625 MOZART ST

TEL. NO.:

NAME: (Print) Ana Ortega  
(Sign) Ana Ortega

ADDRESS: 2090 WORKMAN ST

TEL. NO.:

NAME: (Print) MARIA A PEREZ  
(Sign) Maria A Perez

ADDRESS: 2043 WORKMAN ST LINCOLN HTS

TEL. NO.:

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

-----  
NAME: (Print) Luciana Gómez  
(Sign) Luciana Gómez  
-----  
ADDRESS: 2914 Pasa dena Av  
-----  
TEL. NO.: (213) 222-1392  
-----

-----  
NAME: (Print) Pascual Martinez  
(Sign) Pascual Martinez  
-----  
ADDRESS: 3847 Asbury St  
-----  
TEL. NO.: 224-0375  
-----

-----  
NAME: (Print) Blanca Garcia  
(Sign) Blanca Garcia  
-----  
ADDRESS: 3120 Pasa dena Av  
-----  
TEL. NO.: 222-1392  
-----

-----  
NAME: (Print) Blanca Garcia  
(Sign) Blanca Garcia  
-----  
ADDRESS: 3120 Pasa dena Av  
-----  
TEL. NO.: 222-1392  
-----

-----  
NAME: (Print) Milagros Garcia  
(Sign) Milagros Garcia  
-----  
ADDRESS: 4111 Broadway  
-----  
TEL. NO.: 222-8717  
-----

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

Raul Bonilla

NAME:(Print)

(Sign)

Raul Bonilla

ADDRESS:

2914 Pasadena Ave

TEL. NO.:

(213) 222-1392

Daniel Diaz

NAME:(Print)

(Sign)

Daniel Diaz

ADDRESS:

2916 Pasadena Ave

TEL. NO.:

(213) 222-1392

Juana Gomez

NAME:(Print)

(Sign)

Juana Gomez

ADDRESS:

2914 Pasadena Ave

TEL. NO.:

(213) 222-6392

Franziska Bonilla

NAME:(Print)

(Sign)

Franziska Bonilla

ADDRESS:

2914 Pasadena Ave

TEL. NO.:

V

LETICIA Bonilla

NAME:(Print)

(Sign)

Leticia Bonilla

ADDRESS:

2041 1/2 WOODMAN ST

TEL. NO.:

23 222-9725

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

-----  
NAME: (Print) *Gina Esqueda*  
(Sign) *Gina Esqueda*  
ADDRESS: *2135 PASADENA*  
TEL. NO.: *1*

-----  
NAME: (Print)  
(Sign) *Enrique Miramontes, Enrique Miramontes.*  
ADDRESS: *2041 1/2 Worman St.*  
TEL. NO.: *213 272-9725*

-----  
NAME: (Print)  
(Sign) *AGUSTIN Bevilla, Agustin Bonilla.*  
ADDRESS: *2041 1/2 Worman.*  
TEL. NO.: *213 272-9725*

-----  
NAME: (Print)  
(Sign) *Rene Sanches, Rene Sanches.*  
ADDRESS: *2126 GATES ST*  
TEL. NO.: *213 342-0647*

-----  
NAME: (Print)  
(Sign) *Jose Luis Maravilla, Jose Luis Maravilla*  
ADDRESS: *2916 3/4 Pasadena Ave. Los Angeles Ca 900-31.*  
TEL. NO.:



PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE  
OPPOSE THE CONDITIONAL USE PERMIT ALLOWING THE SALE AND DISPENSING  
OF BEER AND WINE FOR OFF-SITE CONSUMPTION AT 1883 DALY STREET.

NAME: (Print) Aura V. Morage

(Sign) Aura V. Morage

ADDRESS: 1516 N. Daly St.

TEL. NO.: (213) 224-8017

NAME: (Print) ~~Aura~~ Zola M. Morage

(Sign) Zola M. Morage

ADDRESS: 1516 N. Daly St.

TEL. NO.: (213) 223-8559

NAME: (Print) Delia E. Garcia

(Sign) Delia E. Garcia

ADDRESS: 2120 Voltaire St. #104 LA 90031

TEL. NO.: (213) 227-6318

NAME: (Print) X

(Sign) Carmen S. Garcia

ADDRESS: 2120 Voltaire St. #104 LA 90031

TEL. NO.: (213) 225-1517

NAME: (Print) Stephanie Manillas

(Sign) Stephanie Manillas

ADDRESS: 2007 Daly St. LA 90031

TEL. NO.: P

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE  
OPPOSE THE CONDITIONAL USE PERMIT ALLOWING THE SALE AND DISPENSING  
OF BEER AND WINE FOR OFF-SITE CONSUMPTION AT 1883 DALY STREET.

-----  
NAME: (Print) *JOHN MANCILLAS*  
(Sign) *John Mancillas*  
-----  
ADDRESS: *1849 Sichel St*  
-----  
TEL. NO.: *221-4069*  
-----

-----  
NAME: (Print) *ALFONSO MANCILLAS*  
(Sign) *Alfonso Mancillas*  
-----  
ADDRESS: *1849 Sichel St.*  
-----  
TEL. NO.: *221-4069*  
-----

-----  
NAME: (Print)  
(Sign) *Fred L. ...*  
-----  
ADDRESS: *1849 Sichel St*  
-----  
TEL. NO.: *221-5017*  
-----

-----  
NAME: (Print) *EDDIE MANCILLAS*  
(Sign) *Eddie Mancillas*  
-----  
ADDRESS: *2007 Daly St*  
-----  
TEL. NO.: *222-5504*  
-----

-----  
NAME: (Print)  
(Sign)  
-----  
ADDRESS:

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

NAME:(Print) CARLOS MANCILLAS  
(Sign) *Carlos Mancillas*  
ADDRESS: 1849 SICHRO ST L.A. 90031  
TEL. NO.: 213-225-5601

NAME:(Print) Lupe ADAME  
(Sign) *Lupe Adame*  
ADDRESS: 1929<sup>3</sup>/<sub>4</sub> Griffin Ave. L.A. 90031  
TEL. NO.: 213-223-1851

NAME:(Print) MICHAEL A. MONTANA  
(Sign) *Michael Montana*  
ADDRESS: 3511<sup>1</sup>/<sub>2</sub> W. 4th St. Los Angeles Ca. 90065  
TEL. NO.: Thompson 442-2111

NAME:(Print) NICHOLAS R. MORGAN  
(Sign) *Nick R. Morgan*  
ADDRESS: 5051 ARGUS DR (SP 24)  
TEL. NO.: 213-257-5323

NAME:(Print) SALVADOR MANCILLAS  
(Sign) *Salvador Mancillas*  
ADDRESS: 1836 SICHRO ST.  
TEL. NO.: 222-5504

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

NAME: (Print) \_\_\_\_\_  
(Sign) *Evangelina Narro*

ADDRESS: *1842 Sichel St L.A.*

TEL. NO.: *213-221-8856*

NAME: (Print) \_\_\_\_\_  
(Sign) *ERNE MEJIA*

ADDRESS: *1826 SICHEL ST*

TEL. NO.: *(213) 225-6485*

NAME: (Print) \_\_\_\_\_  
(Sign) \_\_\_\_\_

ADDRESS: *2945 Johnston St. L.A. 90031*

TEL. NO.: *none*

NAME: (Print) \_\_\_\_\_

(Sign) *Wanda Garcia*

ADDRESS: *3825 Manitar Pl*

TEL. NO.: \_\_\_\_\_

*L.A. Ca 90031*

NAME: (Print) \_\_\_\_\_

(Sign) *James Gallesco*

ADDRESS: *1822 Sichel St*

TEL. NO.: *342 9294*

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

Michael Mancillas  
NAME: (Print)  
(Sign) Michael Mancillas  
ADDRESS: 5132 La Calandria Ave L.A. Ca.  
TEL. NO.: 227-1115

Michael Quimino  
NAME: (Print)  
(Sign) Michael Quimino  
ADDRESS: 3412 Warwick Ave L.A. Ca.  
TEL. NO.: (213) 221-9002

Jaime R. Umedia  
NAME: (Print)  
(Sign) JAIME R. UMEDIA J.R.U.  
ADDRESS: 1827 Sichel St. L.A. CA.  
TEL. NO.: 221-6207

ROBERT LO SPADARO  
NAME: (Print)  
(Sign) Robert Lo Spadaro  
ADDRESS: 4333 Rio Honda Ave  
Pasadena Calif.  
TEL. NO.:

DAVID VASQUEZ  
NAME: (Print)  
(Sign) David Vasquez  
ADDRESS: 1872 DALY ST  
TEL. NO.: 225-7417

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

NAME: (Print) Stephanie Manillas  
(Sign) *Stephanie Manillas*  
ADDRESS: 2007 Daly St. L.A. 90031  
TEL. NO.:

*BILL EAVENS 217 SF Rd no Ph.*  
NAME: (Print)  
(Sign) *Bill Eavens*  
ADDRESS:  
TEL. NO.:

NAME: (Print) *David Menter*  
(Sign) *DAVID MENTER*  
ADDRESS: 1836 Sichel St. Los Angeles  
TEL. NO.: 222-5504

NAME: (Print) IRENE MAZADIEGO  
(Sign) *Irene Mazadiego*  
ADDRESS: 2225 SICHEL ST.  
TEL. NO.: 213 222-8131

NAME: (Print) Gloria J Esparza  
(Sign) *Gloria J Esparza*  
ADDRESS: 2715 Alta St L.A.  
TEL. NO.:

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

GRETZEL STANSBURY

NAME: (Print)  
(Sign)

*Gretzel*

ADDRESS: 2327 1/2 Holgate Sq, Los Angeles, Ca 90031

TEL. NO.: 213-225-2764

NAME: (Print) JEFFREY D. STANSBURY  
(Sign)

*Jeffrey D. Stansbury*

ADDRESS: 2327 1/2 Holgate Square Los Angeles, LA 90031

TEL. NO.: 213/225-2764

ERNESTO BARRIO

NAME: (Print)  
(Sign)

*Ernesto Barrio*

ADDRESS: 2310 Holgate Sq

TEL. NO.:

MARITA BARRIO

NAME: (Print)

(Sign) *Martha Barrio*

ADDRESS: 2311 HOLGATE SQ. LOS ANGELES, Ca.

TEL. NO.: (213) 221-6614

NAME: (Print) MARGIE HENDERSON

(Sign) *Margie Henderson*

ADDRESS: 2316 Holgate sq. Los Angeles Calif 90031

TEL. NO.:

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

NAME:(Print) FRANK PONS  
(Sign) Frank Pons  
ADDRESS: 1853 N. OTTMAN AVE  
TEL. NO.: 213-224686

NAME:(Print) Phillip GOMEZ  
(Sign) Phillip Gomez  
ADDRESS: 3108 n. main st L.A. Calif 90032  
TEL. NO.: (213) 2229017

NAME:(Print) SERVANDO DIAZ  
(Sign) Servando Diaz  
ADDRESS: 2511 PREMELT ST LOS. A. C. 90031  
TEL. NO.: 213-222-3250

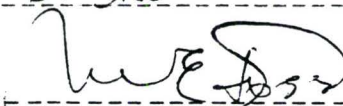
NAME:(Print) MARCOS MENDEZ  
(Sign) Marco Mendez  
ADDRESS: 2212 GRIFFIN AVE  
TEL. NO. (213) 221-5562

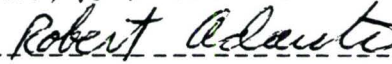
ARNULFO GUZMAN  
NAME:(Print)  
(Sign) Arnulfo Guzman  
ADDRESS: 1927 Sichel St.  
TEL. NO.:

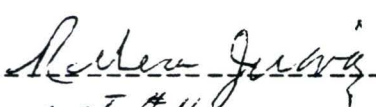


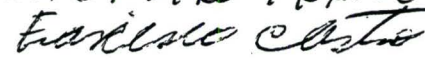
PETITION

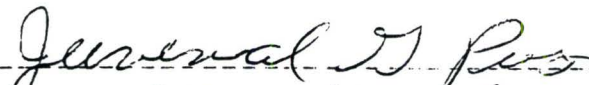
AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

-----  
NAME: (Print) MARCO E. LASSO  
(Sign)   
-----  
ADDRESS: 2334 LINCOLN PARK AV.  
-----  
TEL. NO.: (213) 221-2475  
-----

-----  
NAME: (Print) ROBERT ADAUTO  
(Sign)   
-----  
ADDRESS: 4451 ALPHA ST  
-----  
TEL. NO.: (213) 225-3781  
-----

-----  
NAME: (Print) REBECA SUAREZ  
(Sign)   
-----  
ADDRESS: 2317 CHARLOTTE ST APT #11  
-----  
TEL. NO.: (213) 232-2463  
-----

-----  
NAME: (Print) CASTRO FRANCISCO  
(Sign)   
-----  
ADDRESS: 6914 BEAR  
-----  
TEL. NO.: 213 55-4862  
-----

-----  
NAME: (Print) JUVENAL G PEREZ  
(Sign)   
-----  
ADDRESS: 4245 N HUNTINGTON DR  
-----  
TEL. NO.:  
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PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

FELIPE SALAZAR

NAME: (Print)

(Sign) Felipe Salazar

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TEL. NO.: 213 2219408

Benita D. Orozco

NAME: (Print)

(Sign) Benita D. Orozco

ADDRESS: 4237 Guardia ave L.A. Ca. 90032

TEL. NO.: 222-3667

NAME: (Print)

(Sign) Evelyn E MARTINEZ

ADDRESS: 4600 COLLIS AVE

TEL. NO.: 257-1369

Evelyn E. Martinez

NAME: (Print)

(Sign) CHARLES L MILLER

ADDRESS: 4415 COLLIS AVE

TEL. NO.: 257-5041

Charles L Miller

NAME: (Print)

(Sign) TOM. T. TSUMORI

ADDRESS: 4626 HARRIMAN AV

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PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

CARMEN URTECHO

NAME: (Print)

(Sign)

Carmen Urtecho

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Jennifer Scott

NAME: (Print)

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Jennifer Scott

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NAME: (Print) Frances D. Paine

(Sign)

Frances D. Paine

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Richard Vasquez

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TEL. NO.: 225 7584

NAME: (Print) John Z. Martinez

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John Z. Martinez

ADDRESS: 3538 Sierra st L.A. Cal 90031

TEL. NO.:

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

MOSES T. ESCOBAR VA  
NAME: (Print)  
(Sign) *Moses T. Escobar*  
ADDRESS: *2715 ALTA ST. Lot 90031*  
TEL. NO.:

NAME: (Print)  
(Sign) *[Signature]*  
ADDRESS: *[Address]*  
TEL. NO.:

NAME: (Print)  
(Sign) *[Signature]*  
ADDRESS: *[Address]*  
TEL. NO.:

DAVID MARQUES  
NAME: (Print)  
(Sign) *D Marques*  
ADDRESS: *2125 LINCOLN PARK AVE.*  
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NANCY J. VON LAUTERBACK  
NAME: (Print)  
(Sign) *Nancy J. vonLauterback*  
ADDRESS: *3111 Altma St*  
TEL. NO.: *222-8200*

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

Simone Ramirez

NAME: (Print)  
(Sign)

ADDRESS: 2337 SHERIDAN ST L.A. CA 90033

TEL. NO.: 268 5876

NAME: (Print)  
(Sign)

Jocorro SAUTAN

ADDRESS: 2110 E. 4th St L.A. 90033

TEL. NO.: 265 4346

NAME: (Print)  
(Sign)

ANTONIA BETTS

ADDRESS: 2025 DARWIN AVE

TEL. NO.: 275 4932

Hilario M. Gaslight

NAME: (Print)

(Sign)

Hilario M. Gaslight

ADDRESS: 223 N. Burlington Ave

TEL. NO.: (213) 483-5521

NAME: (Print)

(Sign)

Manuel Valdes

ADDRESS: 3752 E. Woolwine Dr.

TEL. NO.: 213. 262 2366

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

NAME:(Print) TONY STEPHEN

(Sign) *Tony Stephen*

ADDRESS: 1505 FAIR OAKS #B So. Pasadena

TEL. NO.: 818 441-2465

NAME:(Print)

(Sign)

ADDRESS:

TEL. NO.:

NAME:(Print) ELAINE LOESER

(Sign)

ADDRESS:

TEL. NO.:

NAME:(Print) Hoyt Hilsman

(Sign)

ADDRESS:

TEL. NO.:

NAME:(Print) JEFF JACKSON

(Sign)

ADDRESS:

TEL. NO.:

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

NAME: (Print)  
(Sign)

JOE L NABOR for J. Nabor

ADDRESS: 2215 Lincoln Pk Ave La 90031

TEL. NO.: <sup>213</sup> 225 4900

NAME: (Print)  
(Sign)

Salina Mattema

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NAME: (Print)  
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Cesar Jimon

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(Sign) SARAH H NABOR Sarah H Nabor

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TEL. NO.: 213 225 4900

NAME: (Print)

(Sign) Florentina Espinoza Florentina Espinoza

ADDRESS: 120 N 5TH ST MONTABELO CA 90640

TEL. NO.: (213) 888-5510

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

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PETITION

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NAME:(Print) Aurora V. Menge

(Sign) Aurora V. Menge

ADDRESS: 1516 N. Sate St.

TEL. NO.: 213 224-5017

NAME:(Print) Zula M. Menge

(Sign) Zula M. Menge

ADDRESS: 1516 N. Sate St.

