

California High-Speed Rail Authority

Burbank to Los Angeles

Project Section

**Final Environmental Impact Report/
Environmental Impact Statement**

**Appendix 3.1-B: Regional and Local Policy
Consistency Analysis**

September 2021



The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by the State of California pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated July 23, 2019, and executed by the Federal Railroad Administration and the State of California.

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APPENDIX 3.1-B: REGIONAL AND LOCAL POLICY CONSISTENCY ANALYSIS

Policy/Goal/Objective	Compatibility
Section 3.2: Transportation	
Southern California	
SCAG RTP/SCS (2012)	
<p>The SCAG RTP/SCS is a long-range metropolitan transportation plan that is developed and updated by SCAG every 4 years. The RTP/SCS provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project over a 20- to 25-year period, the RTP/SCS considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address the region’s mobility needs. Goals include:</p> <ul style="list-style-type: none"> • Developing long-range regional plans and strategies that provide for efficient movement of people, goods, and information; enhance economic growth and international trade; and improve the environment and quality of life • Providing quality information service and analysis for the region • Using an inclusive decision-making process that resolves conflicts and encourages trust <p>Creating an educational and work environment that cultivates creativity, initiative, and opportunity</p>	<p>Incompatible. The HSR system would result in the conversion of land planned for the San Fernando Railroad Bike Path in the City of Glendale to rail right-of-way. As a result, this facility may not be built, which would change the benefits of the adopted bicycle plans. By converting land planned for this bike path to rail right-of-way, the HSR system may impede the goals of Policies 2.1.1 and 2.1.2, which aim to connect all cities in the SCAG region via bicycle facilities. The project will incorporate the following measures to minimize impact to adopted bicycle plans and facilities:</p> <ul style="list-style-type: none"> • TR-IAMF#5, Maintenance of Bicycle Access—The contractor would prepare and implement specific construction management plans to address maintenance of bicycle access during the construction period. • TR-IAMF#12, Pedestrian and Bicycle Safety—The contractor would provide a technical memorandum describing how pedestrian and bicycle accessibility during construction would be provided and supported across the HSR corridor, to and from stations and on station property.
SCAG FTIP (2014)	
<p>The SCAG FTIP is a capital listing of all transportation projects proposed over a 6-year period for the SCAG region. The projects include highway improvements; transit, rail, and bus facilities; high-occupancy vehicle lanes; signal synchronization; intersection improvements; and freeway ramps. In the SCAG region, a biennial FTIP update is produced on an even-year cycle.</p> <p>The FTIP is prepared to implement projects and programs listed in the RTP and is developed in compliance with state and federal requirements. County Transportation Commissions have the responsibility under state law of proposing county projects—using the current RTP’s policies, programs, and projects as a guide—from among submittals by cities and local agencies. The locally prioritized lists of projects are forwarded to SCAG for review. From this list, SCAG develops the FTIP based on consistency with the current RTP, inter-county connectivity, financial constraint, and conformity satisfaction. The goals of the FTIP are to:</p>	<p>Consistent. The HSR Build Alternative would improve regional transportation. The HSR Build Alternative contains no component that would prevent SCAG from documenting all projects for the following 6 years.</p>

Policy/Goal/Objective	Compatibility
<ul style="list-style-type: none"> Document all projects for the following 6 years that will receive federal funds or are subject to a federally required action <p>Document all projects for the following 6 years that are defined by SCAG as regionally significant and indicate whether or not they require federal funding</p>	
SCAG Sustainability Planning Grant Program/Compass Blueprint Plan (2005)	
<p>SCAG's Sustainability Planning Grant Program/Compass Blueprint Plan was established as an innovative vehicle for promoting local jurisdictional efforts to test local planning tools. Since the plan started in 2005, 202 projects have been completed through the program.</p> <p>The Sustainability Planning Grants Program provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional SCS. Goals include:</p> <ul style="list-style-type: none"> Highlighting the value that effective growth planning can bring to regional partners and regions as a whole <p>Supporting projects that promote: integrated land use, active transportation, and green region planning</p>	<p>Consistent. The HSR Build Alternative would improve regional transportation. The HSR Build Alternative contains no component that would prevent SCAG from highlighting the importance of effective growth planning.</p>
SCAG Final 2008 Regional Comprehensive Plan (2008)	
<p>The RCP is a problem-solving guidance document that directly responds to Southern California's challenges according to the annual State of the Region report card. It responds to SCAG's Regional Council directive in the 2002 Strategic Plan to develop a holistic, strategic plan for defining and solving California's inter-related housing, traffic, water, air quality, and other regional challenges. The RCP sets a path forward in two key ways. First, it ties together SCAG's role in transportation, land use, and air quality planning and demonstrates the need to do more than is being done today. Second, it recommends key roles and responsibilities for public- and private-sector stakeholders and invites them to implement reasonable policies that are within their control. The result is a proactive, unconstrained, big-picture advisory plan that envisions what a livable, sustainable, successful region could look like and challenges stakeholders to tackle difficult issues. Goals include:</p> <ul style="list-style-type: none"> Improving mobility for all residents Fostering livability in all communities Enabling prosperity for all people <p>Promoting sustainability for future generations</p>	<p>Consistent. The HSR Build Alternative would improve the transportation of residents throughout the counties by offering a faster, improved method of traveling through the county.</p>

Policy/Goal/Objective	Compatibility
Metro	
<i>Metro Bicycle Transportation Strategic Plan (2006)</i>	
<p>The Bicycle Transportation Strategic Plan was prepared to improve mobility in the region through the use of bicycles. The plan is designed for the use of cities, the County of Los Angeles, and transit agencies in planning bicycle facilities around transit and setting priorities that contribute to regional improvements. The plan includes:</p> <ul style="list-style-type: none"> • A listing of 167 identified “bike-transit hubs” in the county • Audit procedures for evaluating obstacles to bicycle access • Nonmotorized “best practices” in a toolbox of design measures • Gaps in the inter-jurisdictional bikeway network <p>Two prototype Bike-Transit Hub Access Plans in different geographical and demographic regions in the county</p>	<p>Compatible. The 2006 Bicycle Transportation Strategic Plan includes the HSR alignment. Therefore, the HSR Build Alternative would be compatible with this plan.</p>
<i>Metro LRTP (2009)</i>	
<p>Metro is currently updating the LRTP adopted in 2009. The LRTP provides a visionary blueprint for transportation improvements for Los Angeles County and input into the development of the RTP. The LRTP provides both a financially constrained plan, which takes into account funding limitations, and an unconstrained plan, which contains a vast array of potential improvements should additional funding sources become available. General goals of the LRTP are to:</p> <ul style="list-style-type: none"> • Assess the performance of the transportation system over a 20+ year horizon <p>Identify the projects that best address the needs of the system based on expected population, housing, and employment growth, while taking forecast financial assumptions into account at the same time</p>	<p>Compatible. The 2009 LRTP includes the HSR alignment. Therefore, the HSR Build Alternative would be compatible with the Metro LRTP.</p>

Policy/Goal/Objective	Compatibility
<p><i>Metro RTIP (2013)</i></p> <p>The RTIP is a federally and state-mandated program document that includes information concerning local highway, state highway, and transit projects and services for the following 6 years. It is revised in its entirety every 2 years and is open for amendment submissions once per month.</p> <p>All transportation projects must be listed in the RTIP to be eligible for federal and state funding, federal and state permits, and review of EIRs and EISs.</p> <p>In order for federal funds to be released to the listed project sponsors, the RTIP must be reviewed for air quality conformity with federal and state laws, as well as SCAG, Caltrans, and USDOT regulations.</p> <p>Upon approval, the RTIP is incorporated into the TIP by SCAG, the FSTIP prepared by Caltrans, and the FTIP approved by the USDOT.</p> <p>The goals of the RTIP are to:</p> <ul style="list-style-type: none"> • Document all projects for the following 6 years that will receive federal funds or are subject to a federally required action • Document all projects for the following 6 years that are defined by SCAG as regionally significant and indicate whether or not they require federal funding 	<p>Compatible. The 2013 Plan includes the HSR alignment as part of the recommended Public Transportation Plan. Therefore, the HSR Build Alternative would be compatible with the Metro SRTP.</p>
<p><i>Metro SRTP (2014a)</i></p> <p>The SRTP is a focused 10-year plan that guides actions through 2024. The plan will advance the long-term goals outlined in the 2009 LRTP, a 30-year vision for addressing growth in Los Angeles County. The goal of the plan is to:</p> <ul style="list-style-type: none"> • Monitor progress in moving projects and programs forward to ensure the system moves people and goods safely 	<p>Compatible. The 2014 Plan includes the HSR alignment as part of the recommended Public Transportation Plan. Therefore, the HSR Build Alternative would be compatible with the Metro SRTP.</p>
<p><i>Metro First-Last Mile Strategic Plan (2014)</i></p> <p>The First-Last Mile Strategic Plan provides a guideline that outlines specific infrastructure improvement strategies designed to facilitate easy, safe, and efficient access to the Metro system. The strategic plan coincides with Metro's plans to develop a world-class rail system with stations that will be a short distance (3 miles or less) from the homes of 7.8 million Los Angeles County residents. Goals include:</p> <ul style="list-style-type: none"> • Expanding the reach of transit through infrastructure improvements • Maximization of multimodal benefits and efficiencies • Building upon the RTP/SCS and Countywide Sustainable Planning Policy (multimodal, green, equitable, and smart) 	<p>Compatible. The proposed features included in the First-Last Mile Strategic Plan would be included in HSR station site designs to comply with the plan and assist station users with ease of access.</p>

Policy/Goal/Objective	Compatibility
Metro Complete Streets Policy (2014)	
<p>The Complete Streets Policy was developed to establish a standard of excellence for multimodal design. The term “Complete Streets” describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, users, and operators of public transit; bicyclists; persons with disabilities; seniors; children; motorists; users of green modes; and movers of commercial goods. Goals include:</p> <ul style="list-style-type: none"> • Maximizing the benefit of transit service and improving access to public transit by making it convenient, safe, and attractive for users • Maximizing multimodal benefits and efficiencies • Improving safety for all users on the transportation network • Facilitating multijurisdictional coordination and leveraging partnerships and incentive programs to achieve a “complete” and integrated transportation system that serves all users • Establishing active transportation improvements as integral elements of the countywide transportation system • Fostering healthy, equitable, and economically vibrant communities where all residents have greater mobility choices 	<p>Compatible. The proposed features included in the Complete Streets Policy would be included in HSR station site designs to comply with the plan and assist station users with ease of access.</p>
Los Angeles Regional Water Quality Control Board	
Los Angeles County MS4 Permit	
<p>Identifies programs and objectives associated with municipal discharges of stormwater and nonstormwater by the Los Angeles County Flood Control District, the County of Los Angeles, and 84 incorporated cities within the county, with the exception of the City of Long Beach.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would be required to comply with the requirements of the applicable NPDES permit and implement treatment BMPs to reduce impacts to water quality, as described in Impact Avoidance and Minimization Feature HYD-IAMF#1. The Authority is covered under the Phase II Small MS4 Permit (Order No. 2013-0001-DWQ) in lieu of the requirements of the county/city-specific MS4 permits that would otherwise be applicable to the project. Therefore, through implementation of Impact Avoidance and Minimization Feature HYD-IAMF#1, the HSR project would comply with the applicable MS4 permit.</p>
Groundwater Dewatering Permit	
<p>Regulates discharges of treated and untreated groundwater generated from permanent, temporary dewatering operations or other applicable wastewater discharges not specifically covered in other general or individual NPDES permits in Los Angeles and Ventura counties.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would obtain coverage under and comply with the applicable requirements of the Groundwater Dewatering Permit during groundwater dewatering activities, including testing and treatment (if necessary) of groundwater prior to discharge to surface waters.</p>

Policy/Goal/Objective	Compatibility
County of Los Angeles	
Los Angeles County Traffic Impact Analysis Guidelines (1997)	
<p>The guidelines provide detailed guidance on acceptable traffic- and transportation-related operations. Goals include:</p> <ul style="list-style-type: none"> Establishing procedures to ensure consistency of analysis, adequacy of information presented, and timely review by county staff Defining significant transportation impacts as a difference in ICU LOS of ≥ 0.04 for LOS C, ≥ 0.02 for LOS D, and ≥ 0.01 for LOS E and F Establishing that all CMP intersections where at least 50 trips during either peak hour will be added must be studied (150 trips per peak hour for freeway mainlines) 	<p>Compatible. The HRS Build Alternative would increase the transportation options of the county and provide connections to existing transit services which would expand the system to more of the county. The HSR Build Alternative would also enable more people to travel by train and reduce automobile dependence.</p> <p>The HSR Build Alternative would cause some intersections to drop below LOS D during project construction and operations. Although the project would implement measures to reduce the impact on LOS of these intersections, it would be infeasible to further improve LOS for other intersections. Therefore, the HSR project would be compatible since it does everything feasible to maintain acceptable LOS.</p>
Los Angeles County Bicycle Master Plan (2012)	
Goal 1, Policy 1.1	<p>Incompatible. The HSR Build Alternative would result in the conversion of land planned for two bicycle paths in Los Angeles County to rail right-of-way.</p> <p>The HSR Build Alternative would result in the conversion of land planned for the San Fernando Road Bike Path in the City of Burbank to rail right-of-way. The planned Class I bike path could feasibly be rerouted as an unprotected Class II bike lane along North Lake Street. Therefore the HSR Build Alternative would not interfere with the completion of the bike network in Burbank. However, the Los Angeles County Bicycle Master Plan would need to be amended to reflect the change in the route and designation of this bike path. Once the Los Angeles County Master Plan is amended, the HSR System would be compatible with the planned bike network.</p> <p>The HSR Build Alternative would result in the conversion of land planned for the San Fernando Railroad Bike Path in the City of Glendale to rail right-of-way. As a result, this facility may not be built, which would change the benefits of the adopted bicycle plans. Therefore, the HSR System is incompatible with Policy 1.1. However, future coordination regarding impacts to the San Fernando Railroad Bike Path would occur with the City of Glendale.</p> <p>Additionally, the project will incorporate the following measures to minimize impact to adopted bicycle plans and facilities:</p> <ul style="list-style-type: none"> TR-IAMF#5, Maintenance of Bicycle Access—The contractor would prepare and implement specific construction management plans to address maintenance of bicycle access during the construction period. TR-IAMF#12, Pedestrian and Bicycle Safety—The contractor would provide a technical memorandum describing how pedestrian and bicycle accessibility during construction would be provided and supported across the HSR corridor, to and from stations and on station property.