TEL. NO.: (213) 223-3334

NAME:(Print) Dalia F. Garcia

(Sign) Dalia F. Garcia

ADDRESS: 3120 Valley St. #114 91723

TEL. NO.: (213) 227-1318

NAME:(Print) Carmen S

(Sign) ~~Dalia F. Garcia~~

ADDRESS: 3120 Valley St #114 91723

TEL. NO.: (213) 227-1318

NAME:(Print) Maria Longoria

(Sign) Maria Longoria

ADDRESS: 2034 Triffin Ave

TEL. NO.: —

PETITION

AS RESIDENTS OF LINCOLN HEIGHTS AND THE AFFECTED NORTHEAST AREA WE SUPPORT THE REHABILITATION AND ADAPTIVE REUSE OF THE FORMER LINCOLN HEIGHTS JAIL. WE STRONGLY OPPOSE ITS DEMOLITION.

FRANK GAUNA

NAME: (Print)  
(Sign)

ADDRESS:

TEL. NO.:

213 256 8707  
Audrey Gauna

NAME: (Print)  
(Sign)

ADDRESS:

TEL. NO.:

NAME: (Print)  
(Sign)

ADDRESS:

TEL. NO.:

NAME: (Print)

(Sign)

ADDRESS:

TEL. NO.:

NAME: (Print)

(Sign)

ADDRESS:

TEL. NO.:



David L. Malmuth  
Vice President

254116 DEC 14 83

December 10, 1993

Mr. Peter DeHaan  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
818 West Seventh Street  
Los Angeles, CA 90017

Re: Burbank-Glendale-Los Angeles Light Rail Line  
Supplemental Environmental Impact Report

Dear Mr. De Haan:

In connection with the Supplemental Environmental Impact Report for the Burbank-Glendale-Los Angeles Light Rail Line, The Walt Disney Company would like to unequivocally reaffirm its strong support for this project.

The proposed line will serve major employment and activity centers, including Burbank's vital Media District. Ridership projections are high, and the cost per mile compares very favorably to other lines. The connection to the Burbank-Glendale-Pasadena Airport will provide an important intermodal link to the regional transportation system. The project has strong local support, and a funding mechanism to support a significant local match is already in place.

We believe the project to be the most feasible and construction ready of those under consideration by the MTA. We urge its approval.

Sincerely,

A handwritten signature in cursive script, appearing to read "D. Malmuth".

David L. Malmuth

DLM:amd

RE: Burbank-Glendale-Los Angeles  
Rail Transit Project  
Draft Supplemental Environmental  
Impact Report  
State Clearinghouse No. 93051016



1501 Cerro Gordo  
Los Angeles, CA 90026  
(213) 666-9651, 222-8050  
December 13, 1993

Peter De Haan, Project Manager  
MTA  
818 W. 7th Street  
Los Angeles, CA 90017

Dear Mr. De Haan;

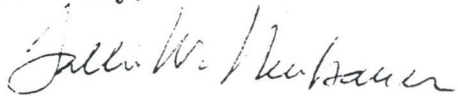
Nowhere in the Draft Supplemental Environmental Impact Report (DSEIR) does it state how large the proposed maintenance facility needs to be. The DSEIR does note that the Midway Yard facility for the Pasadena Light Rail line is temporary. The Final EIR should address accomodating what will be moved from Midway as well as anticipated increased needs from the Burbank Line. Also, it would seem that a third possibility for a maintenance facility exists in conjunction with the expansion of the Burbank Airport terminal, per the May 10, 1993 letter of Mr. Dan Ferger, Airport Engineer, included in the DSEIR Appendix. The DSEIR did not address his request to study this scenario. The Final EIR should correct this oversight.

If the currently proposed Taylor Yard/Arvia Street Station is to serve the community as the DSEIR notes, it does not need nor does the community want 600 parking spaces. Three hundred would be more than adequate.

Both the route and the non revenue connector in front of the jail are preferable in that they displace the least amount of people and save a valuable historic and cultural resource in the community.

Thank you for your consideration.

Sincerely,

  
Sallie W. Neubauer  
President, Citizens Committee  
to Save Elysian Park

MICROFILMED  
COPY IN RMC

LOS ANGELES CONSERVANCY

254191 DEC 15 8

Roosevelt Building • 727 West Seventh Street • Suite 955 • Los Angeles, California 90017 • 213 /623-CITY

VIA TELECOPIER AND U.S. MAIL

December 13, 1993

Mr. Peter De Haan, Project Manager  
Metropolitan Transportation Authority  
818 West 7th Street  
Los Angeles, California 90017

Re: Burbank-Glendale-Los Angeles Rail Transit Project  
Draft Supplemental Environmental Impact Report (DSEIR)

Dear Mr. De Haan:

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Report (DSEIR) for the Burbank-Glendale-Los Angeles Rail Transit Project. The Conservancy recommends that the Metropolitan Transportation Authority ("MTA") select the "Front of Jail" alternative since it is the only alternative that preserves the historic jail building.

The Lincoln Heights Jail has been designated a City of Los Angeles Historic-Cultural Monument by the Los Angeles City Council. Therefore, all references to the jail as a potential monument must be corrected to reflect its new status. As a result of the local designation, the Lincoln Heights Jail is now listed in the California Register of Historical Resources (AB 2881, Frazee). The State Register includes locally-designated resources.

The California Register states: "the intent of the Legislature that public agencies . . . encourage the owners of [historic properties] to perceive these resources as assets rather than liabilities and to encourage the support of the general public for the preservation and enhancement of historical resources." There is strong public support for the preservation and continued use of the Lincoln Heights Jail as a facility housing community services and a cultural arts organization which include: the Bilingual Foundation of the Arts -- an organization with city-wide participation and attendance, the Los Angeles Youth Athletic

Mr. Peter De Haan  
DSEIR: Burbank-Glendale-Los Angeles Rail Transit Project  
December 13, 1993  
Page 2

Club, and the Community Youth Gang Services. However, in analyzing the impact of the rail transit project on the jail, the SEIR fails to recognize the negative impact that dislocation would have not only for the existing tenants but also on the community as a whole. In addition, the SEIR failed to study the potential for expanded use of the building and the role it could play as a catalyst for the rejuvenation of the surrounding area as part of the "Front of Jail" alternative.

Other State level guidance exists to further the preservation of historic resources. Executive Order W-26-92, signed by Governor Pete Wilson in 1992, states that "each state agency is directed . . . to ensure that the protection of significant heritage resources are given full consideration in all of its land use and capital outlay decisions; and in conjunction with the California State Office of Historic Preservation, to institute procedures to ensure that state plans and programs contribute to the preservation and enhancement of significant non-state owned heritage resources. Therefore, the Final EIR ("FEIR") must present a fact-based analysis of retaining the historic jail building for continued use by community.

For the "Front of Jail" alternative, the DSEIR failed to consider a plan to relocate the existing tenants on the north side of North Avenue 19 into the jail building. According to the DSEIR, those businesses occupy approximately 12,000 sq. ft. There is sufficient space in the jail for additional tenants. The DSEIR identifies 88,000 sq. ft. currently in use (Table 6, at page 52) but fails to identify a total of 228,100 sq. ft. of space in the building. In addition, the jail building has loading docks at the rear which would benefit commercial and industrial tenants. This plan would rid the community of dilapidated buildings on the north side of Avenue 19, preserve the Historic-Cultural Monument, and retain businesses and cultural organizations in the community. The FEIR must examine this option under the "Front of Jail" alternative.

The alternative analysis for this option should examine the many redevelopment opportunities and improvements for the community such as relocating the aforementioned displaced businesses into the jail building, attracting other businesses, and upgrading the adjacent surrounding areas with landscaped parking, historic street lights, pedestrian oriented activities, retail food service and other street level uses oriented to neighborhood needs. The DSEIR failed to adequately explore these options.

Mr. Peter De Haan  
DSEIR: Burbank-Glendale-Los Angeles Rail Transit Project  
December 13, 1993  
Page 3

The "Through the Jail" alternative retains the dilapidated buildings on the north side of Avenue 19, an eyesore for the neighborhood, while demolishing a recognized historic building.

The Aesthetics Section 3.10 states that the aerial guideway in the "Front of Jail" alternative would result in "severe impacts on the jail structure and on the viability of the community service facilities located within." If designed properly, the impacts would not be severe and conversely the aerial guideway could create a space for street level neighborhood activities. There would be space between the guideway and the street and street level spaces for community revitalization activities as stated above. This must be explored in the FEIR to mitigate the impacts of the aerial guideway.

The Land Use Section 3.2 mitigation measures states that the MTA should develop a relocation program for the existing tenants of the jail building. The funding source for this proposal is not apparent. The failure to identify any funding sources raises the question of whether there are sufficient funds. The recommendation that the City should utilize funds from the acquisition of the property by the MTA for relocation and enhancement of facilities for the current tenants is pure conjecture in the absence of any studies. In addition, it would seem unlikely that the City could acquire at an affordable rate the square footage currently occupied by the existing tenants and the expansion space available to them in the jail building. None of the above mitigation measures would be necessary if the "Front of Jail" alternative is adopted.

Under the Front of Jail Alternative, at page 113, a potential conflict is identified with the proposed "San Fernando Road on-ramp for the Alameda Bypass planned by LADOT." It is our understanding that this is a conceptual plan that will probably never come to fruition because of physical conflicts with other planned projects.

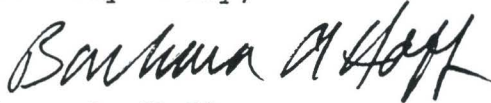
Under the Historical Resources Section 3.11, the mitigation measures fail to provide any level of documentation of the historic jail building, should the "Through the Jail" alignment be selected. The FEIR must identify proper documentation of the historic resource prior to demolition. Any project with federal funding must comply with the 106 Review Process which will require the recordation in accordance with the Historic American Buildings Survey ("HABS") standards. The FEIR should note this.

Mr. Peter De Haan  
DSEIR: Burbank-Glendale-Los Angeles Rail Transit Project  
December 13, 1993  
Page 4

This section also identifies the demolition of the jail building as an unavoidable impact. If the "Front of Jail" alternative is selected, the impact would be avoidable.

Thank you for considering our comments.

Yours very truly,

A handwritten signature in cursive script, reading "Barbara A. Hoff".

Barbara A. Hoff  
Director of Preservation Issues



**REMY and THOMAS**  
**ATTORNEYS AT LAW**

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GEORGINA FOONDOS  
KELLEY M. TABER  
LAND USE ANALYSTS

December 13, 1993

**SENT VIA FACSIMILE**

Copy to Follow By Regular Mail

Mr. Peter De Haan  
Project Manager  
Los Angeles County Metropolitan  
Transportation Authority  
818 West Seventh Street, Suite 300  
Los Angeles, CA 90017

RE: Comments on the Burbank-Glendale Rail Transit Project  
Draft Supplemental Environmental Impact Report

Dear Mr. De Haan:

We have been retained by the Los Angeles River Task Force of the Sierra Club Angeles Chapter in order to review the Burbank-Glendale Rail Transit Project Draft Supplemental Environmental Impact Report ("DSEIR"). The Sierra Club is a 100-year old national conservation organization representing over 50,000 members in the Los Angeles area. The Los Angeles River Task Force of the Sierra Club is dedicated to preserving and enhancing natural habitat, public open space and recreational opportunities along the Los Angeles River and is, therefore, concerned about development along the river that could degrade these critical resources. This letter presents the Sierra Club River Task Force's comments on the DSEIR.

First, we are concerned that in conducting the environmental review for the proposed transit line, the Los Angeles County Metropolitan Transportation Authority ("MTA") has failed to consult with state trustee agencies, such as the Santa Monica Mountains Conservancy, California Coastal Conservancy and Los Angeles City Department of Recreation and Parks to the extent required by the California Environmental Quality Act ("CEQA") (Pub. Resources Code, 21000 *et seq.*). Second, we believe that the DSEIR either neglects to, or inadequately addresses, a number of significant project impacts on the environment in the project area. These

include adverse impacts to the Los Angeles River, the Arroyo Seco River and Elysian Park, and a number of other existing plans to develop and enhance the live section of the Los Angeles River for recreational use and natural habitat. Third, we are concerned that there appears to have been no effort to undertake required federal environmental review under the National Environmental Policy Act ("NEPA") (42 U.S.C. 4321 *et seq.*).

We do not oppose the proposed Burbank-Glendale Light Rail Line. We believe, however, that the proposed project will cause additional increased urbanization of the area and negatively impact existing public park, natural, recreational and open space resources, as well as place additional pressures on already extremely park and recreation-poor neighboring communities. In view of these significant impacts, the Sierra Club urges MTA to adopt a range of mitigation measures that will provide for additional natural open space and recreational areas. Such measures would balance project-induced impacts, including further urbanization of the project area.

**I. MTA Failed to Consult with Trustee Agencies to the Extent Required by CEQA.**

Under CEQA,

"[p]rior to determining whether a negative declaration or environmental impact report is required for a project, the Lead Agency [in this case MTA] shall consult with all responsible agencies<sup>[1]</sup> and with *any other public agency*<sup>[2]</sup> *which has jurisdiction by law over natural resources affected by the project which are held in trust for the people of the State of California.*" (Pub. Resources Code, 21080.3, subd. (a) (emphasis added).)

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<sup>1</sup> According to the CEQA Guidelines (Cal. Code Regs., tit. 14, § 15000 *et seq.*) the term responsible agency "includes all public agencies other than the Lead Agency which have discretionary approval over the project." CEQA Guidelines, § 15381.

<sup>2</sup> By virtue of its placement in the Resources Agency of the State of California, the Conservancy is a "public agency." *See* Pub. Resources Code, § 33200.5.

According to its enabling legislation, the Santa Monica Mountains Conservancy is such an agency.<sup>3</sup> Paralleling the language above, section 33001 of the Public Resources Code states that land under the Santa Monica Mountains Conservancy's jurisdiction

"is a unique and valuable economic, environmental . . . and recreational resource which should be held in trust for present and future generations . . . and that the preservation and protection of this resource is in the public interest."<sup>4</sup> (Pub. Resources Code, § 33001.)

Moreover, the Santa Monica Mountains Conservancy has been expressly charged with implementing provisions of the Santa Monica Mountains Conservancy Act, including "all . . . things necessary to carry out the purposes of [the act]." (Pub. Resources Code, 33211, subd. (c).) As such, the Conservancy has "jurisdiction by law" over natural resources held in trust for the people of California as contemplated by CEQA.

Given the close proximity of Santa Monica Mountains Conservancy lands to the project at issue, as soon as MTA determined that an environmental impact report ("EIR") was warranted, it was required to "immediately send notice of that determination...to those *public agencies having jurisdiction by law over natural resources affected by the project which are held in trust for the people of the State of California.*" (Pub. Resources Code, 21080.4 (emphasis added).) Had MTA complied with its statutory obligation under CEQA, the Conservancy would have been afforded the opportunity to comment on the scope and content of the EIR and meet with MTA to discuss its concerns about the potential impacts of the project on trust resources within the Conservancy's jurisdiction.

Having neglected to involve the Santa Monica Mountains Conservancy from the inception of the proposed project, MTA abused its discretion by failing to proceed in a manner prescribed by CEQA. In addition, had MTA proceeded in the manner prescribed by CEQA, the Conservancy would have had the opportunity to make specific recommendations about mitigation measures and alternatives to address the impacts described below.

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<sup>3</sup> The CEQA Guidelines refer to state agencies "having jurisdiction by law over natural resources affected by a project with are held in trust for the people of the State of California" as "trustee agencies." CEQA Guidelines, § 15386.

Trustee agencies include the State Lands Commission, the State Department of Parks and Recreation, and the University of California with regard to sites within the Natural Land and Water Reserves System. CEQA Guidelines, § 15386, subs. (b)-(d). Like each of these trustee agencies, the Santa Monica Mountains Conservancy specifically holds land in trust for the people of the State of California.

<sup>4</sup> Land under the jurisdiction of the Conservancy is deemed the "Santa Monica Mountains Conservancy Zone" as defined by section 33105 of the Public Resources Code.

We believe that similar jurisdictional issues are raised with regard to the Coastal Conservancy and the Los Angeles City Department of Recreation and Parks.

**II. The DSEIR Fails to Address the Following Significant Adverse Impacts to Resources Within the Santa Monica Mountains Conservancy's Jurisdiction.**

As noted above, the Santa Monica Mountains Conservancy was established by the State Legislature in 1980 to purchase parkland for public recreation and preservation of wildlife habitat. The Conservancy's zone as established by the state legislature includes corridors connecting El Pueblo State Historic Park to Griffith Park, including portions of the Los Angeles River contained therein as well as connecting trails linking the Arroyo Seco River with the Los Angeles River. (See Pub. Resources Code, § 33105.)

The proposed Burbank-Glendale Light Rail Line will transverse the southeastern portion of the Santa Monica Mountains Conservancy Zone and impact two important designated recreational corridors: El Pueblo State Historic Park to Griffith Park and The Rim of the Valley Trail Corridors. The Los Angeles River and its major tributary, the Arroyo Seco River, are considered critical components of these recreational corridors. The eight-mile stretch of the Los Angeles River from Griffith Park to Elysian Park is alive and contains an unpaved, soft-bottom section of the river that supports a tremendous variety of plant and animal life. This live stretch of the river currently supports 200 species of birds, provides significant natural habitat and contains many opportunities for additional park, recreation, trail, historic and natural habitat sites.