Policy/Goal/Objective	Compatibility
Goal 2, Policy 2.1	Compatible. The HSR Build Alternative would include grade separation at rail crossings, which would improve safety for bicyclists at these locations by removing the risk of train accidents involving bicyclists. Therefore, the HSR Build Alternative would improve safety for bicyclists at key locations.
Los Angeles County General Plan 2035 (2015)	
Section IV Goals and Policies, Policies M 1.1 – M 1.3	Compatible. The HSR Build Alternative would ensure that areas around HSR stations provide effective street connections for all parties using the transportation network. The HSR Build Alternative would also include grade separations that would improve the safety of streets for pedestrians, bicyclists, and motor vehicle users.
Section IV Goals and Policies, Policies M 2.6 – M 2.7	Compatible. The HSR Build Alternative would provide bicycle facilities at the HSR station sites that connect to bicycle paths in the project vicinity. These facilities would provide enough capacity to support the projected use for present and future conditions and would not conflict with these general plan policies.
Section IV Goals and Policies, Policies M 4.1 and M 4.3	Compatible. The HRS Build Alternative would increase the transportation options of the county and provide connections to existing transit services which would expand the system to more of the county. The HSR Build Alternative would also enable more people to travel by train and reduce automobile dependence.
Section IV Goals and Policies, Policies M 4.7	Compatible. The HSR Build Alternative would cause some intersections to drop below LOS D during project construction and operations. Although the project would implement measures to reduce the impact on LOS of these intersections, it would be infeasible to further improve LOS for other intersections. Therefore, the HSR project would be compatible since it does everything feasible to maintain acceptable LOS.
Section IV Goals and Policies, Policies M 5.2	Compatible. The HSR station sites would include parking facilities on site, which would facilitate the use of HSR facilities for transportation. This would reduce dependence on automobile trips to travel to destinations that could be accessed via the HSR system.

Policy/Goal/Objective	Compatibility
City of Burbank	
City of Burbank Bicycle Master Plan (2009)	
<p>The City of Glendale General Plan establishes policies and goals to ensure the efficient movement of people and goods, promote compatibility between transportation modes and land use, and reduce the adverse air quality effects of transportation. Significant transportation effects are defined by the City of Glendale traffic study guidelines as a difference in intersection V/C and LOS of ≥ 0.02 at LOS D, E, or F. General goals of the plan include:</p> <ul style="list-style-type: none"> • Balance land use/zoning with roadway capacity by establishing congestion thresholds and avoiding unacceptable levels of congestion from future development 	<p>Compatible. The HSR Build Alternative provides access to local and regional destinations within and outside Los Angeles County. The HSR station in Burbank will encourage the use of multimodal transportation to reach these destinations, thereby supporting alternative transportation. This would also increase the city's transportation options other than motorized transportation.</p> <p>The HSR Build Alternative would cause some intersections to drop below LOS D during project construction and operations. Although the project would implement measures to reduce the impact on LOS of these intersections, it would be infeasible to further improve LOS for other intersections. Therefore, the HSR project would be compatible since it does everything feasible to maintain acceptable LOS.</p>
Burbank 2035 General Plan (2014)	
<p>The General Plan establishes policies and goals to ensure the efficient movement of people and goods, promote compatibility between transportation modes and land uses, and reduce the adverse air quality effects of transportation. Significant transportation effects are defined by the City of Burbank traffic study guidelines as a difference in intersection V/C and LOS of ≥ 0.02 for LOS D, ≥ 0.01 for LOS E, and ≥ 0.005 for LOS F. Unsignalized intersection impacts are defined as 2 percent, 1 percent, and five or more project trips under the same LOS values. General policies in the plan include:</p> <ul style="list-style-type: none"> • Improve Burbank's alternative transportation access to local and regional destinations through land use decisions that support multimodal transportation. • Require new projects to contribute to the city's transit and/or nonmotorized transportation network in proportion to its expected traffic generation. • Design street improvements so they preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems. • Improve transit connections with nearby communities and connections to downtown Los Angeles, West San Fernando Valley, Hollywood, and the Westside. • Implement the Bicycle Master Plan by maintaining and expanding the bicycle network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer. <p>Provide bicycle connections to major employment centers, shopping districts, residential areas, and transit connections.</p>	<p>Compatible. The HSR Build Alternative provides access to local and regional destinations within and outside Los Angeles County. The HSR station in Burbank will encourage the use of multimodal transportation to reach these destinations, thereby supporting alternative transportation. This would also increase the city's transportation options other than motorized transportation.</p> <p>The HSR Build Alternative would cause some intersections to drop below LOS D during project construction and operations. Although the project would implement measures to reduce the impact on LOS of these intersections, it would be infeasible to further improve LOS for other intersections. Therefore, the HSR project would be compatible since it does everything feasible to maintain acceptable LOS.</p>

Policy/Goal/Objective	Compatibility
City of Glendale	
City of Glendale General Plan (1998)	
Circulation Element, Section 2.1 Goals and Objectives, Goal 5 Objective 1	Compatible. The traffic analysis conducted as part of this Environmental Impact Report/Environmental Impact Statement (EIR/EIS) analyzes transportation impacts based on local traffic impact thresholds. By utilizing these standards the HSR project would avoid unacceptable levels of congestion and would be compatible with Glendale General Plan standards.
City of Glendale Bicycle Master Plan (2012)	
The Glendale Bicycle Master Plan contains programs and policies to better accommodate and encourage bicycling in Glendale. The planned improvements include new bikeways, bicycle parking, and links to transit.	Incompatible. The HSR Build Alternative would result in the conversion of land planned for the San Fernando Railroad Bike Path in the City of Glendale to rail right-of-way. As a result, this facility may not be built, which would change the benefits of the adopted bicycle plans. Therefore, the HSR system may interfere with the completion of a bike network in Glendale. The project will incorporate the following measures to minimize impact to adopted bicycle plans and facilities: <ul style="list-style-type: none"> • TR-IAMF#5, Maintenance of Bicycle Access—The contractor would prepare and implement specific construction management plans to address maintenance of bicycle access during the construction period. • TR-IAMF#12, Pedestrian and Bicycle Safety—The contractor would provide a technical memorandum describing how pedestrian and bicycle accessibility during construction would be provided and supported across the HSR corridor, to and from stations and on station property.
City of Los Angeles	
City of Los Angeles 2010 Bicycle Plan (2011)	
The 2010 Bicycle Plan is part of the City of Los Angeles' General Plan Transportation Element. The City of Los Angeles Mobility Plan 2035 proposed a potential Tier 2 bike lane along Riverside Drive.	Incompatible. The HSR Build Alternative would result in the conversion of land planned for the San Fernando Railroad Bike Path in the City of Glendale to rail right-of-way. As a result, this facility may not be built, which would change the benefits of the adopted bicycle plans. The project will incorporate the following measures to minimize impact to adopted bicycle plans and facilities: <ul style="list-style-type: none"> • TR-IAMF#5, Maintenance of Bicycle Access—The contractor would prepare and implement specific construction management plans to address maintenance of bicycle access during the construction period. • TR-IAMF#12, Pedestrian and Bicycle Safety—The contractor would provide a technical memorandum describing how pedestrian and bicycle accessibility during construction would be provided and supported across the HSR corridor, to and from stations and on station property.

Policy/Goal/Objective	Compatibility
City of Los Angeles Mobility Plan 2035 (2016)	
Chapter 2: World Class Infrastructure, Policy 2.3 Pedestrian Infrastructure	Compatible. The HSR station sites would incorporate pedestrian infrastructure to ensure safety and comfort for pedestrians using the site and connecting to existing pedestrian facilities.
Chapter 2: World Class Infrastructure, Policy 2.9 Multiple Networks	Compatible. The HSR Build Alternative would incorporate linkages to a variety of transportation modes, including bus, train, automobile, bicycle, and pedestrian. When designing station sites the needs of each mode would be considered to create a safe and diverse transportation network.
Chapter 3: Access for All Angelenos, Policy 3.1 Access for All and 3.4 Transit Services	Compatible. The HSR Build Alternative would provide the City of Los Angeles residents with an interconnected system of transportation to fit the needs of those traveling by integrating a variety of transportation options. The HSR Build Alternative would utilize modern technologies to provide efficient and attractive transit options and would be an affordable alternative to the existing options available.
Chapter 3: Access for All Angelenos, Policy 3.6 Regional Transportation & Union Station	Compatible. The HSR Build Alternative would link to Los Angeles Union Station and contribute to the major regional transportation hub of the station.
Chapter 3: Access for All Angelenos, Policy 3.8 Bicycle Parking	Compatible. The HSR station sites would provide and maintain parking for bicyclists who wish to use the station
Chapter 4: Collaboration, Communication & Informed Choices, Policy 4.4 Community Collaboration	Compatible. The California High-Speed Rail Authority (Authority) would communicate with local entities to ensure that the HSR Build Alternative meets the needs of the surrounding communities and to inform the public of the system's capabilities.
Chapter 5: Clean Environments & Healthy Communities, Policy 5.1 Sustainable Transportation	Compatible. The HSR Build Alternative would be electricity powered and would promote the use of environmentally healthy transportation systems. This would also benefit public health for the residents near the HSR alignment.
Section 3.3: Air Quality	
Southern California Association of Governments 2016–2040	
<i>Regional Transportation Plan/Sustainable Community Strategies</i>	
Goal 1: California High Speed Rail	Compatible. The California High-Speed Train will be electrified and will therefore produce no emissions along its operating corridors. Furthermore, the California High-Speed Rail Authority (Authority) has committed to using 100 percent renewable energy to power its trains. Because of the expected reduction in air and automobile travel, the Authority estimates its service will save 2.0 million to 3.2 million barrels of oil annually, beginning in 2030.
Goal 2: Emissions Reduction Targets	Compatible. The 2016–2040 RTP/SCS includes a strong commitment to reduce emissions from transportation sources to comply with Senate Bill 375, improve public health, and meet the NAAQS as set forth by the Clean Air Act.

Policy/Goal/Objective	Compatibility
Railroads	
<i>Amtrak Sustainability Policy & Program</i>	
<p>Goal: Environmental Compliance</p> <ul style="list-style-type: none"> • Objective: Comply with the Clean Air Act, and state and local air quality and greenhouse gas emission requirements. • Policy: Implement fuel conservation efforts by encouraging efficient train handling and reducing locomotive idling wherever possible. 	<p>Compatible. The proposed HSR Build Alternative is compatible with the identified Amtrak policies because it would implement project features that would utilize electric rail locomotive technology, and would comply with the Clean Air Act and state and local air quality and greenhouse gas emission requirements.</p>
<i>Union Pacific Railroad Tier 4 Locomotives</i>	
<p>Goal: Deploy new and cleaner locomotives powered by Tier 4 diesel engine technology which produce more than 90 percent less particulate matter and oxides of nitrogen than locomotives produced 15 years ago.</p>	<p>Compatible. The Proposed HSR Build Alternative is compatible with the identified UPRR policy because it would implement project features that would utilize electric rail locomotive technology, and would comply with the Clean Air Act and state and local air quality and greenhouse gas emission requirements.</p>
Metro	
<i>Metro Link Fuel Conservation Program</i>	
<p>Goal: Environmental Compliance</p> <ul style="list-style-type: none"> • Objective: Comply with the Clean Air Act, and state and local air quality and greenhouse gas emission requirements. • Policy: Implement fuel conservation efforts by encouraging efficient train handling and reducing locomotive idling wherever possible. 	<p>Compatible. The proposed HSR Build Alternative is compatible with the identified Metro policies because it would implement project features that would utilize electric rail locomotive technology, and would comply with the Clean Air Act and state and local air quality and greenhouse gas emission requirements.</p>
<i>Metro Link Plug-In Program</i>	
<p>Goal: Add more plug-in stations</p> <ul style="list-style-type: none"> • Policy: Implement plug-in stations that supply electric ground power to rail cars during testing and inspection at CMF. 	<p>Compatible. The proposed HSR Build Alternative is compatible with the identified Metro policy because it would implement project features that would utilize electric rail locomotive technology.</p>
City of Burbank	
<i>General Plan Air Quality and Climate Change Element</i>	
<p>Goal 1: Reduction of Air Pollution</p> <ul style="list-style-type: none"> • Policy 1.1: Coordinate air quality planning efforts with local, regional, state, and federal agencies, and evaluate the air quality effects of proposed plans and development projects. • Policy 1.2: Seek to attain or exceed the more stringent of federal or state ambient air quality standards for each criteria air pollutant. • Policy 1.3: Continue to participate in the Cities for Climate Protection Program, South Coast Air Quality Management District's (SCAQMD's) Flag Program, SCAQMD's Transportation Programs (i.e., Rule 2202, Employee Rideshare Program), and applicable state and federal air quality and climate change programs. 	<p>Compatible. The adoption of the City's General Plan Air Quality Element serves to aid the South Coast region in attaining the state and federal ambient air quality standards at the earliest feasible date, while still maintaining economic growth and improving the quality of life. The City's Air Quality Element acknowledges the inter-relationship between transportation and land use planning in meeting the City's mobility and clean air goals.</p> <p>The Proposed HSR Build Alternative is compatible with the identified policies of the City of Burbank Air Quality Element because it would implement project features that would reduce and control construction emissions, would reduce vehicular trips, would reduce vehicle miles traveled (VMT), and would encourage the use of alternative modes of transportation.</p>