Moreover, the Santa Monica Mountains Conservancy is mandated by statute to create the following recreational corridors within areas directly impacted by MTA's proposed light rail project:

**A. El Pueblo State Historic Park to Griffith Park Trail Corridor.**

This trail is a recreation corridor connecting these existing parks to each other and to other areas in the Santa Monica Mountains. El Pueblo State Historic Park is the site of the first city in Los Angeles established in 1781 and is listed in the State Register of Historic Places.

*"The zone shall also include Elysian Park and El Pueblo de Los Angeles State Historic Park and, for purposes of providing a recreational trail corridor, it shall also include hiking and equestrian trail connections and accessways between Griffith Park, Elysian Park and El Pueblo de Los Angeles State Historic Park."*  
(Pub. Resources Code, § 33105.)

**B. The Rim of the Valley Trail Corridor.**

This trail corridor encircles the San Fernando and La Crescenta Valleys to Sierra Madre and extends the length of the Arroyo Seco from the Devil's Gate Recreation Area in Pasadena to its confluence with the Los Angeles River in the City of Los Angeles.

*"The existing parks and open spaces owned by federal, state, and local agencies within the Rim of the Valley Trail Corridor...are important recreational and environmental resources for the people of California especially the residents of the San Fernando, La Crescenta and San Gabriel Valleys, and it is in the public interest to facilitate the connection of existing parks and open-space resources and to provide for further improvement of underutilized public easements and other existing public open spaces." (Pub. Resources Code, § 33204.3)*

Our comments on the Burbank-Glendale DSEIR pertain to the areas encompassed within these two recreational corridors and includes the section of the light rail line from the Fletcher Drive-Glendale Freeway station to the junction with the Pasadena Blue line. We will refer to this segment of the alignment throughout our comments as the "project area."

### **III. The DSEIR'S Analysis of Significant Adverse Project Impacts on Biological and Recreational Resources Legally Deficient.**

The DSEIR is legally deficient in the following respects:

#### **A. Failure to Adequately Address Significant Adverse Project Impacts on Los Angeles Natural River Habitat.**

The final project EIR ("FEIR") and the DSEIR fail to quantify or assess the wide range of species and biological diversity that exist in portions of the Los Angeles River located within the project area and, therefore, fails to adequately analyze the impact of the project on the river. The FEIR states: *"Although these channels do not contain much vegetation, the portion of the Los Angeles River south of its merger with the Arroyo Verdugo exhibits a riparian quality and could potentially support various plant and animal life."*<sup>5</sup> In so doing, MTA acknowledges important biological resources within the project area and yet, fails to analyze the ensuing impacts caused by the light rail project.

In fact, eight miles of the river extending south of the Arroyo Verdugo to the merger with Arroyo Seco River is unpaved soft-bottom and supports a multitude of wildlife and riparian habitat. In addition to the species identified as candidates for Federal Listing under the Endangered Species Act (16 U.S.C. § 1531 *et seq.*), the Los Angeles River riparian area provides habitat supporting a wide range of species and vegetation. A study of the Biota of the Los Angeles River conducted by the Natural History Museum of Los Angeles County<sup>6</sup> specifically identifies the following:

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<sup>5</sup> FEIR Chapter 4.0 Section 4.1 Regional Environmental Setting, p. 76.

<sup>6</sup> Natural History Museum of Los Angeles County Foundation for the California Department of Fish and Game. Edited by Kimball Garrett. March 1993.

- 200 species of birds
- 19 species of reptiles and amphibians
- 9 varieties of freshwater algae

This report also identifies the section of the Los Angeles River between Los Feliz Boulevard and the Pasadena freeway crossing as an ideal location to reestablish the unarmored threespine stickleback, *Gasterosteus aculeatus williamsoni*, as called for by the U.S. Fish and Wildlife Service's revised recovery plan. The stickleback is listed as endangered on the State and Federal Endangered Species List. (See footnote number 6.)

We therefore conclude that MTA's assessment and analysis of significant adverse project impacts on biological resources in the soft-bottom section of the Los Angeles River within the project area is legally deficient under CEQA.

**B. Failure to Analyze Adverse Project Impacts and Identify Adequate Mitigation Measures to Address Sediment Loading in the Los Angeles River During Project Construction.**

The FEIR indicates that construction of the project will increase the sediment load in the Los Angeles River during the construction of the Burbank-Glendale line. Sediment loading will have a significant negative effect on natural habitat and therefore on wildlife dependant on this habitat for survival. In particular, the FEIR states that construction of the proposed project's "ten transit stations and associated parking areas, the laying of new rails, and the widening of the bridge crossing Arroyo Verdugo Wash . . . would entail activities that could temporarily increase the sediment load of local drainages and the Los Angeles River."<sup>7</sup> Continuing, the FEIR states that "[w]idening of the bridge over the Arroyo Verdugo . . . would result in the disturbance of the wash bottom and temporarily increase downstream sediment loads."<sup>8</sup> Despite the acknowledgment of project-induced sediment loading in the project area, however, the FEIR "anticipates" that such impacts will not be significant.<sup>9</sup>

This "analysis" is evasive, contradictory and legally deficient under CEQA. First, MTA's conclusion that project impacts associated with sediment loading will be less than significant seems to rest solely on the assertion that the activities causing such impacts are "temporary." The temporary nature of project construction, however, is not sufficient to relieve MTA of its obligation under CEQA to assess and mitigate the permanent impacts caused by such actions. Moreover, given the fact that MTA's assessment and analysis of biological resources within the soft-bottom section of the Los Angeles River is itself flawed, there is nothing in MTA's analysis to support the conclusion that impacts associated with sediment loading, even if temporary, would be less than significant on biological resources.

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<sup>7</sup> FEIR, Chapter 5.0, Section 5.6.3, ["Title"] p. 143.

<sup>8</sup> *Ibid.*

<sup>9</sup> *Ibid.*

Finally, MTA has failed to suggest a single mitigation measure to address project-induced sediment loading even if the impacts were "temporary." This failure also constitutes an abuse of discretion under CEQA and provides further evidence that MTA failed to assess and analyze adverse project impacts and mitigation measures associated with sediment loading in the Los Angeles River caused by project construction.

### C. Failure to Adequately Analyze Project Noise Impacts.

The DSEIR and FEIR analyses of noise impacts resulting from the proposed project are inconsistent, unclear, and call into question the accuracy of the data and resulting analyses of impacts.

First, the FEIR indicates that "ambient noise levels in the vicinity of the project alignment range from approximately 60 to 73 decibels."<sup>10</sup> In contrast, in the Environmental Issues Analysis Section of the same document, the noise levels are reported to be significantly higher. This section states, "[a]mbient noise levels in the vicinity of the proposed alignment range from approximately 66 to 77 decibels."<sup>11</sup>

This inconsistency calls into question the accuracy of the data reported.

Second, the DSEIR includes inaccurate analysis of noise impacts data. The DSEIR states that "[w]ithin the Taylor Yard area, the proposed transit alignment would be located approximately 300 feet from the nearest residences and about 400 feet from the nearest school."<sup>12</sup> Despite the proximity of these noise-sensitive sites to the project area, however, the noise impacts analysis was actually conducted at a distance of 800 feet from the nearest residence and 1,000 feet from the nearest school.<sup>13</sup>

Accordingly, analysis in the DSEIR significantly underestimates the impacts from noise generated by the proposed project.

Third, the DSEIR fails to acknowledge that ambient noise levels generated by the proposed project amount to a significant impact as defined by the FEIR. In particular, the FEIR, in discussing methodology used for noise impacts analysis, states, "when the ambient

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<sup>10</sup> FEIR Chapter 4.0, Environmental Setting, Section 4.8, Noise, p. 86

<sup>11</sup> FEIR Chapter 5.0, Environmental Issues Analysis Section 5.5, Noise, p. p. 132.

<sup>12</sup> DSEIR Chapter 3.0, Environmental Issues Analysis Section 3.5, Noise, p. 83.

<sup>13</sup> DSEIR Chapter 3.0, Environmental Issues Analysis Section 3.5, T5, Noise Table 20, p. 84.

noise level is 65 decibels, an incremental change of more than one decibel would be considered significant."<sup>14</sup>

As cited in the DSEIR, ambient noise levels at the nearest residence (800 feet from receptor) and the nearest school (1,000 feet from receptor) are 63.0 decibels each. Project-induced changes in ambient noise levels at the same receptors are 0.9 and 0.7 respectively.<sup>15</sup>

These increases could constitute a significant impact if these increased levels fell within the statistical margin of error. In light of fact that the FEIR and DSEIR fail to indicate the statistical margin of error, and given the fact that the resultant project changes in ambient levels approach the FEIR's defined level of significance, changes in ambient noise levels as described above are a significant unaddressed project impact.

Further, if the analysis described above had been conducted at the correct distance from the receptor sites - 300 and 400 feet respectively - the difference between these results and those reported in the DSEIR would be significant.

In short, DSEIR analysis of project ambient noise impacts is deficient.

#### **D. Failure to Adequately Address the Project's Cumulative Impacts.**

The project area is the focus of several transit lines and economic development projects. Communities directly adjacent to the rail project will be living in an extremely active transportation and economic development corridor that will significantly alter the quality of life of residents and negatively impact existing park and recreational opportunities and the last remaining natural open space areas of Northeast Los Angeles and Elysian Valley.

The cumulative impact section does not adequately address the impacts of existing and planned projects for the project area on surrounding communities and on park, recreational and natural resources, particularly the impacts of those projects designed to further additional economic development. Further, the FEIR and the DSEIR discuss regional as opposed to localized impacts on the communities and existing natural, recreational an open space resources.

The FEIR states: *"This level of discussion [for fostering economic or population growth] is important in the cumulative sense since an increase in population may further tax existing community service facilities."*<sup>16</sup> Within the project area, the planned economic development in conjunction with improved transportation systems will cause an increase in local population, traffic and noise that will strain existing public natural, recreational and open space, recreation and open resources. the FEIR states that *"...the proposed project can be a relatively moderate*

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<sup>14</sup> FEIR Chapter 5.0, Section 5.5 Noise, p. 135.

<sup>15</sup> DSEIR Chapter 3.0, Environmental Issues Analysis Section 3.5, Noise Table 20, p. 84.

<sup>16</sup> FEIR, Chapter 7.0, Section 7.1 Growth-Inducing Effects, p. 203.



to high capacity feeder system that could potentially redistribute growth and development along its route."<sup>17</sup>

The cumulative impact section fails to adequately analyze the growth inducing impacts of the following existing and planned projects:

**1. Transportation Projects.**

**Nine rapid transit lines and three maintenance facilities currently operate or are planned for the project area.<sup>18</sup>**

Northeast Los Angeles and Elysian Valley are the center of an aggressive rapid transit corridor that includes:

- Three Commuter Rail Metrolink trains
- Two Santa Barbara trains
- Amtrak Coast Train
- Southern Pacific Freight trains
- Proposed Burbank-Glendale Light Rail Line
- Pasadena Blue Line
- Midway Yard Maintenance Facility
- Metrolink Commuter Maintenance Facility
- Southern Pacific Maintenance Facility

This intense level of train activity will result in a continuous passing of trains near these neighborhoods 24 hours a day. The increase in noise from such frequent rail activity is extremely disruptive to residents, will significantly degrade the quality of life, and will impact public park, recreation and natural open space areas.

**2. Economic Development Projects.**

**a. Joint developments with Lawry's and Van de Kamps Bakery.**

The DSEIR makes several references to the potential for joint developments at the Lawry's and Van de Kamps Bakery sites. In fact, the Burbank-Glendale line does not include parking facilities at the Avenue 19 station, citing "*The proposed project also does not wish to preclude any potential private or joint development opportunities which could provide a more coordinated and sensitively developed rail transit parking facility.*"<sup>19</sup>

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<sup>17</sup> *Ibid.*

<sup>18</sup> FEIR Chapter 4.0 Section 4.8 Noise, p. 86.

<sup>19</sup> FEIR Project Description of Proposed Station Areas and State Site Plans Ave 19 Station, p. 45.

While a joint development of these facilities will bring economic benefit to the area, there will also be growth-inducing impacts such as traffic, noise and congestion. The inevitable joint development of these two facilities should be addressed in any discussion of cumulative effects on the project area.

**b. Taylor Yard Transit Development Study.**

The FEIR and DSEIR reference this study and the coordinating efforts between the Taylor Yard Transit Development Study and the proposed Burbank-Glendale Light Rail Line. However, the EIR does not analyze the potential impacts of this study even as the final recommendations are being prepared for presentation and approval by the MTA Board. The stated purpose of the study is for economic development ". . . interesting challenges and opportunities arise in the planning for physical, social, cultural and economic development of the area . . . ."20

**E. Failure to Address Significant Adverse Project Impacts on Current and Proposed Recreation Projects in the Project Area.**

The Burbank-Glendale Light Rail Line 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 including:

1. City of Los Angeles Bikeway
2. Los Angeles County Los Angeles River Master Plan
3. Rim of the Valley Trail Corridor (State-designated)
4. El Pueblo State Historic Park to Griffith Park Trail Corridor (State-designated)
5. Juan Bautista De Anza National Historic Trail

The FEIR and the DSEIR do not address any of the above-mentioned projects and the potential environmental impacts of the planned light rail line on these existing projects. Specifically, the light rail line will significantly effect the viewsheds of existing parks and trails and of planned trails along the Los Angeles River corridor, and will greatly diminish the quality of trail users' enjoyment because of the noise that will be generated by the project.

The following provides a brief description of each of the recreation and natural open space projects referenced above:

**1. City of Los Angeles Bikeway.**

The City of Los Angeles Department of Transportation is overseeing the design and construction of a regional bikeway that will extend from Griffith Park to Elysian Park. This bikeway is intended to be an alternate form of transportation commuter route and a major

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<sup>20</sup> Taylor Yard Transit Development Study, p. 1.

recreation trail, and will represent a significant investment of public funds when completed. The bikeway will run south along Riverside Drive and connect with the Los Angeles River at Fletcher Drive and continue south along the west bank (traveling downstream on the river right). The City has already set aside over \$4 million in state and local funds to construct the first phase of this bikeway.

## **2. Los Angeles County Los Angeles River Master Plan.**

In 1991, following a motion by Superior Gloria Molina, the Los Angeles County Board of Supervisors directed the Department of Public Works, Parks and Recreation and Regional Planning to coordinate all interested public and private parties in the planning, financing and implementation efforts of a Master plan for the Los Angeles River and Tujunga Wash. The purpose of the master plan is to "...generate new opportunities for recreation and environmental enhancement, improve the aesthetic qualities of the river, enrich the quality of life for residents and contribute to the economy of the region" while maintaining flood protection capabilities.<sup>21</sup>

## **3. Rim of the Valley Trail Corridor.**

This important trail corridor connects mountain, canyon and river areas from Chatsworth in the west to Sierra Madre in the east, and from Pasadena in the north to the City of Los Angeles in the South via the Arroyo Seco River. The Arroyo Seco River is a major tributary of the Los Angeles River and connects the Los Angeles River Corridor to the Devil's Gate Recreation Area in Pasadena which in turn provides direct access into the San Gabriel Mountains and to the rest of the Rim of the Valley Trail Corridor, east to Sierra Madre and west through the foothills of the San Fernando Valley.

The lower portion of the Arroyo Seco is currently undergoing a tree-planting and trail restoration program along the two miles of the Arroyo Seco near the confluence with the Los Angeles River.

## **4. El Pueblo State Historic Park to Griffith Park Trail Corridor.**

This trail will connect the open spaces of El Pueblo State Historic Park to Elysian and Griffith Parks, and provide inner city residents with easy access to the Santa Monica Mountains and regional parks. The Santa Monica Mountains Conservancy is mandated by the state legislature to create this trail.

## **5. Juan Bautista De Anza National Historic Trail.**

The De Anza trail was authorized by Congress in August 1990. The trail represents the route taken by Anza in 1775-76 when he led a contingent of colonists from what is now Mexico across the deserts and mountains to found a colony for Spain at San Francisco. One of only seven such trails in the country and considered "one of the great migratory marches of history",

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<sup>21</sup> Los Angeles County Los Angeles River Master Plan Progress Report.

the Anza trail crosses San Diego, Riverside, San Bernardino, Orange, Los Angeles, Ventura and Santa Barbara counties on its way to San Francisco. In Northeast Los Angeles, the De Anza Trail will extend from Griffith Park to Elysian Park along Riverside Drive. The Burbank-Glendale line would cross the De Anza trail at the confluence of the Los Angeles River and the Arroyo Seco.

**F. Failure to Address Significant Adverse Project Impacts on Elysian Park, the Most Significant Existing, Developed Recreational Resource in the Project Area.**

Elysian Park is the most significant existing, developed recreational resource located within just 1/4 mile of the project area. Impacts from the project on Elysian Park are omitted from the environmental impact analysis. The overview section of Natural and Recreational Resources states "...the project study area still maintains a number of significant topographic features and natural resources that include...the open spaces of Griffith Park, Elysian Park..."<sup>22</sup> Despite the acknowledgement of Elysian Park as a "significant environmental feature" within the study area, the FEIR and DSEIR do not address the impacts of the project on Elysian Park.

This omission of impacts on Elysian Park is significant. Covering over 585 acres, Elysian Park serves the entire Northeast region of the city, including Echo Park, Silver Lake, up to and including Pico Union, through Highland Park to Eagle Rock, part of the Central City, Elysian Valley and Cypress Park. Elysian Park serves a very large number of Los Angeles City residents.