Policy/Goal/Objective	Compatibility
<ul style="list-style-type: none"> • Policy 1.5: Require projects that generate potentially significant levels of air pollutants, such as large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design. • Policy 1.6: Require measures to control air pollutant emissions at construction sites and during soil- disturbing or dust-generating activities (i.e., tilling, landscaping) for projects requiring such activities. 	
<p>Goal 2: Sensitive Receptors</p> <ul style="list-style-type: none"> • Policy 2.2 Separate sensitive uses such as residences, schools, parks, and day care facilities from sources of air pollution and toxic chemicals. Provide proper site planning and design features to buffer and protect when physical separation of these uses is not feasible. • Policy 2.3 Require businesses that cause air pollution to provide pollution control measures. • Policy 2.4 Reduce the effects of air pollution, poor ambient air quality, and urban heat island effect with increased tree planting in public and private spaces. • Policy 2.5 Require the use of recommendations from the California Air Resources Board's Air Quality and Land Use Handbook to guide decisions regarding location of sensitive land uses. 	<p>Compatible. The Proposed HSR Build Alternative is compatible with the identified sensitive receptor policies of the City of Burbank Air Quality Element because it would implement project features that would reduce and control air pollution and toxic chemicals, provide pollution control measures, and maintain safe buffer distance during construction.</p>
<p>Goal 3: Reduction of Greenhouse Gas Emissions</p> <ul style="list-style-type: none"> • Policy 3.4 Reduce greenhouse gas emissions by promoting development that is pedestrian-friendly and transit-oriented; and promoting energy-efficient building design and site planning. 	<p>Compatible. The proposed HSR Build Alternative is compatible with the identified greenhouse gas (GHG) policies because it would implement project features that would utilize electric rail locomotive technology, would promote pedestrian-friendly and transit-oriented facilities, and would promote energy-efficient building design.</p>
<p>City of Glendale</p>	
<p>General Plan Air Quality Element</p>	
<p>Goal 1: Air Quality will be healthful for all residents</p> <ul style="list-style-type: none"> • Policy Objective 1: Reduce Glendale's contribution to regional emissions in a manner both efficient and equitable to residents and businesses, since emissions generated within Glendale affect regional air quality. • Policy Objective 2: Comply with the AQMP prepared by the SCAQMD and the Southern California Association of Governments. 	<p>Compatible. The adoption of the City's General Plan Air Quality Element serves to aid the South Coast region in attaining state and federal ambient air quality standards at the earliest feasible date, while still maintaining economic growth and improving the quality of life. The City's Air Quality Element acknowledges the inter-relationship between transportation and land use planning in meeting the City's mobility and clean air goals.</p> <p>The proposed HSR Build Alternative is compatible with the identified policies of the City of Glendale Air Quality Element because it would implement project features that would reduce and control construction emissions, would reduce vehicular trips, would reduce VMT, and encourage use of alternative modes of transportation.</p>

Policy/Goal/Objective	Compatibility
<p>Policy T1-G: Connect Glendale to the regional light rail network and high speed rail, should it be developed.</p>	<p>Compatible. The proposed HSR Build Alternative is compatible with the identified policies of the City of Glendale Sustainability Plan because it would implement project features that would connect Glendale to the high- speed rail system.</p>
<p>City of Los Angeles</p>	
<p>General Plan Land Use Element</p>	
<p>Goal 1: Good air quality and mobility</p> <ul style="list-style-type: none"> • Objective 1.3: Reduce particulate air pollutants emanating from construction sites. • Policy 1.3.1: Minimize particulate emission from construction sites. 	<p>Compatible. The 1992 revision to the City’s General Plan Air Quality Element serves to aid the greater Los Angeles region in attaining the state and federal ambient air quality standards at the earliest feasible date, while still maintaining economic growth and improving the quality of life. The City’s Air Quality Element and the accompanying Clean Air Program acknowledge the inter-relationship between transportation and land use planning in meeting the City’s mobility and clean air goals.</p> <p>The proposed HSR Build Alternative is compatible with the identified policies of the City of Los Angeles Air Quality Element because it would implement project features that would reduce and control construction emissions, and would reduce particulate emissions with the implementation of IAMFs and CEQA mitigation measures.</p>
<p>Goal 3: Efficient management of transportation facilities and system infrastructure</p> <ul style="list-style-type: none"> • Objective 3.1: It is the objective to the City to increase the portion of work trips made by transit to levels that are compatible with the goals of the AQMP. • Policy 3.1.1: Implement programs to finance and improve public transit facilities and service. • Policy 3.1.2: Address public safety concerns as part of transit improvement programs in order to increase transit ridership. • Policy 3.1.2: Cooperate with regional transportation agencies in expediting the development and implementation of regional transit system. 	<p>Compatible. The proposed HSR Build Alternative is compatible with the identified policies of the City of Los Angeles Air Quality Element because it would implement project features that would reduce vehicular trips, would reduce VMT, and would encourage the use of alternative modes of transportation.</p>
<p>Goal 4: Minimal impact of existing land use patterns and future land use development on air quality</p> <ul style="list-style-type: none"> • Objective 4.1: It is the objective of the City to include the regional attainment of ambient air quality standards as a primary consideration in land use planning. • Policy 4.1.1: Coordinate with all appropriate regional agencies the implementation of strategies for the integration of land use, transportation, and air quality policies. 	<p>Compatible. The proposed HSR Build Alternative is compatible with the identified policies of the City of Los Angeles Air Quality Element because it would implement project features that would encourage the HSR Authority to continue with the coordination between transportation and land use planning with the City and the community.</p>