Elysian Park provides over 20 miles of heavily used trails and climbs to 800 feet, providing users with an unparalleled view of northeast Los Angeles and Mt. Washington. The Burbank-Glendale Light Rail Line will significantly impact this spectacular viewshed as many of Elysian Park's established trails and viewpoints overlook Taylor Yard and Elysian Valley.

**IV. MTA Has Failed to Undertake Federally Required Environmental Review Under National Environmental Protection Act.**

The FEIR and DSEIR fail to identify the funding source for construction of the proposed Burbank-Glendale Rail Transit Project. Accordingly, the Sierra Club assumes that project construction will involve the use of federal funds. Moreover, since project construction will require approval by at least one federal agency, the Sierra Club asserts that MTA has violated NEPA by failing to prepare an Environmental Impact Statement ("EIS").

According to federal law, NEPA applies to "...major federal actions significantly affecting the quality of the human environment..." (41 U.S.C. 4332 (2)(C).) To trigger NEPA, the proposed activity must be an "action" and it must be "federal." (40 C.F.R. 1502.4, 1508.18 (a).)

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<sup>22</sup> FEIR Section 5.8, p. 156.

Under NEPA, the term "federal" is not limited to projects solely carried out by the federal government in their entirety. In fact, NEPA's federal nexus may be established by the acceptance of federal funding by a non-federal agency (*National Forest Preservation Group v. Butz* (9th Cir. 1973) 485 F.2d 408,411); by circumstances where a federal agency has the right to impose conditions on the project (*Forelaws on Board v. Johnson* (9th Cir. 1983) 743 F.2d 677, 681); or where a federal agency has discretion to issue a permit for all, or a portion of, the project (*Maryland Conservation Council, Inc. v. Gilchrist* (4th Cir. 1986) 808 F.2d 1039, 1042).

Both the DSEIR and the FEIR indicate that construction of the project will require at least one federal permit. (DSEIR, 1.3.4, p. 11; FEIR, 1.1.3, p. 3.) Moreover, the DSEIR states that its listing of permitting agencies may not be completed. (DSEIR, 1.3.4, p. 11.) This admission alone indicates that NEPA applies to the proposed project or, at a minimum, requires that MTA actually demonstrate the project is not subject to federal law.

## VI. Conclusion

The FEIR and the DSEIR fail to adequately address the significant impacts of the proposed Burbank-Glendale Light Rail Line on existing, natural, recreational and open space areas and on planned and developing local, state and national recreational projects in the project area. The proposed project will significantly impact the few existing park, recreation and natural open space resources in the project area, and furthermore, will seriously degrade those park and recreation projects which are currently being planned, developed and funded by local, state and federal park agencies.

The FEIR and the DSEIR do not even include the impacts on Elysian Park or on the communities whose residents depend on the park as their only large regional open space park. This includes the communities of Elysian Valley, Silver Lake and Echo Park, as well as their neighboring communities.

While we recognize that the communities of Northeast Los Angeles and Elysian Valley will accrue many benefits as a result of improved transportation opportunities and the planned economic development projects, we strongly feel that the MTA must adequately address, and provide mitigation for the intensified urbanization of the project area that will result. This urbanization will cause increases in traffic, noise, commercial and residential development and population growth.

In an effort to offset this increased urbanization, public demand for parks, open space and recreational opportunities will increase, straining the already severely-limited parks and natural open space in the area. Further, increased noise and the visual impact of the train lines will diminish the existing park experience for the residents of Northeast Los Angeles and Elysian Valley.

Providing adequate natural, recreational and open space for these communities is extremely important because the communities in Northeast Los Angeles and Elysian Valley are already among the most "park-poor" in Los Angeles County. The proposed Burbank-Glendale

line will only exacerbate an already congested situation. Northeast Los Angeles and the communities of Elysian Valley, Silver Lake and Echo Park have well below the National Recreation and Park Association recommended average of 6 to 10 acres of parkland for every 1,000 residents. The Los Angeles River offers the communities of Elysian Valley and Northeast Los Angeles unique opportunities for park, recreation, open space and natural habitat.

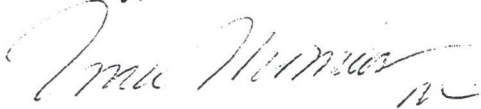
The Local Area Plans of the General Plan for the City of Los Angeles stress the need for increased park and open space areas in Northeast Los Angeles and Elysian Valley. The Northeast District Plan is the reigning area land use plan and it specifically states that: "expansion and improvement of needed local parks throughout the District should be accelerated, as funds and land become available."<sup>23</sup>

### **Recommended Mitigation**

The Burbank-Glendale Light Rail Line will cost over \$500 million. We recommend that a portion of these funds be set aside to mitigate the many impacts described herein. These funds should be allocated to a trustee agency for the purposes of establishing public access to the Los Angeles River recreational corridor and for acquiring and developing a network of public parks along the planned Los Angeles River Bikeway route, along the trail corridor connecting Elysian Park and Griffith Park, and along the Arroyo Seco corridor connecting these parks to the Devil's Gate Recreation Area.

We welcome the opportunity to meet with you before you finalize the Supplemental Environmental Impact Report for the Burbank-Glendale Light Rail Line to discuss these comments further.

Sincerely,



Tina A. Thomas



By: John Mattox

3121701.003

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<sup>23</sup> Northeast Los Angeles District Plan.

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CALIF. CONTRACTORS LIC. No. 412946 C-15

254287 DEC 17 83

December 15, 1993

Mr. Peter DeHaan  
Project Manager  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
818 West Seventh Street  
Los Angeles, California 90017

Re: Burbank-Glendale-Los Angeles Light Rail  
Supplemental Environmental Impact Report

Dear Mr. DeHaan:

Thank you for the opportunity to comment on the Supplemental Environmental Impact Report (SEIR) for the Burbank-Glendale-Los Angeles Light Rail Line.


I would like to go on record in strong support of this project and timely approval and certification of the SEIR. The proposed light rail line will serve major employment and activity centers, has high ridership projections and low cost estimates, connects to major regional intermodal transportation centers, and has strong community support. The project will have a significant impact on economic development and job creation in the region and funding commitments by the local communities make this the most feasible project to complete of those being considered by the MTA.

I believe the SEIR has been completed thoroughly and correctly and provides further evidence of the cost effectiveness and desirability of this project. The identification of a feasible maintenance facility site is another indicator of the importance of this project to the overall rail and transportation network.

Thank you for considering my comments,

Sincerely,

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Richard Raad

**REMY and THOMAS**  
**ATTORNEYS AT LAW**

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GEORGINNA FOONDOS  
KELLEY M. TABER  
LAND USE ANALYSTS

December 20, 1993

**SENT VIA FEDERAL EXPRESS**

Mr. Peter De Haan  
Project Manager  
Los Angeles County Metropolitan  
Transportation Authority  
818 West Seventh Street, Suite 300  
Los Angeles, CA 90017

RE: Submission of Map to Supplement Los Angeles River Task Force Comments on  
the Burbank-Glendale Rail Transit Project Draft Supplemental Environmental  
Impact Report

Dear Mr. De Haan:

The Los Angeles River Task Force submits the enclosed map to supplement its comments  
of December 13, 1993, on the Metropolitan Transit Authority's Burbank-Glendale Rail Transit  
Project Draft Supplemental Environmental Impact Report.

In so doing, the Los Angeles River Task Force hopes that the map will provide a  
geographic context for its comments, as well as to underscore the important recreational and  
biologic resources impacted by the proposed project.

As always, if you have additional questions please feel free to call.

Sincerely,

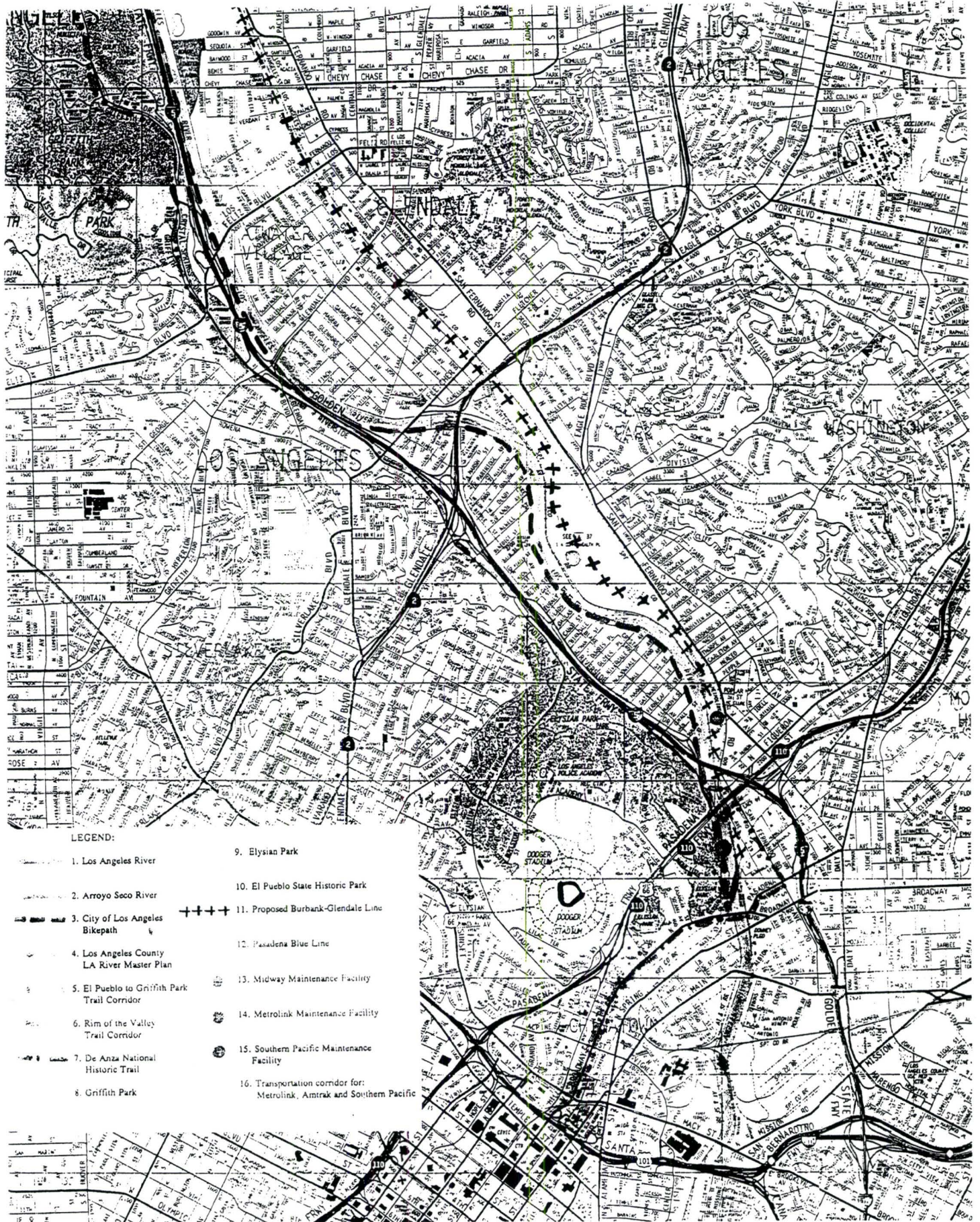


John H. Mattox

enclosure  
3121701.003

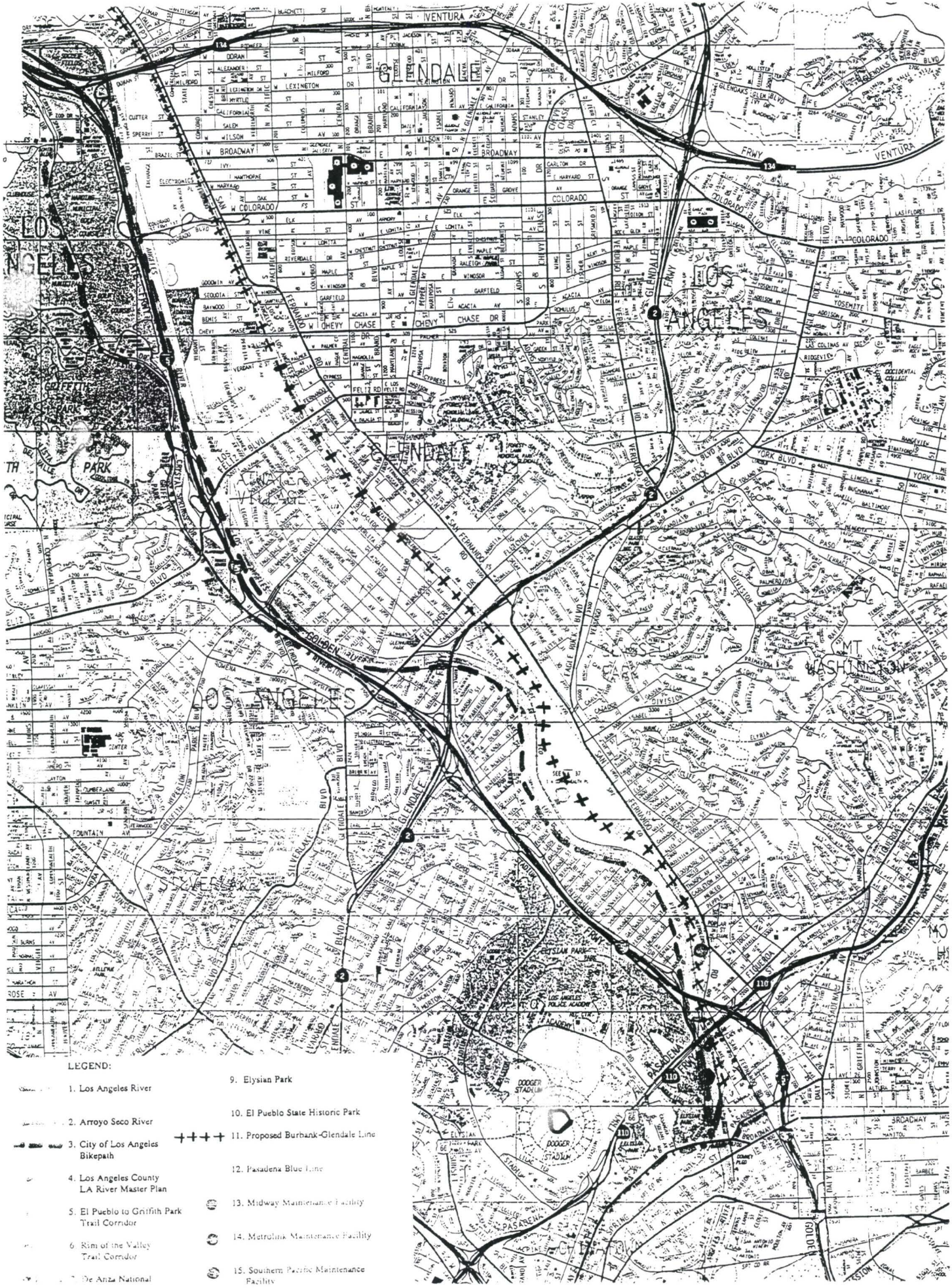
cc: Dennis Schure





LEGEND:

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|--|--|--|---|
|  | 1. Los Angeles River                         |  | 9. Elysian Park   |
|  | 2. Arroyo Seco River                         |  | 10. El Pueblo State Historic Park                                       |
|  | 3. City of Los Angeles Bikepath              |  | 11. Proposed Burbank-Glendale Line                                      |
|  | 4. Los Angeles County LA River Master Plan   |  | 12. Pasadena Blue Line  |
|  | 5. El Pueblo to Griffith Park Trail Corridor |  | 13. Midway Maintenance Facility   |
|  | 6. Rim of the Valley Trail Corridor          |  | 14. Metrolink Maintenance Facility                                      |
|  | 7. De Anza National Historic Trail           |  | 15. Southern Pacific Maintenance Facility                               |
|  | 8. Griffith Park                             |  | 16. Transportation corridor for: Metrolink, Amtrak and Southern Pacific |



LEGEND:

- |  |   |
|--|---|
| 1. Los Angeles River                         | 9. Elysian Park                           |
| 2. Arroyo Seco River                         | 10. El Pueblo State Historic Park         |
| 3. City of Los Angeles Bikepath              | 11. Proposed Burbank-Glendale Line        |
| 4. Los Angeles County LA River Master Plan   | 12. Pasadena Blue Line                    |
| 5. El Pueblo to Griffith Park Trail Corridor | 13. Midway Maintenance Facility           |
| 6. Rim of the Valley Trail Corridor          | 14. Metrolink Maintenance Facility        |
| 7. De Anza National                          | 15. Southern Pacific Maintenance Facility |



# WALT DISNEY Imagineering

Stanley P. Steinberg  
Executive Vice President

254923 JAN-5 1994

January 4, 1994

Mr. Peter DeHaan  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
818 West Seventh Street  
Los Angeles, CA 90017

Re: Burbank-Glendale-Los Angeles Light Rail Line  
Supplemental Environmental Impact Report

Dear Mr. DeHaan:

Thank you for the opportunity to comment on the Supplemental Environmental Impact Report (SEIR) for the Burbank-Glendale-Los Angeles Light Rail Line.

Disney Imagineering would like to go on record in strong support of this project and timely approval and certification for SEIR. The proposed light rail line will serve significant employment centers, including the one that houses our eighteen hundred employees in Glendale. Mass transit is vital to this area to allow for the creation of new jobs and expansion of employers by enabling businesses to meet their air quality requirements and to provide easy accessibility for their employees. In addition to employment and business centers, the project will serve entertainment destinations and intermodal centers, and will have high ridership, low per mile projected costs, and strong community support.