Policy/Goal/Objective	Compatibility
Green LA Plan	
<ul style="list-style-type: none"> • Transportation Goal: Focus on Mobility for People, Not Cars • Objective: Expand the regional rail network. 	<p>Compatible. The proposed HSR Build Alternative is compatible with the identified policies of the City of Glendale sustainability Green LA Plan because it would implement project features that would connect Los Angeles to the high-speed rail system.</p>
Section 3.4: Noise and Vibration	
Los Angeles County	
Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan (2004)	
<p>Policy N-1: Use community Noise Equivalent Level (CNEL) method for measuring noise impacts near airports in determining suitability for various types of lands uses</p>	<p>Incompatible. The noise and vibration analysis used Ldn (day-night average sound level) to analyze noise impacts to sensitive receptors. Additionally, this policy within the Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan is intended to assist in land use decisions to minimize exposure of new community residents to excessive noise.</p>
County of Los Angeles General Plan (2015)	
<p>Goal N 1: The reduction of excessive noise impacts</p>	<p>Compatible. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) and additional methods to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the HSR Build Alternative would be consistent with this goal.</p>
<p>Policy N 1.1: Utilize land uses to buffer noise-sensitive uses from sources of adverse noise impacts</p>	<p>Compatible. Where feasible, the HSR will locate noise generating sources as far as possible from sensitive receptors.</p>
<p>Policy N 1.2: Reduce exposure to noise impacts by promoting land use compatibility</p>	<p>Compatible. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) and additional methods to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the HSR Build Alternative would be consistent with this goal.</p>
<p>Policy N 1.3: Minimize impacts to noise-sensitive land uses by ensuring adequate site design, acoustical construction, and use of barriers, berms, or additional engineering controls through Best Available Technologies</p>	<p>Compatible. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) and additional methods to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the HSR Build Alternative would be consistent with this goal.</p>
<p>Policy N 1.4: Enhance and promote noise abatement programs in an effort to maintain acceptable levels of noise as defined by the Los Angeles County Exterior Noise Standards and other applicable noise standards</p>	<p>Compatible. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) and additional methods to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the HSR Build Alternative would be consistent with this goal.</p>

Policy/Goal/Objective	Compatibility
<p>Policy N 1.5: Ensure compliance with the jurisdictions of State Noise Insulation Standards (Title 24, California Code of Regulations and Chapter 35 of the Uniform Building Code), such as noise insulation of new multifamily dwellings constructed within the 60 dB (CNEL or L_{dn}) noise exposure contours</p>	<p>Incompatible. The FRA HSR Manual utilizes a sliding scale for sensitive receptors to determine potential impacts whereas the County of Los Angeles uses specific numeric thresholds to determine impacts.</p>
<p>Policy N 1.6: Ensure cumulative impacts related to noise do not exceed health-based safety margins</p>	<p>Incompatible. Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) and additional reduction methods to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the HSR Build Alternative would be consistent with this objective.</p>
<p>Policy N 1.7: Utilize traffic management and noise suppression techniques to minimize noise from traffic and transportation systems</p>	<p>Incompatible. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) and additional reduction methods to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the HSR Build Alternative would be consistent with this goal.</p>
<p>Policy N 1.8: Minimize noise impacts to pedestrians and transit-riders in the design of transportation facilities and mobility networks</p>	<p>Incompatible. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) and additional noise reduction methods to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the HSR Build Alternative would be consistent with this goal.</p>
<p>Policy N 1.9: Require construction of suitable noise attenuation barriers on noise-sensitive uses that would be exposed to exterior noise levels of 65 dBA CNEL and above, when unavoidable impacts are identified</p>	<p>Incompatible. The FRA HSR Manual utilizes a sliding scale for sensitive receptors to determine potential impacts whereas the County of Los Angeles uses specific numeric thresholds to determine impacts. Additionally, noise barriers are subject to criteria to ensure they are both acoustically feasible and cost effective.</p>
<p>Policy N 1.12: Decisions on land adjacent to transportation facilities, such as the airports, freeways and other major highways, must consider both existing and future noise levels of these transportation facilities to assure the compatibility of proposed uses</p>	<p>Incompatible. The noise and vibration analysis takes into consideration the adjacent land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.</p>

Policy/Goal/Objective	Compatibility
County of Los Angeles Code of Ordinances (1978)	
Section 12.08.010 of the County Code aims “to control unnecessary, excessive, and annoying noise and vibration....” It declares that the purpose of the County policy is to “...maintain quiet in those areas which exhibit low noise levels and to implement programs aimed at reducing noise in those areas within the county where noise levels are above acceptable values.”	Compatible. Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
Table 11.2 of the Noise General Element overviews Los Angeles County Community Noise Criteria and additional information on noise barrier strategies can be found in Appendix G	Compatible. Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
Section 12.08.350, states, “operating or permitting the operation of any device that creates vibration that is above the vibration perception threshold of any individual at or beyond the property boundary of the source if on private property, or at 150 feet (46 meters) from the source if on a public space or public right-of-way is prohibited. The perception threshold shall be a motion velocity of 0.01 in/sec [inch per second] over the range of 1 to 100 Hertz”	Incompatible. The FTA Noise and Vibration Manual utilizes different construction noise standards than the County’s standards. Additionally, the FTA Manual considers the possibility of nighttime construction whereas the Municipal Code restricts construction to hours to hours within the daytime hours of 7:00 a.m. to 7:00 p.m. The project will incorporate NV-IAMF#1: Noise and Vibration, to minimize noise impacts by requiring compliance with FRA guidelines for minimizing construction noise and vibration impacts when work is conducted within 1,000 feet of sensitive receptors. The Authority would implement NV-MM#1: Construction Noise Mitigation Measures, which would require the contractor to prepare a noise-monitoring program and noise control plan prior to construction to comply with the FRA construction noise limits wherever feasible. The monitoring program would describe the actions the contractor would use to reduce noise, such as installing temporary noise barriers, avoiding nighttime construction near residential areas, and using low-noise emission equipment.
Section 12.08.390: establishes exterior noise standards	Compatible. Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
Section 12.08.400: establishes interior noise standards for multifamily residential land uses from non-transportation noise sources based on time restrictions within a one-hour period	Compatible. Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
Section 12.08.440: limits construction at the exterior of residential structures (versus the property line for nonconstruction noise activities) to between the hours of 7:00 a.m. and 7:00 p.m. on weekdays. It prohibits construction on Sundays and holidays	Compatible. Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.