We believe the SEIR has been completed thoroughly and correctly, and provides further evidence of the cost effectiveness and desirability of this project.

Thank you for considering our comments.

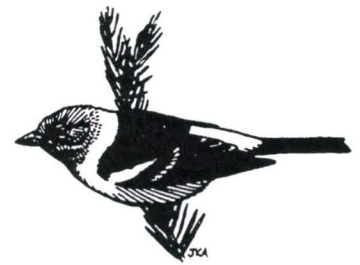
Sincerely,

Stanley P. Steinberg

SPS/fg

# los angeles audubon society

7377 santa monica boulevard • west hollywood, california 90046-6694 • 213 876-0202



255123 JAN 10 1994

January 6, 1994

Peter De Haan  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
818 West Seventh At, Suite 300  
Los Angeles, Calif 90017

The Los Angeles Audubon Society is deeply concerned about the effect of the proposed Burbank-Glendale Light Rail Line on Elysian Park and the soft-bottomed stretch of the Los Angeles River from Griffith Park to the Arroyo Seco. Unlike the miles of concrete-lined channel that are standard for most of the river, the soft bottom of these eight miles provides a conduit of greenery that is not only pleasing to the eye but supports a remarkable variety of wild life.

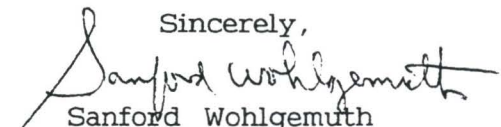
Kimball L. Garrett, a widely-respected ornithologist at the Los Angeles County Museum of Natural History, made a four-month bird survey for California Fish and Game of a small portion of this unpaved part of the river in 1991 and recorded 120 species.

We feel that this natural habitat and its birds should not be jeopardized by the impact of rail lines, however necessary. It is disturbing that the DSEIR for the Burbank-Glendale line does not consider negative environmental effects, nor does it provide mitigation for them.

At a time when many agencies and citizen groups are interested in transforming the Los Angeles River into parkland and open space it is discouraging that this most appealing section of the river, the one most conducive to becoming a genuine nature preserve, is threatened with profound disruption.

In a part of the city that needs the benefits of recreation and park values more than most, we urge you to take all possible measures to ensure the creation of such a refuge.

Sincerely,

  
Sanford Wohlgemuth  
Conservation Chair

CITIZENS COMMITTEE TO SAVE ELYSIAN PARK  
1501 Cerro Gordo, Los Angeles, California 90026  
(213) 222-8050 666-9651



News

JAN 13 1994

January 11, 1994

Peter De Haan  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
818 West 7th, Suite 300  
Los Angeles, CA 90017

Dear Mr. De Haan;

The Los Angeles River is one of our most valuable urban open space opportunities and as such should be cherished and enhanced. The Citizens Committee to Save Elysian Park (CCSEP) has been working with Friends of the Los Angeles River, other river advocate groups, environmental and bike groups for several years to the end of establishing a bike path/green belt that would serve not only as an enhancement to the river but also as a connecting trail between Elysian and Griffith Parks and a commuter lane to downtown. Several key city and county agencies including MTA people involved with the Midway Yard Maintenance Project have now joined the discussion. Councilman Hernandez is making a concerted effort to bring all the necessary parties to the table so that this green belt/commuter bike path/park connector can be accomplished.

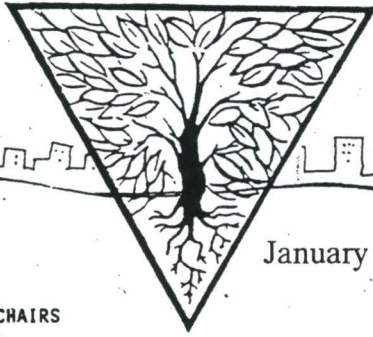
The allignment of the proposed Burbank-Glendale Light Rail must take these plans into account. Specifically, it should not disrupt the 8 mile natural stretch of river between Elysian and Griffith Parks, and mitigation should be provided in the form of more greened open space along the Los Angeles River and plantings to shield the trains and stations from sensitive Elysian Park and river viewsheds.

Parkland and open space in general in this ever growing great metropolis is scarce at best. We must enhance what we have as we expand or we risk losing it forever.

Sincerely,

Sallie W. Neubauer  
President, CCSEP

cc: Councilman Mike Hernandez  
Councilmember Jackie Goldberg  
Councilman Richard Alatorre  
Supervisor Gloria Molina  
Assemblyman Richard Polanco



# People for Parks

January 14, 1994

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Hall & Phillips

Katie Lipkis  
Tree People

George Minter  
Southern California  
Gas Company

Steve Nissen, Esq.  
Public Counsel

Philip A. Recht, Esq.  
Manatt, Phelps, Phillips  
& Kantor

Murray Rosenthal  
Sierra Club

Berta Saavedra  
Community Activist

Barry Silverton  
Pacific Malibu Development Co.

Ed Turley  
Community Youth Gang Services

Frank Villalobos  
Barrio Planners

Douglas Washington  
WAVE Newspapers

David Wilcox  
Economics Research Associates

Mr. Peter De Haan  
Project Manager  
Los Angeles County Metropolitan Transit Authority  
818 West Seventh Street, Ste. 300  
Los Angeles, CA 90017

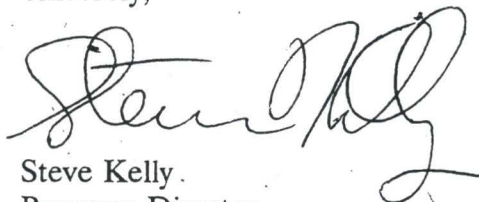
Dear Mr. De Haan

We are writing to you regarding the proposed Burbank-Glendale Light Rail Line which will run adjacent to the live, year-round vegetated section of the Los Angeles River. People for Parks is an organization dedicated to preserving the remaining natural, open space areas of Los Angeles County. The remaining live section of the Los Angeles River is a critical natural habitat and recreation corridor used by wildlife and residents.

This project will add to the urbanization of the surrounding area and increase pressure on existing parks and open space. We write to urge the MTA to include appropriate mitigation for this project's significant negative environmental impacts on the Los Angeles River and Elysian Park and on existing projects to create trails along the river. Appropriate mitigation should provide more open space and recreational opportunities along the Los Angeles River and the Arroyo Seco.

People for Parks would like to be kept informed of developments related to this projects. Please send notices or updates to 10951 W. Pico Blvd., 1st Floor, Los Angeles 90064. We can be reached by phone at (310) 474-4248. Thank you for your time and consideration.

Sincerely,



Steve Kelly  
Program Director

**T.A. NELSON, P.E.**  
**CONSULTING ENGINEER**  
**TRANSPORTATION CONSULTANT**  
2563 Dearborn Dr., Los Angeles, CA 90068 (213) 462-5500

November 30, 1993

Peter De Haan, Project Manager  
MTA  
818 W. 7th Street  
Los Angeles, CA 90017

Dear Mr. De Haan:

This letter pertains to the Draft Supplemental Environmental Impact Report on the Burbank/Glendale/Los Angeles Rail Transit Project. I received a copy of the Executive Summary and have the following comments.

Other factors being equal, such as soil contamination, it would appear that the Weber Aircraft site for a maintenance yard facility would be less costly. Rail access would not require a grade separation over mainline railroad tracks as would be the situation at the Building 360 site. Also, nonrevenue trackage beyond the Hollywood Way Station is necessary to reach the Building 360 site.

Regardless of whether a front-of-jail or through-the-jail alignment is chosen at the Pasadena junction, a single-track nonrevenue connector is planned for the northwest leg of the wye. However, the opportunity exists to provide direct service between Pasadena and Glendale by making the northwest leg a double-track revenue connector. This possibility should not be ignored, as it was between the Blue and Green Lines which could have permitted direct downtown to LAX service.

Sincerely,

*T. A. Nelson*





256115 071188

December 10, 1993

Mr. Peter DeHaan  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
818 West Seventh Street  
Los Angeles, CA 90017

Re: Burbank-Glendale-Los Angeles Light Rail Line Supplemental  
Environmental Impact Report

Dear Mr. DeHaan:

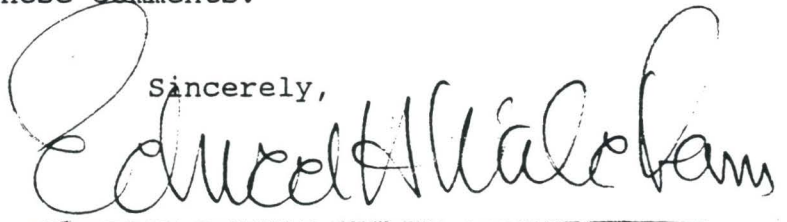
Thank you for the opportunity to comment on the Supplemental Environmental Impact Report (SEIR) for the Burbank-Glendale-Los Angeles Light Rail Line.

I would like to go on record in strong support of this project and timely approval and certification of the SEIR. The proposed light rail line will serve major employment and activity centers. It has high ridership projections and low cost estimates. It connects to major regional intermodal transportation centers, and has strong community support. The project will have a significant impact on economic development and job creation in the region and funding commitments by the local communities make this the most feasible project to complete of those being considered by the MTA.

I believe the SEIR has been completed thoroughly and correctly and provides further evidence of the cost effectiveness and desirability of this project. The identification of a feasible maintenance facility site is another indicator of the importance of this project to the overall rail and transportation network.

Thank you for considering these comments.

Sincerely,



Edward H. Waldheim  
President

cc: Glendale Chamber  
Burbank Chamber  
Pasadena Chamber



PAMELA CORRADI  
P O Box 6681  
Burbank, CA 91510  
818\846-0024

254057-30108

December 9, 1993

MR. PETER DeHAAN  
Project Manager  
Los Angeles County MTA  
818 W. Seventh St.  
Los Angeles, CA 90017

RE: Burbank-Glendale-Los Angeles Light Rail Line  
Supplemental Environmental Impact Report

Dear Mr. DeHaan:

As you know I strongly support the Glendale-Burbank-Los Angeles Light Rail Line.

The project is the most economical line on the list and has strong community support. I believe that the project will also have a significant impact on economic development and job creation in the region. Our area has been adversely affected by the relocation of Lockheed and satellite businesses during the recent past.

The project has been thoroughly studied. A feasible maintenance facility site is of importance to the overall rail and transportation network and should be included in the project eventually.

Thank you for the opportunity to comment on this fine project.

Sincerely,

Pamela Corradi  
PC:me



SONNENSCHN NATH & ROSENTHAL

CHICAGO  
NEW YORK  
SAN FRANCISCO  
ST. LOUIS  
WASHINGTON, D.C.

601 SOUTH FIGUEROA STREET  
SUITE 1500  
LOS ANGELES, CALIFORNIA 90017-5704

(213) 623-9300  
FACSIMILE  
(213) 623-9924

Ernest P. Burger  
(213) 892-5040

December 9, 1993

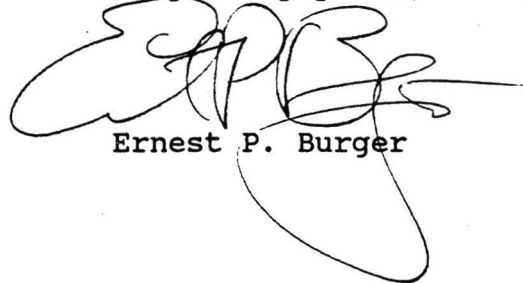
Mr. Peter DeHaan  
Project Manager  
Los Angeles County Metropolitan  
Transportation Authority  
818 W. Seventh St.  
Los Angeles, CA 90017

Re: Burbank-Glendale-Los Angeles Light Rail Line  
Supplemental Environmental Impact Report

Dear Mr. DeHaan:

I would like to express my support for the Burbank-Glendale-Los Angeles Light Rail Line. The Light Rail Line will be good for Los Angeles and good for the Burbank/Glendale region. It will ease traffic congestion and smog and encourage economic development. I believe that the Light Rail Line will be a strong component of an overall transportation system within the Los Angeles community.

Very truly yours,



Ernest P. Burger

EPB/lg  
6025318



3550 Foothill Boulevard  
Glendale, California 91214

(818) 247-8778  
Calif. (800) 339-2097  
Out of State (800) 423-2639  
FAX (818) 957-4435

255115 STONG

December 10, 1993

Mr. Peter DeHaan  
Project Manager  
Los Angeles County Metropolitan Transportation Authority  
818 West Seventh Street  
Los Angeles, CA 90017

Re: Burbank-Glendale-Los Angeles Light Rail Line Supplemental  
Environmental Impact Report

Dear Mr. DeHaan:

Thank you for the opportunity to comment on the Supplemental Environmental Impact Report (SEIR) for the Burbank-Glendale-Los Angeles Light Rail Line.

I would like to go on record in strong support of this project and timely approval and certification of the SEIR. The proposed light rail line will serve major employment and activity centers. It has high ridership projections and low cost estimates. It connects to major regional intermodal transportation centers, and has strong community support. The project will have a significant impact on economic development and job creation in the region and funding commitments by the local communities make this the most feasible project to complete of those being considered by the MTA.

I believe the SEIR has been completed thoroughly and correctly and provides further evidence of the cost effectiveness and desirability of this project. The identification of a feasible maintenance facility site is another indicator of the importance of this project to the overall rail and transportation network.

Thank you for considering these comments.

Sincerely,

Edward H. Waldheim  
President

cc: Glendale Chamber  
Burbank Chamber  
Pasadena Chamber

Jan 4, 1994

Dear Mr. DeHaan,

It has come to my attention that the proposed Burbank-Blendale Light Rail Line will have negative environmental impact on the live year-round vegetated section of the Los Angeles River. Being an avid outdoors person and a canoeist, I implore you to protect this irreplaceable, unique resource.

Thank you for your time and attention.

Sincerely yours,  
(Ms.) Dannah E. Ash

January 24, 1994

Peter De Haan  
Project Manager  
L.A. County Metropolitan Transportation Authority  
818 West Seventh Street, Suite 300  
Los Angeles, CA 90017

255803 JAN 26 1994

Dear Mr. De Haan,

As a 20 year resident of L.A. and a member of the Sierra club's L.A. chapter, I'd like to comment on the proposed Burbank-Glendale Light Rail Line. Our organization is working to enhance the L.A. River's value as a unique recreation corridor. The live section of the river provides critical natural habitat, not only for wildlife but for we humans as well. The trails in Griffith Park and the nearby Verdugo Mountains have been my saving grace over the years, providing some respite from the urban intensity we all live with. I support efforts being made to increase access to the river corridor for recreational use. I also support the development of expanded convenient and efficient public transportation. I'm hopeful that these will be complementary endeavors, as we surely need both. I hope you will carefully consider the need for parks and open space in planning for the rail lines, and make every effort to mitigate the negative impact of these projects on the natural environment.

Sincerely,



Stephen Cartotto  
P.O. Box 894  
North Hollywood, CA 91603



BURBANK/GLENDALE/LOS ANGELES  
SUPPLEMENTAL ENVIORNMENTAL IMPACT REPORT  
PUBLIC HEARING  
LOS ANGELES

TRANSCRIPT OF PROCEEDINGS OF  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

610 Cypress Avenue  
Los Angeles, California  
Tuesday, November 30, 1993



**HCR**

**HUNTINGTON COURT REPORTERS**

THE HUNTINGTON BUILDING SUITE 100  
1450 WEST COLORADO BLVD.  
PASADENA, CA 91105  
818/792-6777 213/268-5102  
FAX 818/792-8710

REPORTED BY  
KIMBERLY ARIAL  
C.S.R. No. 9805



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BURBANK/GLENDALE/LOS ANGELES  
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT  
PUBLIC HEARING  
LOS ANGELES

THE TRANSCRIPT OF PROCEEDINGS OF LOS ANGELES  
COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, taken at 610  
Cypress Avenue, Los Angeles, California, at 6:00 P.M.,  
Tuesday, November 30, 1993, before KIMBERLY ARIAL, C.S.R.,  
9805, pursuant to Public Notice.

APPEARANCES:

PETER DE HAAN

BRYNN KERNAGHAN

MARK DIERKING

RENEE BERLIN

1 SPEAKERS:

2 BOB JAMIESON  
3 MT. WASHINGTON ASSOCIATION  
4 3547 Tacoma Avenue  
5 Los Angeles, California 90065

6 ROBERT P. VICK  
7 CYPRESS PARK RESIDENT  
8 2613 Huron Street  
9 Los Angeles, California 90065

10 T. A. NELSON  
11 2563 Dearborn Drive  
12 Los Angeles, California 90068

13 RICHARD OLIVAREZ  
14 CYPRESS PARK IMPROVEMENT ASSOCIATION  
15 1114 1/2 Isabel Street  
16 Los Angeles, California 90065

17 RAUL RODRIGUEZ  
18 CALIFORNIA DEPARTMENT OF FISH AND GAME  
19 330 Goldenshore # 50  
20 Long Beach, California 90802

21 MARY BAVILLE  
22 2627 Huron Street  
23 Los Angeles, California 90065

24 ALEX ROSS  
25 2628 Loosmore Street  
Los Angeles, California 90065

1 MS. KERNAGHAN: Good evening. I'm Brynn Kernaghan.  
2 I'm the manager of government and public affairs with our  
3 Southeast area at MTA, and I'm not directly involved in the  
4 proposed project. My role tonight, as Peter said, is to act  
5 as moderator for the hearing.