Policy/Goal/Objective	Compatibility
<p>Section 12.08.4440: delineates construction activity from mobile and stationary construction equipment. The construction noise level limitations from mobile construction equipment are defined as “maximum noise levels for nonscheduled, intermittent, short-term operation (less than 10 days),” and the construction noise level limitations from stationary construction equipment are defined as “maximum noise levels for repetitively scheduled and relatively long-term operation (periods of 10 days or more)</p>	<p>Compatible. Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.</p>
<p>City of Burbank</p>	
<p>City of Burbank General Plan Noise Element</p>	
<p>Goal 1: Noise Compatible Land Uses Burbank’s diverse land use pattern is compatible with current and future noise levels.</p>	<p>Compatible. The noise and vibration analyses takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.</p>
<p>Policy 1.1: Ensure the noise compatibility of land uses when making land use planning decisions.</p>	<p>Compatible. The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.</p>
<p>Policy 1.2: Provide spatial buffers in new development projects to separate excessive noise-generating uses from noise-sensitive uses.</p>	<p>Compatible. Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.</p>
<p>Policy 1.4: Maintain acceptable noise levels at existing noise-sensitive land uses.</p>	<p>Incompatible. Utilizing the FTA Noise Criteria, which specifically compares noise level impacts generated by the project to existing noise levels, the noise and vibration analysis takes into consideration the noise level increase over existing conditions when determining the potential impact at sensitive receptors. Severe impacts related to noise level increase would be mitigated.</p>
<p>Policy 1.5: Reduce noise from activity centers located near residential areas, in cases where noise standards are exceeded.</p>	<p>Compatible. Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.</p>
<p>Policy 1.6: Consult with movie studios and residences that experience noise from filming activities to maintain a livable environment</p>	<p>Compatible. Where feasible, the Authority will consult with movie studios and residences that experience noise from filming.</p>
<p>Goal 4 Train Noise: Burbank’s train service network reduces noise levels affecting residential areas and noise-sensitive land uses</p>	<p>Compatible. Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.</p>

Policy/Goal/Objective	Compatibility
Policy 4.1.: Support noise-compatible land uses along rail corridors	Compatible. Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
Policy 4.2.: Require noise-reducing design features as part of transit-oriented, mixed-use development near rail corridors	Compatible. Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
Policy 4.3.: Promote the use of design features, such as directional warning horns or strobe lights, at railroad crossings that reduce noise from train warnings	Compatible. Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.
City of Glendale	
City of Glendale General Plan Noise Element	
Goal 1: Reduce noise impacts from transportation noise sources	Compatible. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the HSR Build Alternative would be compatible with this goal.
Policy 1.1: Coordinate with the California Department of Transportation (Caltrans) and the Metropolitan Transportation Authority (MTA) to reduce noise impacts from existing or proposed freeway projects with respect to existing noise sensitive land uses	Compatible. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the HSR Build Alternative would be compatible with this goal.
Program 1.1: Investigate the opportunity for Caltrans or the MTA to construct barriers to mitigate existing sound emissions where necessary and where feasible	Compatible. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the HSR Build Alternative would be compatible with this goal.
Program 1.2: Actively pursue with Caltrans or the MTA the potential for noise barriers for the apartments west of Paula Avenue and the residential areas along the Ventura Freeway near Isabel	Compatible. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the HSR Build Alternative would be compatible with this goal.

Policy/Goal/Objective	Compatibility
Program 1.3: Include noise mitigation measures in the design or improvement of freeways and arterial roadways consistent with funding capability and support efforts by Caltrans, the MTA, and the City to provide for acoustical protection for existing noise sensitive land uses affected by these projects	Compatible. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the HSR Build Alternative would be compatible with this goal.
Goal 3: Continue incorporating noise considerations into land use planning decisions	Compatible. The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
Policy 3.1: Ensure that land uses comply with adopted standards.	Compatible. The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
Policy 3.2: Encourage acoustical mitigation design in new construction when necessary	Compatible. The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
Program 3.2: Continue to enforce the State of California Building Code that specifies that the indoor noise levels for residential living spaces not exceed 45 dB CNEL due to the combined effect of all noise sources	Compatible. The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.
Goal 4: Enhance measures to control construction noise impacts	Compatible. The Authority intends to implement a construction noise monitoring program that would detail how contractors would monitor construction noise to verify compliance with noise limits.
Policy 4.1: Amend the Noise Ordinance to address construction noise problems	Compatible. The Authority intends to implement a construction noise monitoring program that would detail how contractors would monitor construction noise to verify compliance with noise limits.
Program 4.1: Change the permitted hours of construction to Monday through Friday, 7 a.m. to 7 p.m. and on Saturday from 9 a.m. to 5 p.m. maintain the ban on construction on Sundays and Holidays. Continue to allow emergency repair work, and work to correct safety hazards, at any time	Compatible. The Authority intends to implement a construction noise monitoring program that would detail how contractors would monitor construction noise to verify compliance with noise limits.
City of Los Angeles	
City of Los Angeles Noise Element (1999)	
Objective 2 (Nonairport): Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.	Compatible. Where feasible, the noise and vibration analysis recommends placing long-term stationary equipment at the greatest distance possible from noise sensitive receptors in order to minimize impacts. Where necessary, further reduction measures are recommended to meet noise level standards.

Policy/Goal/Objective	Compatibility
<p>Policy 2.2: Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.</p>	<p>Compatible. The Authority intends to coordinate closely with city personnel during construction. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively used in Europe and Japan) to mitigate noise impacts during operation where feasible. Therefore, the HSR Build Alternative would be consistent with this policy.</p>
<p>Objective 3: (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use</p>	<p>Compatible. The noise and vibration analysis takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.</p>
<p>Policy 3.1: Develop land use policies and programs that will reduce or eliminate potential and existing noise impacts</p>	<p>Incompatible. The Authority intends to coordinate closely with city personnel during construction. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively used in Europe and Japan) to mitigate noise impacts during operation where feasible. Therefore, the HSR Build Alternative would be consistent with this policy.</p>
<p>City of Los Angeles Central City North Community Plan (December 2000)</p>	
<p>Policy 6-1.4: Proximity to noise sources should be avoided whenever possible</p>	<p>Compatible. The noise and vibration analyses takes into consideration the affected land uses and their level of sensitivity when determining the potential impact as well as potential mitigation.</p>
<p>Program: Implement appropriate provisions of the City's Noise Element</p>	<p>Compatible. The HSR Build Alternative implements the City's Noise Element.</p>
<p>Program: Incorporate noise mitigation measures to reduce adverse environmental impacts in order you comply with CEQA</p>	<p>Compatible. The HSR Build Alternative incorporates mitigation measures to reduce adverse environmental impacts in order to comply with CEQA.</p>
<p>City of Los Angeles Municipal Code (2016)</p>	
<p>Chapter XI Section 111.02: Sound Level Measurement Procedure and Criteria sets forth how to measure sound</p>	<p>Compatible. Utilizing the Sound Level Measurement Procedure and Criteria, which specifically compare noise level impacts generated by the project to existing noise levels, the noise and vibration analysis takes into consideration the noise level increase over existing conditions when determining the potential impact at sensitive receptors.</p>
<p>Section 112.03: Construction Noise: noise due to construction or repair work shall be regulated as provided by Chapter IV, Article 1, Section 41.40 of the LAMC</p>	<p>Compatible. The Authority intends to implement a construction noise monitoring program that would detail how contractors would monitor construction noise to verify compliance with noise limits.</p>
<p>Section 112.05: Maximum Noise Level of Powered Equipment or Powered Hand Tools: requires that between the hours of 7:00 a.m. and 10:00 p.m., in any residential zone of the city or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding noise limits in sections (a), (b), or (c)</p>	<p>Compatible. The Authority intends to implement a construction noise monitoring program that would detail how contractors would monitor construction noise to verify compliance with noise limits.</p>