6 This is a public hearing called to obtain public  
7 comments on the Draft Supplemental Environmental Impact Report  
8 for the Burbank/Glendale/Los Angeles rail transit project  
9 proposed by the Los Angeles County Metropolitan Transportation  
10 Authority or "MTA."

11 The draft report has been prepared and, and as has  
12 been mentioned, a 45-day public review process has been  
13 undertaken in accordance with the requirements of the  
14 California Environmental Quality Act. The public review  
15 period for this document is between October 28, 1993, and  
16 December 13, 1993. As part of the process, the MTA has  
17 notified the public of the availability of the document by  
18 public advertisements in local newspapers and by direct mail  
19 to interested community members.

20 In addition, the MTA will hold another public hearing  
21 on this Thursday evening, at seven o'clock, at George  
22 Washington Elementary School, 2333 North Lincoln Street in  
23 Burbank. Finally, the MTA staff has briefed interested  
24 elected officials, community organizations, and individuals.  
25 Copies of the advertising and meeting notices are submitted

1 into the record with a copy of the Draft SEIR, the design  
2 appendix, and the SEIR Executive Summary.

3 We will now begin the public testimony. Individuals  
4 wishing to testify at this hearing should be aware of the  
5 following rules: First, each speaker must submit a request to  
6 speak card. That's the blue card here. I think they've been  
7 passed out. I only have one right now, so if you want to  
8 speak, please go ahead and fill it out and turn it in to one  
9 of the staff members so we can call on you as well.

10 Speakers will be called on a first come first serve  
11 basis within the following groups. First of all, public  
12 officials or their staff, followed by representatives of  
13 community groups, and then individuals. As I call the name of  
14 a speaker, I will also announce the following two speakers as  
15 well, so that you can be prepared to make your remarks.  
16 Normally, we would limit speakers to three minutes, but I  
17 think we can allow a longer period this evening. I will let  
18 you know when your time to speak is up.

19 Prior to beginning your testimony, please state for  
20 the record your name, your address, and any organization that  
21 you are formally representing. Written comments are also  
22 welcome and may be submitted tonight or by mail to MTA,  
23 attention Peter De Haan, at 818 West 7th Street, Los Angeles,  
24 California, 90017. The record will remain open until 5:00  
25 P.M. on December 13, 1993.

1           As has been mentioned, if you would like to testify  
2 by telephone, you may call area code (213) 244-6484. Your  
3 testimony will be recorded by an electronic message machine  
4 and will be included in the public record. This service will  
5 also be available through December 13, 1993.

6           As a reminder, the purpose of tonight's public  
7 hearing is to obtain comments on the content of the Draft  
8 SEIR, which will be considered by MTA as part of the final  
9 SEIR due in January or February of 1994. Your comments  
10 tonight will be most helpful if they focus on the contents of  
11 the Draft SEIR.

12           Finally, neither the project staff nor I will be able  
13 to answer any questions at the microphone up here in front.  
14 So if you do have questions, we have other MTA staff people  
15 that are located on the sides and at the rear of the room that  
16 can answer your questions, but please speak softly when you're  
17 talking while others are testifying so that they can be  
18 heard.

19           With that, we'll go ahead and begin our public  
20 testimony. And I still just have one speaker to call on, and  
21 that's Bob Jamieson with the Mt. Washington Association.

22           MR. JAMIESON: Thank you. I'm Bob Jamieson. I  
23 reside at 3547 Tacoma Avenue, L.A., and I'm here tonight  
24 representing the Mt. Washington Association. And I'll read  
25 from the letter that we'll be submitting.

1           The Mt. Washington Association has consistently  
2 supported improvements to the public transportation system in  
3 our area. As we have said before, we welcome the construction  
4 of the Burbank/Glendale/Los Angeles light rail project. We  
5 have the following observations on the Draft Supplemental  
6 Environmental Impact Report or DSEIR.

7           We prefer that the location of Arvia Street Station  
8 follow the plan shown in Figure 14 on page 34 of the DSEIR.  
9 We agree that this location coordinates best with the Taylor  
10 Yard Development Study's goals for area revitalization. The  
11 two alternative locations shown in Chapter 4 are much less  
12 desirable. Although not a topic for this report, we remind  
13 the MTA that we also advocate the future construction of a  
14 Metrolink stop at this same location when ridership would  
15 support its cost. The Arvia Street Station will increase the  
16 pressure to develop the surrounding area. We therefore call  
17 on MTA to fund the Station Area Master Plan to coordinate this  
18 inevitable growth.

19           The Mt. Washington Association supports preservation  
20 of the Lincoln Heights Jail. We therefore recommend  
21 construction of the "Front of Jail" alternative combined with  
22 the nonrevenue connector. We support reconfiguring rather  
23 than vacating the portions of Avenue 19 impacted by this  
24 alternative. Maintaining street access to the Jail from both  
25 north and south is an important element in strengthening this



1 building's potential as a community center.

2 We acknowledge MTA's sincerity in addressing  
3 pedestrian safety concerns, but we call on the agency to  
4 redouble the mitigation measures proposed on page 93 of the  
5 Draft Supplemental Environmental Impact Report. Recent  
6 tragedies along the Metrolink alignment emphasize the  
7 necessity of eliminating all potential pedestrian hazards.

8 The Mt. Washington Association requests that the MTA  
9 addresses the impact of an oil spill if plans for the Pacific  
10 Pipeline proceed. How close would this proposed utility be  
11 built to the train alignment? Could an oil spill caused by an  
12 earthquake or malfunction result in danger to patrons of the  
13 light rail or Metrolink?. Has MTA taken a position on how  
14 this pipeline could impact its operation?

15 Finally, we call on MTA to request that the Los  
16 Angeles Department of Transportation or LADOT share with the  
17 Mt. Washington Association its plans for the Alameda Bypass  
18 referred to on page 113 of the Draft Supplemental  
19 Environmental Impact Report. Reference to a proposed San  
20 Fernando Road on-ramp indicates that these plans are  
21 well-developd, but no one among our community activists knows  
22 anything about detailed plans for the Alameda Bypass. Please  
23 help us obtain that information.

24 Thank you for your attention to our community's  
25 concerns.

1 MS. KERNAGHAN: Thank you. Our next speaker is  
2 Robert P. Vick from Cypress.

3 MR. VICK: You pronounced the name wrong.

4 MS. KERNAGHAN: I apologize. Is it Vick?

5 MR. VICK: Yep.

6 MS. KERNAGHAN: Okay. Would you come forward,  
7 please.

8 MR. VICK: I'm not a great speaker, like him.

9 MS. KERNAGHAN: That's okay.

10 MR. VICK: I've attended all these meetings, and I  
11 see by this thing here, they propose two stopage things. Is  
12 it why Hughes sold out and bought the land that they're going  
13 to open up a market? And then the city jail, I have not heard  
14 a word about that, and I attend all your meetings at Taylor  
15 Yard. And I don't believe -- what are you going to do with  
16 the project that Model City had and the building that's still  
17 there? Are you going to kick those people out? They got good  
18 programs down there for (unintelligible) and children. Now,  
19 what's going to happen to that group? You talked about not  
20 putting a road and a bridge over the river at your meetings,  
21 and all of the sudden, you come up with the one on Elm Street  
22 -- near Elm Street. And about the bridge going over the  
23 river, you were against that at first. I'd just like to know  
24 who in the hell paid you off and where the money is going to.  
25 And I know for sure and I got it in black and white -- not at

1 my house, I have it in my lawyer's house safe, and I'm going  
2 to bring an audit against MTA. My name is Robert Vick. I  
3 live at 2613 Huron Street. I've lived there for about 45  
4 years, down the street about another 30 years, and I have not  
5 heard of these. I think you're still meeting over there at  
6 Lawrys; aren't you? I've been kicked out of there. I'm not  
7 welcome to listen to your meetings, if that's you down there.  
8 Thank you.

9 MS. KERNAGHAN: Thank you. When you speak, could you  
10 speak so that the stenographer can see your face. Sometimes  
11 it's hard for her to understand the words that you're  
12 speaking, and that helps her.

13 MR. VICK: Could she understand me?

14 THE REPORTER: I just want to double check to make  
15 sure I have his correct address.

16 MS. KERNAGHAN: We'll ask you to write down your  
17 address for us. That was all that we needed, I believe. Our  
18 next speaker -- I believe it's Mr. T.A. Nelson.

19 MR. NELSON: Thank you. My name is Tom Nelson. I  
20 live at 2563 Dearborn Drive in Los Angeles. I'm a consulting  
21 engineer and transportation consultant. I'm speaking here on  
22 behalf of myself.

23 I've already turned in written comments from the  
24 DSEIR, but I have one other comment that I thought I might  
25 make, which does relate somewhat to the issue on Avenue 19 and

1 the Jail. And that is perhaps -- to go back, the 30 year plan  
2 had about 10 different lines to be built. However, the  
3 funding has not been as much as expected because of the down  
4 turn in the economy. Several of these lines will be way off  
5 in the future. I'm suggesting that perhaps this line, as a  
6 light rail line, should be deferred until sometime in the  
7 future, and as an interim, establish rail diesel cars on the  
8 existing tracks and on the right-of-way that's already there.  
9 This would be a much cheaper way to do it, at least in the  
10 interim for the next 10, 20 years or whatever, before it's  
11 electrified and built as a light rail line. And there are  
12 very good diesel rail cars being manufactured in Europe at the  
13 present time which could be used, and the service could be  
14 almost as frequent as a light rail line.

15 This, then, by using this right-of-way, which is  
16 exactly parallel to the right-of-way that would be used for  
17 the light rail line, you would have more or less the same  
18 service at a much less cost. You wouldn't have to worry about  
19 whether the jail is going to be torn down or the buildings  
20 across the street are going to be torn down, or that Avenue 19  
21 is going to be blocked. So it does have a few advantages.

22 Thank you.

23 MS. KERNAGHAN: Our next speaker is Richard Olivarez  
24 with Cypress Park Improvement Association.

25 MR. OLIVAREZ: My name is Richard Olivarez. I live

1 at 1114 and a 1/2 Isabel Street. I just have one question.  
2 I'd like to know how this plan interacts with the development  
3 plan of the Taylor Yard. Since MTA paid Barrio Planners to  
4 make a study of that development plan, I'd like to know how  
5 they interact and how they coincide.

6 MS. KERNAGHAN: Peter De Haan said that he can  
7 address that with you afterwards. Do we have any other people  
8 who would like to address the hearing tonight? Okay. Would  
9 you like to take a break and wait a few minutes in case  
10 someone else would like to speak?

11 MR. DIERKING: Let's take a 10-minute break.

12 MS. KERNAGHAN: We'll take a 10-minute break, and if  
13 any of you would like to give testimony at that time, we'll  
14 open up the hearing again.

15 (A brief recess was taken.)

16 MS. KERNANGHAN: Let's call the hearing to order  
17 again. We have at least one more person who would like to  
18 testify here. Are there other people who wish to speak  
19 tonight? Okay. Can you fill out one of the blue forms and  
20 get it to me, please. Let me go ahead and call Mr. Raul  
21 Rodriguez with the California Department of Fish and Game.

22 MR. RODRIGUEZ: I'm here just to bring some  
23 information, trying to determine some information. My name is  
24 Raul Rodriguez, California Department of Fish and Game  
25 biologist. I've have a question regarding the light rail

1 line's use of the right-of-way. And the Pacific Pipeline use  
2 of the same right-of-way. The number of times it will cross  
3 the L.A. River or the tributary through that river will be  
4 under the purview of the Department because of possible  
5 pollution problems in the pipeline breakage. If there is an  
6 earthquake, major derailment problem, then if it occurs at the  
7 pipeline crossing with the river, that will impact the L.A.  
8 River, and the tributary; and the State, through Fish and Game  
9 will be involved. So that is just read into the record.

10 MS. KERNAGHAN: Thank you very much. Mary Baville?  
11 Did I get the last name right?

12 MS. BAVILLE: It's Baville. First of all, I'm not  
13 really against an MTA project to bring transportation into our  
14 community. But what I am against and what I really get upset  
15 about is the fact that MTA has found a way, or the City of Los  
16 Angeles has found a way through the transportation corridor,  
17 to create problems for the people who live in this community.  
18 And by that, I mean, we've gone through all these MTA studies  
19 about Taylor Yard and all these feasibilities studies, and all  
20 these things that they've been putting us through for the last  
21 two years telling us, "What do you want in Taylor Yard? What  
22 do you want here? What do you want there? Tell us."

23 First of all, Taylor Yard is owned by the Southern  
24 Pacific Railroad, not by MTA, not by the city, not by the  
25 county. The only way Taylor Yard can be owned by the city or

1 the county or the state or the federal government or anybody  
2 else, if they don't buy it, is to Eminent Domain it. If they  
3 Eminent Domain it -- and no matter what word they use for  
4 Eminent Domain that they find in the City, no matter what,  
5 whether it's community redevelopment, which is what all of  
6 this is going to bring into this community, they're going to  
7 take our property, and they're going to take our property at  
8 poor prices, not at our prices. They're bringing in  
9 redevelopment with all this stuff, and they're going to take  
10 us. And they also take the poor. They always take the  
11 property from the poor. And in those studies, even in the  
12 Southern Pacific study it says the cheapest housing that will  
13 be built with the toxin and everything else, is \$170,000 a  
14 house or a condo. Who of us can afford a \$170,000 house?  
15 They're not going to provide money for us. They're not going  
16 to provide alternate housing, and they're going to take it at  
17 cheap prices.

18 And if CRA comes in and starts doing all the building  
19 that comes from this corridor -- you've got Monterey Hills;  
20 that's substandard. When CRA brought in the money, and the  
21 builders, and the contractors: Substandard building. You've  
22 got Promenade in downtown Los Angeles; it's substandard. The  
23 buildings were built by CRA money. They were sold at \$300,000  
24 and \$400,000 a unit in Promenade. The building is  
25 substandard. They used redevelopment money like they're using

1 money in here that's supposed to benefit us. It's to hurt us,  
2 not to benefit us. And I am angry that instead of telling us  
3 that, and instead of you guys just coming out and saying "look  
4 this is what we want to do," you waste all our money in all  
5 these studies and all this nonsense to hide the fact that  
6 you're going to steal from us. Why not just steal, and why  
7 not just tell us that you're going to steal from us, instead  
8 of burying it, all of this, the train stations and everything  
9 else -- the whole legal -- you put up that building down there  
10 without EIR. Because we scream, now it's here. So you give  
11 it to us, but you still snow us, and you're snowing us all  
12 over the place. You're talking about San Fernando Road and  
13 the things you're going to do around Fletcher Drive and San  
14 Fernando, then you hit San Fernando Road -- you're going to  
15 take all the houses from San Fernando to Cypress.

16 And you're bringing in CRA to us. We don't want  
17 community redevelopment. And I don't care if MTA puts up  
18 their program for the purchase of all of this stuff, it's  
19 still CRA. You're just using a different name for it. And  
20 this community and the people that I speak for from the  
21 community who know me, don't want it here. You can build your  
22 transportation corridor. You can do what you want, but leave  
23 CRA out of it, and leave us away from CRA or pay us the market  
24 value for the property that you're going to take, but you're  
25 not going to do it. You're going to steal. And I don't like



1 it.

2 MS. KERNAGHAN: Thank you for your comment. Would  
3 you read your address into the record for us, please.

4 MS. BAVILLE: You have it.

5 MS. KERNAGHAN: Do we have it in the back?

6 MS. BAVILLE: Yeah, you have it back there.

7 MS. KERNAGHAN: Do we have any other people who would  
8 like to address the public hearing tonight? We still have a  
9 lot of time. Okay. Then I think what we'll do -- yes? Would  
10 you like to speak?

11 MR. OLIVAREZ: I have a question.

12 MS. KERNAGHAN: Peter, will you accept questions?

13 MR. DE HAAN: It's really better if we do it in the  
14 back after it's over.

15 MR. OLIVAREZ: It's just the question, "Are you  
16 bringing in CRA?" She asked a question right out. Are you  
17 going to respond to that?

18 MS. KERNAGHAN: What I indicated earlier was that we  
19 wouldn't be taking questions from the podium, but what we  
20 could do is ask them later in the back of the room, and staff  
21 will be happy to respond to questions at that time. So I  
22 think perhaps that's what we'll stick to. (To Mr. De Haan) Is  
23 that what you would like?

24 MR. OLIVAREZ: But our concern is bringing CRA in,  
25 and that's got to be reflected in the record.

1 MR. ROSS: Basically, you said that you're going to  
2 have community input here, and then you're going to respond to  
3 all these questions that the community has. Now, are you  
4 going to respond to what Mary Baville has asked?

5 MR. DIERKING: Yeah.

6 MR. DE HAAN: Yeah. The purpose of this meeting is  
7 to gather input that can be responded to in the Final EIR.

8 MS. KERNAGHAN: So I think the indication is we might  
9 not be able to give you a complete answer tonight, but when  
10 the Final EIR is released, that it does have responses to  
11 questions that people have asked. Is that the intent?

12 MR. DIERKING: Yes. It's written down on the record.

13 MR. ROSS: When you're talking to us in the back,  
14 it's not on the record.

15 THE REPORTER: (To MS. KERNAGHAN) When a person  
16 speaks out from the audience, I don't have their name on the  
17 record because I don't know who's speaking.

18 MS. BERLIN: Why don't they just give their name as  
19 they ask a question from the audience.

20 MS. KERNAGHAN: Okay. Would you care to give your  
21 name?

22 MR. ROSS: My name is Alex Ross. You have my  
23 address.

24 MS. KERNAGHAN: And would you restate the comment for  
25 her.

1 MR. ROSS: When you keep saying go to the back and  
2 ask the question, when you go in the back, it's not on record.

3 MS. BERLIN: If you would like to ask the question  
4 into the record, please feel free to do so.

5 MR. ROSS: Well, they asked the question already.

6 MS. BERLIN: And we responded that the response will  
7 be in the final environmental document.

8 MR. ROSS: No. She said talk in the back.

9 MS. BERLIN: We're saying that if you'd like to ask a  
10 question and put it into the record, we'll be glad to respond  
11 to it in writing.

12 MR. DIERKING: So what we're doing is that later,  
13 after the meeting, we can answer your question verbally in the  
14 back, but right now, since you've made it official on the  
15 record, we have to write it out in the final report.

16 MR. ROSS: Mary made it official.

17 MR. DIERKING: Right. And it's going to be part of  
18 this EIR. We have to answer that question, and it's got to be  
19 in writing.

20 MS. KERNAGHAN: It sounds like it would be most  
21 helpful if we could break down into an informal group and ask  
22 questions. It seems like dialogue is more what you're  
23 desiring at this point. So unless there is anyone else who  
24 would like to formally make a statement into a record --

25 MS. BERLIN: Or a question.

1 MS. KERNAGHAN: Or a question into the record -- do  
2 we have anyone else? Okay. Then what we'll do is go ahead  
3 and close this formal part of the hearing.

4 MS. BERLIN: There's also going to be another  
5 opportunity on Thursday night if anyone thinks of any  
6 additional questions that you would like to make, or you can  
7 also write them in.

8 MS. KERNAGHAN: Right. And we do have in the back  
9 the information with the phone number that you can call or the  
10 address that you can write to, and the address of the other  
11 hearing on Thursday for your information. So at this time,  
12 we'll close the formal part of the hearing, but the staff will  
13 remain so that you can have a dialogue and ask your questions  
14 and have responses. So thank you very much for coming this  
15 evening.

(At 7:10 P.M. the public hearing was concluded.)





BURBANK/GLENDALE/LOS ANGELES  
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT  
PUBLIC HEARING  
BURBANK

TRANSCRIPT OF PROCEEDINGS OF  
LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

2322 North Lincoln Street

Burbank, California

Thursday, December 2, 1993



**HCR**

**HUNTINGTON COURT REPORTERS**

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REPORTED BY  
KIMBERLY ARIAL  
C.S.R. No. 9805





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BURBANK/GLENDALE/LOS ANGELES  
SUPPLEMENTAL ENVIRONMENTAL IMPACT REPORT  
PUBLIC HEARING  
BURBANK

THE TRANSCRIPT OF PROCEEDINGS OF LOS ANGELES  
COUNTY METROPOLITAN TRANSPORTATION AUTHORITY, taken at 2322  
North Lincoln Street, Burbank, California, at 7:00 P.M.,  
Thursday, December 2, 1993, before KIMBERLY ARIAL, C.S.R.,  
9805, pursuant to Public Notice.

APPEARANCES:

PETER DE HAAN  
ROBERT GARCIA  
MARK DIERKING

1 SPEAKERS:

2 SUSAN B. NELSON  
3 SAVE OUR COMMUNITIES  
4 ELYSIAN HEIGHTS RESIDENTIAL ASSOCIATION  
5 CYPRESS PARK IMPROVEMENT  
1675 Sargent Place  
Los Angeles, California 90026

6 MARK RIERA  
7 BILINGUAL FOUNDATION OF THE ARTS  
8 333 South Hope Street  
Forty-Eighth Floor  
Los Angeles, California 90071

9 DAI YAU  
10 ANHING CORPORATION  
418 North Avenue 19  
Los Angeles, California 90034

11 JIM PAYNE  
12 BILINGUAL FOUNDATION OF THE ARTS  
13 421 North Avenue 19  
Los Angeles, California 90031

14 ROBERT STEBNER  
15 3129 1/2 Perlita  
Los Angeles, California 90039

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1 Burbank, California, Thursday, December 1, 1993

2 7:00 P.M.

3  
4 MR. GARCIA: Good evening. My name is Lawrence  
5 Garcia. I'm the manager of government and public affairs for  
6 the MTA's Central Area Team. My role is tonight to act as  
7 moderator.

8 This public hearing is called to obtain public  
9 comments on the Draft Supplemental Environmental Impact Report  
10 for the Burbank/Glendale/Los Angeles rail transit project  
11 proposed by the Los Angeles County Metropolitan Transportation  
12 Authority or the "MTA."

13 The draft report has been prepared and a 45-day  
14 public review project has been undertaken in accordance with  
15 the requirements of the California Environmental Quality Act  
16 "CEQA." The public review period for this document is  
17 between October 28, 1993, and December 13, 1993. As part of  
18 the process, the MTA has notified the public of the  
19 availability of the document by public notice advertisements  
20 in local newspapers and by direct mail to interested community  
21 members.

22 In addition, the MTA previously held a public hearing  
23 this past Tuesday evening in Cypress Park. Finally, the MTA  
24 staff has briefed interested elected officials, community  
25 organizations, and individuals. Copies of the advertising and

1 meeting notices are submitted into the record with a copy of  
2 the Draft SEIR, the design appendix, and the SEIR Executive  
3 Summary.

4 We will now begin the public testimony. Individuals  
5 wishing to testify at this hearing should be aware of the  
6 following rules: First, each speaker must submit a request to  
7 speak card. If you haven't submitted one of the blue cards  
8 yet, please give them to the staff by the door.

9 Speakers will be called on a first come first serve  
10 basis within the following groups: Public officials or staff  
11 first, followed by representatives of community groups, and  
12 then individuals. As I call the name of the speaker, I will  
13 also announce the following two speakers as well, so that you  
14 may be prepared to make your remarks.

15 Normally, we would limit each speaker to three  
16 minutes to make his or her comments, but I think tonight we  
17 will allow a few more minutes for each of you. I will let you  
18 know when your time has been concluded. Then you can  
19 summarize quickly, and that will be appropriate.

20 Prior to beginning your testimony, please state for  
21 the record your name, your address, and any organization that  
22 you are formally representing. Written comments are also  
23 welcome and may be submitted tonight or by mail to the MTA,  
24 attention Mr. Peter De Haan, at 818 West 7th Street, Los  
25 Angeles, California 90017. The record will remain open until

1 5:00 P.M. on December 13, 1993.

2 If you would like to testify by telephone, you may  
3 call area code (213) 244-6484. Your testimony will be  
4 recorded by an electronic message machine and will be included  
5 in the public record. This service will be available through  
6 December 13, 1993.

7 As a reminder, the purpose of the public hearing is  
8 to obtain comments on the contents of the Burbank/Glendale/Los  
9 Angeles Rail Project Draft SEIR, which will be considered by  
10 the MTA as part of the Final SEIR due in January or February,  
11 1994. Your comments tonight will be most helpful if they  
12 focus on the subject matter of the Draft SEIR. This hearing  
13 is not about other projects, such as, the Pacific Pipeline,  
14 Burbank Airport, or Taylor Yard.

15 Finally, neither the project staff nor I will be able  
16 to answer any questions. MTA is required to address all  
17 relevant comments in the Final SEIR. If you would like to  
18 write down any comments or questions instead of testifying,  
19 there are special comment forms available in the rear of the  
20 auditorium -- to my right.

21 Each speaker has three minutes to make his or her  
22 comments. I'm sorry. I already gave you whatever few moments  
23 we have. We can begin the public hearing now, and I will  
24 ask -- Ms. Susan B. Nelson is the first speaker of record, and  
25 the next two speakers that need to be prepared will be Mark --

1 forgive me if I pronounce these names incorrectly -- I believe  
2 it's Riera, and the third person will be Richard Burns.

3 I'd also like to remind everybody at this time that  
4 this is being recorded by a court reporter. So we need to  
5 make sure that as you provide comments, please speak very  
6 clearly and pace yourself so that she has an opportunity to  
7 record your comments properly. I may signal you to slow down  
8 just a tad if I find that she's having a tough time keeping  
9 up. I know that some people have a tough time making their  
10 public comments in front of a group of people.

11 MS. NELSON: Well, these are strange rules for the  
12 public. Also, because it's so difficult to find this place.  
13 I feel glad to be here. My name is Susan B. Nelson, 1675  
14 Sargent Place, L.A., California, 90026, and I'm representing  
15 Save Our Communitites, Lincoln Heights Residents Association,  
16 and a number of other groups -- that just happens to be mine.

17 My comments on this are minimal at this time, and  
18 I'll add to them by written comments, given the rules, because  
19 I have some major questions about how many parking lots are  
20 going to be associated with the Taylor Yard stations. You  
21 know, are we 5,000 cars per parking lot, or is it 5,000 cars  
22 for the whole line? Two, again, Taylor Yard, what are you  
23 going to do about the toxic issue there, and hazardous  
24 materials? Three, will there be associated benefit assessment  
25 districts loaded on the residential communities, the nearby

1 residential communities? What will those boundry lines look  
2 like, and who will take the axe on that?

3 In regard to the -- another issue that concerns us is  
4 the Metrolink issue. Is that going to be a station in  
5 addition to the three stations proposed in Taylor Yard? What  
6 happened to the Metrolink repair operation which we want out  
7 of Taylor Yard? It's ugly. It doesn't belong there. It  
8 breaks up the view. And I think the two repair areas that  
9 you've selected here seem very reasonable, certainly the  
10 Lockeed area. I don't know. I don't live in Burbank, so I  
11 don't want to speak for the people here, but on the surface,  
12 it looks like a pretty good solution, although I understand  
13 the airport is also seeking that same property for an  
14 expansion. So I would like to know how realistic those  
15 proposals are. We wouldn't like to see, suddenly, because  
16 those two buildings don't work, another rail repair station  
17 dumped in Taylor Yard, which is right on the L.A. River and is  
18 slated for wetland recovery and park areas and recreation  
19 areas. We'd like to see that happen. We wouldn't like to see  
20 this as a come on and then suddenly it disappears because we  
21 don't have the money for the acquisition.

22 I think that's all. I, myself, like the Blue Line  
23 very much that goes to Long Beach. I hope this works. I  
24 would like to know about grade crossings, if we're going to  
25 put in an outdated rail line such as we removed in the 50's

1 and the 40's because we didn't have grade crossings. Now,  
2 we're going to put in a new one, and we're going to kill a lot  
3 of people. So I would hope there would be some attention paid  
4 to that. And otherwise, I think it's probably a pretty good  
5 idea. I will be opposing demolishing the Lincoln Heights  
6 Jail. Our group would definitely be opposed to demolishing  
7 the Lincoln Heights Jail.

8 MR. GARCIA: Also, a reminder, if there are any  
9 written comments that you're going to be verbalizing, we would  
10 like a copy of that because it makes it a lot easier for the  
11 reporter. The next speaker will be Mark Riera followed by  
12 Richard Burns. No? Mr. Burns would not like to speak? Okay.

13 MR. RIERA: Good evening. My name is Mark Riera. My  
14 address is 333 South Hope Street, 48th Floor, Los Angeles,  
15 California, 90071. I'm an attorney with the law firm of  
16 Sheppard, Mullin, Richter & Hampton, and I'm here this evening  
17 representing Bilingual Foundation of the Arts, which is  
18 located at 421 North Avenue 19, Los Angeles, California,  
19 90031. In BFA's view, adopting the "Front of Jail" alignment  
20 is of absolutely no benefit to BFA. Although the building,  
21 the Lincoln Heights Jail, may be spared, its utility to BFA  
22 will be completely destroyed. Noise from train cars that use  
23 extremely loud air and electric horns traveling on elevated  
24 tracks at or about the window level of BFA's theater will  
25 disrupt normal conversations, interrupt rehearsals, and



1 destroy the aesthetic quality of the actual performances. In  
2 addition, the alignment as proposed promises to reduce  
3 available parking, congest circulation patterns around the  
4 building, and obscure the architectural quality of the  
5 building. Taking some property can occur not only by  
6 physically moving occupants, but also rendering property  
7 unusable due to extreme ambient noise levels. Thus far, noise  
8 has not been considered but must be. BFA urges the MTA not to  
9 adopt the "Front of Jail" alignment. Thank you.

10 MR. GARCIA: I just want to make sure that Mr. Burns  
11 does not wish to speak. Okay. I just wanted to double  
12 check. My next speaker -- and I hope I get this correct -- is  
13 Ms. Dai Yau. How do you pronounce your first name?

14 MS. YAU: Dai.

15 MR. GARCIA: You'll be the next speaker followed by  
16 Mr. Jim Payne.

17 MS. YAU: Hi. My name is Dai Yau. It's spell D-a-i  
18 and the last name is Y-a-u. I represent Anhing Corporation.  
19 We are located at 418 North Avenue 19, Los Angeles, 90031. My  
20 building is right across the street from the old jail  
21 building. We are in the import and wholesale food business.  
22 We have been there for 13 years, and our annual gross revenue  
23 is 20 million dollars. We strongly oppose this railroad  
24 project, because whether it's the front of the rail alignment  
25 or through the jail alignment, both will have very severe

1 adverse impacts on our business. And I hope that the City  
2 will find some other way to do the final terminal station  
3 instead of having the severe financial burden on a business.  
4 Thank you.

5 MR. GARCIA: Thank you. Mr. Jim Payne is next  
6 followed by Mr. Robert Stebner.

7 MR. PAYNE: My name is Jim Payne. I'm the managing  
8 director of the Bilingual Foundation of the Arts at 421 North  
9 Avenue 19, Los Angeles, 90031. And on behalf of Carmen  
10 Zapata, the founder and producing director of the Bilingual  
11 Foundation of the Arts, I would like to say that the Bilingual  
12 Foundation of the Arts is currently occupying 20,000 square  
13 feet of space on the ground floor of the Old Lincoln Heights  
14 Jail building. This space provides us with a 99-seat waiver  
15 theater, a rehearsal room, office space, a set building shop,  
16 and plenty of storage space for props, sets, and costumes.

17 BFA produces three mainstage productions each year at  
18 this location. One is always a Spanish classic. Plays are  
19 presented in Spanish and in English on alternating weeks,  
20 serving an underserved community. BFA presents 9 to 12 staged  
21 readings in our Teatro Leido Program, encouraging and nurturing  
22 new work and new playwrights.

23 At this site on Avenue 19, BFA does developmental  
24 workshops and rehearses for our Teatro Para Los Ninos  
25 children's theater, and Teatro Para Los Jovenes theater for

1 teens program. These programs combined perform for over  
2 180,000 school aged children per year. If the  
3 Glendale/Burbank line goes in front of the building, as far as  
4 BFA is concerned, the MTA might as well go through the  
5 building itself, because the construction of elevated tracks  
6 would cut off our street access, take away our desperately  
7 needed parking, create a noise factor that would interrupt  
8 rehearsals and performances, and would negatively impact the  
9 physical appearance of the building. If the light rail tracks  
10 go by the front of the building, you might as well close us  
11 down, because you will have destroyed our ability to conduct  
12 the business of theater, an art that relies on sound as well as  
13 sight.

14 MR. GARCIA: Our next speaker will be Mr. Robert  
15 Stebner.

16 MR. STEBNER: My name is Robert Stebner. Do you want  
17 my address and stuff?

18 MR. GARCIA: Yes, please.

19 MR. STEBNER: All right. 3129 and a 1/2 Perlita,  
20 P-e-r-l-i-t-a Avenue, zip 90039. I wasn't going to say  
21 anything until these two gentleman just got up and spoke about  
22 the Bilingual Theater of the Arts at the old jail. And I've  
23 looked at the maps, the pictures, not just drawings or maps,  
24 but the pictures, and I've looked at where they have to put  
25 the rails in order to get this line through. And I would not

1 want to see it go through the jail. I don't want to see it go  
2 the other way, but if it comes on this side either over the  
3 river or on this side of the river, there's an impossibility  
4 there. The other two alternatives are on surface streets,  
5 which would be real bad for the rail line. And I think these  
6 people who have come here and are, to me, crying because  
7 they're going to be disrupted, perhaps even two years for the  
8 work that's going to go on, should stop and think of the  
9 future of that project. They are occupying tax payers  
10 property with this --

11 MR. GARCIA: Excuse me, sir. Unfortunately,  
12 tonight's public hearing is specifically on the project.

13 MR. STEBNER: This is on the project because they had  
14 just spoke. They are saying this is bad. I'm saying this is  
15 going to be good, as far as I'm concerned, and they should  
16 take into consideration -- I believe they should take into  
17 consideration the fact of any businessmen who are self  
18 supporting -- tax payers have been put out of business while  
19 that tunnel is going down through Los Angeles and out through  
20 the Hollywood area. Many people just have folded up because  
21 of the expensive taxes. Property owners have walked away from  
22 property because they can't pay the payments on that benefit  
23 assessment district. These people who are living off of the  
24 tax payers want to come in here and say it would be bad out  
25 there. I think that they should -- if it's that bad, let them

1 go somewhere else and put up their own building, raise their  
2 own funds and not live off of the tax payers as they're  
3 doing.

4 This would be an asset, because it would be able to  
5 have the children come there on the light rail lines. It will  
6 give children from other cities access through the light rail  
7 lines. But these other people here, even going that route --  
8 they have been there for years building up a business, 20  
9 million dollars, an asset to the City of the Angels. They pay  
10 taxes. They don't live off the tax payer. They're going to  
11 be the ones that are going to be hurt, because they have to  
12 move their business, and that's not easy. Thank you.

13 MR. GARCIA: That is the last comment card that I  
14 have. Is there anybody else in the audience that would like  
15 to address the document that's before you? Maybe at this time  
16 we could take a short 10-minute recess, and we will reconvene  
17 in 10 minutes.

18 (A brief recess was taken.)

19 MR. GARCIA: I'd like to open up the public hearing  
20 again and give the audience one last chance to submit any  
21 comments or to deliver comments to us. Do I hear any takers?  
22 Okay, then we'd like to close this public hearing segment for  
23 this Burbank/Glendale/Los Angeles rail project, and we thank  
24 you for taking the time to come out here this evening, and  
25 good night.

(At 8:00 P.M. the public hearing was concluded.)

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**APPENDIX IV:  
REFERENCES, AGENCIES CONTACTED, AND PREPARERS**

This appendix contains lists of all references utilized in preparing this Supplemental Environmental Impact Report; agencies which have participated in its preparation and review; and preparers of this document. These lists appear in this appendix under the following headings:

**IV.i REFERENCES**

**IV.ii AGENCIES CONSULTED**

**IV.iii PROJECT MANAGEMENT TEAM**

**IV.iv DOCUMENT PREPARERS**

#### IV.i REFERENCES

In addition to the references utilized in preparing the Final Environmental Impact Report, the following reports, documents, and other resources were used as references in the preparation of this Supplemental Environmental Impact Report.

California Public Utilities Commission, *Pacific Pipeline Project Final Environmental Impact Report*, September 1993.

City of Glendale, in conjunction with the Los Angeles County Transportation Commission, *Glendale Corridor LRT Alignment Alternatives Study*, April 1990.

City of Glendale, *Glendale Municipal Transportation Center Specific Plan*.

City of Glendale Redevelopment Agency, *Redevelopment Plan for the San Fernando Road Corridor Redevelopment Project Area*, December 1992.

City of Los Angeles, *Sun Valley Community Plan*, September 1977.

Los Angeles County Metropolitan Transportation Authority, *Final Draft Report, Taylor Yard Development Study*, November 1993.

Los Angeles County Transportation Commission, *Burbank-Glendale-Los Angeles Rail Transit Project Final EIR*, October 1992.

Los Angeles County Transportation Commission, in conjunction with the City and County of Los Angeles, *Downtown Los Angeles to Sylmar-Santa Clarita Rail Transit Study*, November 1991.

Remy, Thomas, Moose, and Yeates, *Guide to the California Environmental Quality Act (CEQA)*, 1993.

South Coast Air Quality Management District, *Air Quality Handbook for Preparing Environmental Impact Reports, Appendix D*, 1989.

South Coast Air Quality Management District, in conjunction with the Southern California Association of Governments, *Final 1989 Air Quality Management Plan*, March 1989.

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

United States Department of Transportation Federal Aviation Administration, *Draft Environmental Impact Statement/Draft Environmental Impact Report, Land Acquisition and Replacement Terminal Project Burbank-Glendale-Pasadena Airport*, June 1992.

#### **IV.ii AGENCIES CONSULTED**

The following agencies were contacted and consulted in order to retrieve information needed to prepare this Supplemental Environmental Impact Report:

##### **City of Burbank**

- Advance Planning
- Burbank Redevelopment Agency
- Traffic Engineering
- Police Department
- Fire Department
- Public Service Department
- Burbank Unified School District

##### **City of Glendale**

- Management Services
- Glendale Redevelopment Agency
- Planning

##### **City of Los Angeles**

- City Planning
- Cultural Affairs Department
- Department of Transportation
- Fire Department
- Department of Water and Power
- Council Districts #1, and #2
- Los Angeles Unified School District

##### **County of Los Angeles**

- Metropolitan Transportation Authority
- Department of Health Services
- Department of Public Works
- Sheriff Department, Transit Service Bureau

**South Coast Air Quality Management District (SCAQMD)**

**Southern California Association of Governments (SCAG)**

**Southern California Regional Rail Authority (SCRRA)**

**Southern Pacific Transportation Company**

**State of California**

- Department of Conservation, Division of Mines and Geology
- Department of Fish and Game, Natural Heritage Division
- Department of Transportation (Caltrans)
- Environmental Protection Agency
- Santa Monica Mountains Conservancy

**United States**

- Department of Transportation
- Environmental Protection Agency

**University of California at Los Angeles (U.C.L.A.)**

- Institute of Archaeology

#### **IV.iii PROJECT MANAGEMENT TEAM**

The following agencies and individuals have participated in the project management and review of this environmental document:

##### **Los Angeles County Metropolitan Transportation Authority (MTA)**

- Renee Berlin, San Fernando Valley Area Team
- Peter De Haan, San Fernando Valley Area Team
- David Mieger, San Fernando Valley Area Team
- Mark Dierking, San Fernando Valley Area Team
- Yvette Pierre, Central Area Team
- Judith Schwartze, Board Liaison
- Ricardo Gonzales, Rail Construction Corporation
- Kathleen Sweet, Rail Construction Corporation
- Manit Churanakoses, Rail Construction Corporation

##### **City of Burbank**

- Bill Lungren, Advance Planning
- Lothar Von Schoenborn, Advance Planning
- Mark Yamarone, Advance Planning
- John Libby, Advance Planning
- Ronald Morris, Traffic Engineering

##### **Burbank-Glendale-Pasadena Airport Authority**

- Tom Greer
- Kim Becker

##### **City of Glendale**

- Steve Adams, Management Services
- Bob Kadlec, Glendale Redevelopment Agency
- Ruth Martinez, Glendale Redevelopment Agency

##### **City of Los Angeles**

- Garland Cheng, City Planning
- James Okazaki, Transportation
- Helene Jacobs, Transportation
- Pauline Chan, Transportation
- Michael May, Transportation
- Robert Takasaki, Transportation
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**APPENDIX V:  
DETAILED INTERSECTION DIAGRAMS**

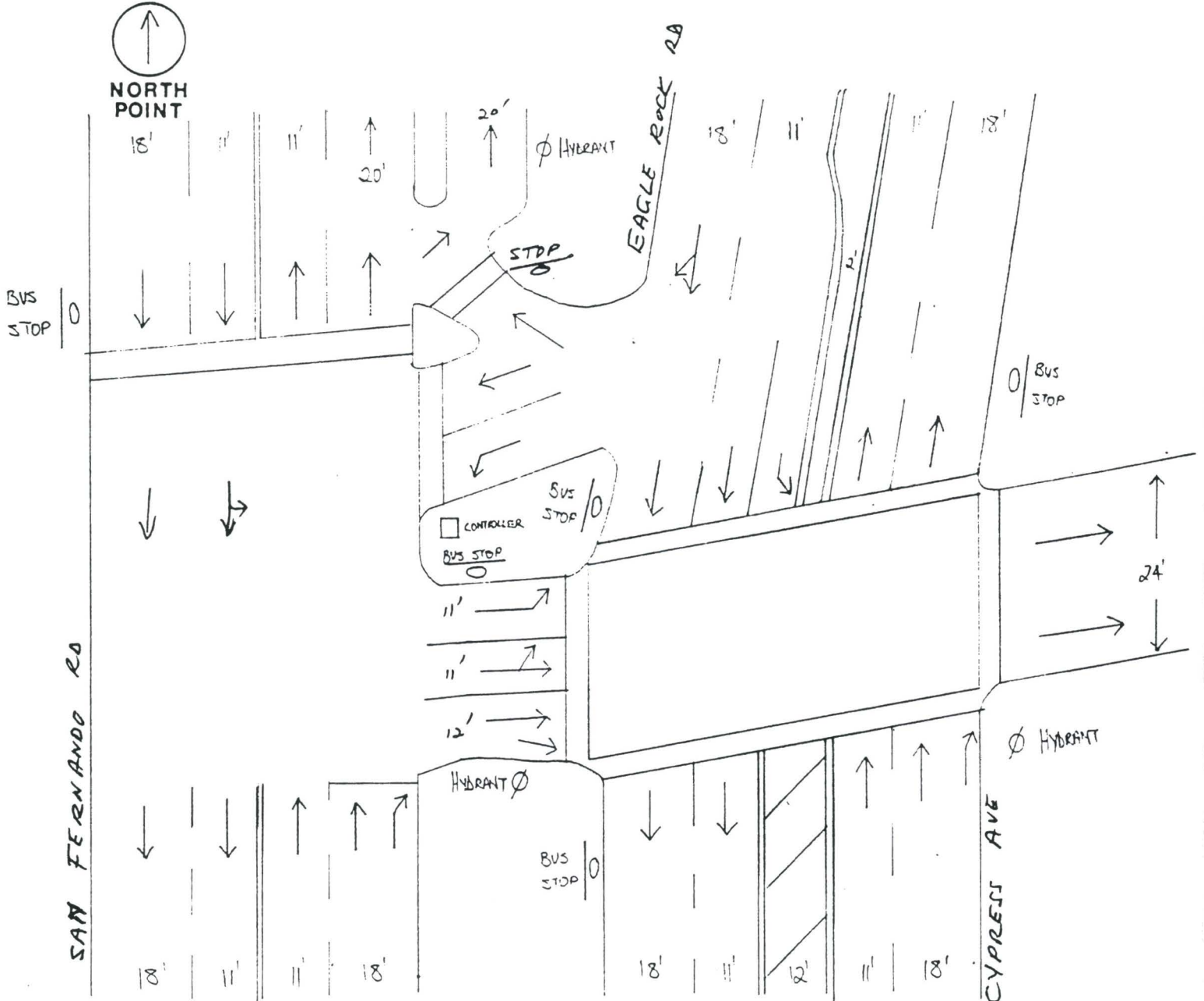
This appendix contains detailed intersection drawings on which the schematic diagrams in Figure 22 were based.



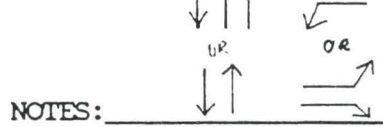


INTERSECTION: (N/S) SAN FERNANDO RD (E/W) EAGLE ROCK

DATE: 7/20/93 BY: E.W



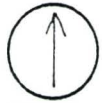
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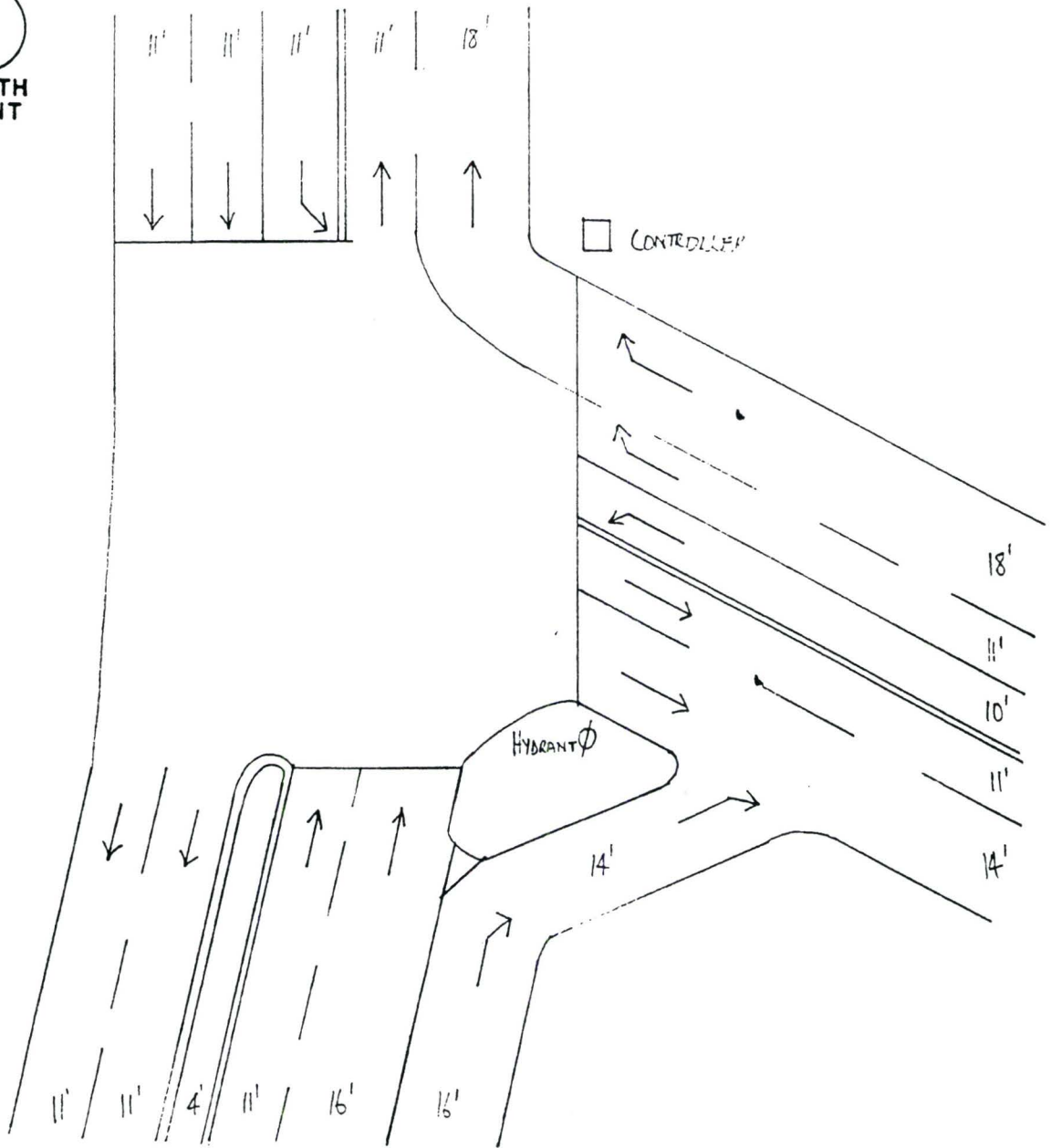
NOTES: \_\_\_\_\_

INTERSECTION: (N/S) San Fernando Rd (E/W) Los Angeles

DATE: 7/20/93 BY: F.V.



NORTH  
POINT



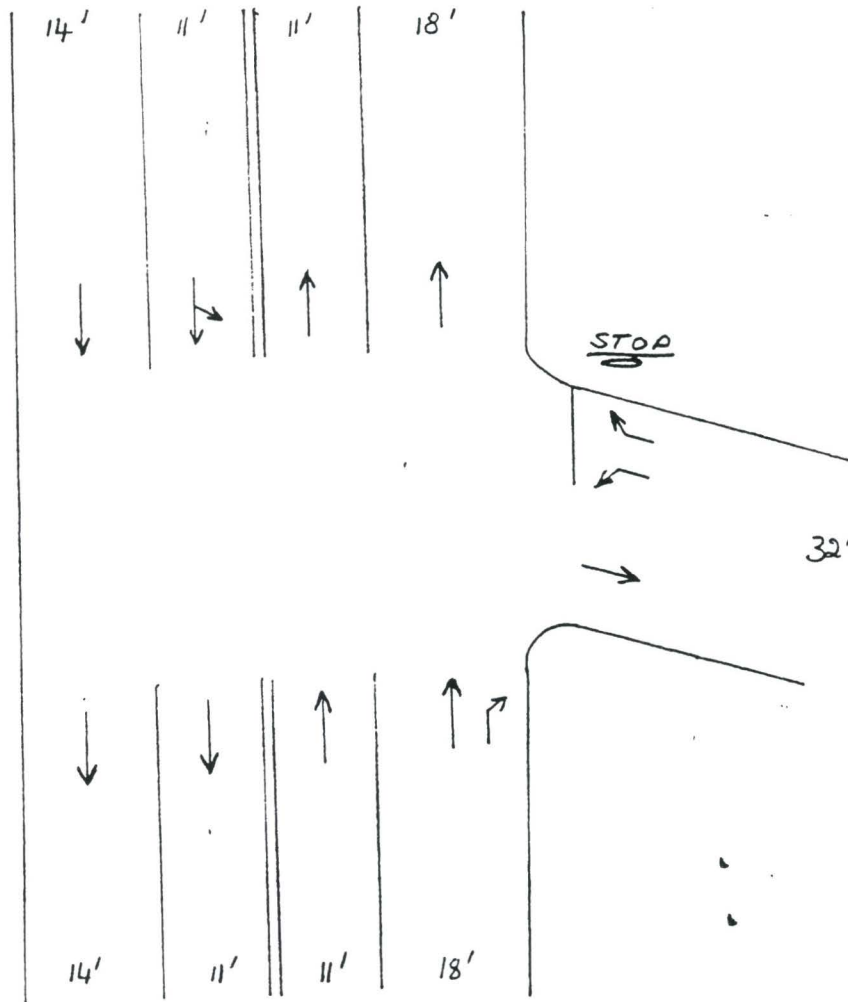
PHASING:	1	2	3	4	5	6	ACTUATED?
	↓ ↑	↙ ↘	↖ ↗				Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

NOTES: LEFT PERMITTED AFTER YIELD - (SOUTH-BOUND) AFTER PROTECTED LIGHT.

WILTEC

INTERSECTION: (N/S) SAN FERNANDO ROAD (E/W) ARYIA STREET

DATE: 7/20/93 BY: AS



PHASING: 1 2 3 4 5 6 ACTUATED?  
Yes \_\_\_ No \_\_\_

NOTES: \_\_\_\_\_