Policy/Goal/Objective	Compatibility
<p>Section 41.40: Noise Due To Construction, Excavation Work – When Prohibited: the noise limitations in Section 112.05 would not apply where compliance is deemed to be technically infeasible, which means that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction device or techniques during the operation of the equipment. The aforementioned limitations apply only to uses in residential zones or within 500 feet thereof</p>	<p>Incompatible. The Authority intends to implement a construction noise monitoring program that would detail how contractors would monitor construction noise to verify compliance with noise limits.</p> <p>The project will incorporate NV-IAMF#1: Noise and Vibration, to minimize noise impacts by requiring compliance with FRA guidelines for minimizing construction noise and vibration impacts when work is conducted within 1,000 feet of sensitive receptors. The Authority would implement NV-MM#1: Construction Noise Mitigation Measures, which would require the contractor to prepare a noise-monitoring program and noise control plan prior to construction to comply with the FRA construction noise limits wherever feasible. The monitoring program would describe the actions the contractor would use to reduce noise, such as installing temporary noise barriers, avoiding nighttime construction near residential areas, and using low-noise emission equipment.</p>
<p>Section 91.1207.11.2: requires that interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The LAMC further states that the noise metric to be used with regard to this standard shall be either the Ldn or the CNEL</p>	<p>Compatible. The Authority intends to implement a construction noise monitoring program that would detail how contractors would monitor construction noise to verify compliance with noise limits.</p>
<p>Chapter XI Article 2: covers special noise sources including construction noise, power equipment intended for repetitive use in residential areas, other machinery, equipment and devices, and maximum noise level of powered equipment or power hand tools</p>	<p>Compatible. The Authority intends to implement a construction noise monitoring program that would detail how contractors would monitor construction noise to verify compliance with noise limits.</p>
<p>Chapter IV, Public Welfare, Section 41.40: Noise due to Construction, Excavation Work – When Prohibits, stipulates prohibitions and restrictions for construction noise in Los Angeles</p>	<p>Compatible. The Authority intends to implement a construction noise monitoring program that would detail how contractors would monitor construction noise to verify compliance with noise limits.</p>

Policy/Goal/Objective	Compatibility
Section 3.5: EMI/EMF	
City of Burbank	
Burbank Municipal Code: <i>The Burbank Municipal Code is current through Ordinance 16-3,889, passed December 20, 2016 which includes the following relevant Electromagnetic policies:</i>	
<p>10-1-1118.C.1 An application is required for all Wireless Telecommunications Facilities. Applications for Wireless Telecommunications Facilities requiring a land use permit must be accompanied by the applicable permit application. The Director is required to maintain a list of required application forms and materials and a written procedure for processing Wireless Telecommunications Facilities applications, which may be amended from time to time. The application must be accompanied by a fee if specified in the Fee Resolution. A Wireless Telecommunications Facilities application must include documentation of compliance with FCC regulations pertaining to radio frequency emissions, including cumulative emissions from any existing Wireless Telecommunications Facilities on the site and the proposed Wireless Telecommunications Facilities, in a manner deemed appropriate by the Director.</p>	<p>Compatible. HSR wireless communications systems will all be FCC compliant. This is a permitting and documentation requirement only.</p>
<p>10-1-1118.D.3.I No Wireless Telecommunications Facilities may, by itself or in conjunction with other Wireless Telecommunications Facilities, generate radio frequency emissions and/or electromagnetic radiation in excess of FCC standards and any other applicable regulations. All Wireless Telecommunications Facilities must comply with all standards and regulations of the FCC, and any other agency of the State or Federal government agency with the authority to regulate wireless telecommunications facilities</p>	<p>Compatible. HSR wireless communications systems will all be FCC compliant.</p>
<p>10-1-1118.E.2 Every five years following compliance with 1-1-1118 E(1) above, the applicant shall, at the Wireless Telecommunications Facilities owners sole cost, prepare and submit to the City an independently prepared updated radio frequency emissions compliance report and certification, shall certify that the Wireless Telecommunications Facilities complies with all applicable FCC standards as of the date of the update.</p>	<p>Compatible. HSR wireless communications systems will all be FCC compliant. This is a permitting and documentation requirement only.</p>

Policy/Goal/Objective	Compatibility
<p>10-1-1118.E.3 If the radio frequency emissions compliance report and certification, and/or any update thereto, demonstrates that the cumulative levels of radio frequency emissions exceed or may exceed FCC standards, the Director may require the applicant to modify the location or design of the Wireless Telecommunications Facilities and/or implement other mitigation measures to ensure compliance with FCC standards. The Director may require additional independent technical evaluation of the Wireless Telecommunications Facilities, at the applicant's sole cost, to ensure compliance with FCC standards.</p>	<p>Compatible. HSR wireless communications systems will all be FCC compliant. This is a permitting and documentation requirement only.</p>
<p>City of Glendale</p>	
<p>Glendale Municipal Code: <i>The Glendale Municipal Code, current through Ordinance 5893, passed December, 2016, includes the following relevant policies:</i></p>	
<p>12.08.037.G.2 An engineering certification demonstrating planned compliance with all existing federal radio frequency emissions standards.</p>	<p>Compatible. HSR wireless communications systems will all be FCC compliant.</p>
<p>12.08.037.V.1 At all times, permittee shall ensure that its wireless telecommunications facilities shall comply with the most current regulatory and operational standards including, but not limited to, radio frequency emissions standards adopted by the FCC and antenna height standards adopted by the Federal Aviation Administration. The permittee shall obtain and maintain the most current information from the FCC regarding allowable radio frequency emissions and all other applicable regulations and standards and, at the following indicated times, shall file a report with the director of public works indicating whether permittee is in compliance with such standards, advising the director of public works of any regulatory changes that require modifications to the wireless telecommunications facilities, and advising the director of public works of the measures taken by the permittee to comply with such regulatory changes as follows: (1) prior to the commencement of the installation of the wireless telecommunications facility, (2) every year, on the anniversary of the submittal of the initial compliance report, and (3) upon any proposed increase of at least ten (10) percent in the effective radiated power or any proposed change in frequency use. Both the initial and update certifications shall be subject to review and approval by the city. At the director of public works' sole discretion, a qualified independent RF engineer, selected by and under contract to the city, may be retained to review said certifications for compliance with FCC regulations. All costs associated with the city's review of these certifications shall be the responsibility of the permittee, which shall promptly reimburse city for the cost of the review.</p>	<p>Compatible. HSR wireless communications systems will all be FCC compliant. This is a permitting and documentation requirement only.</p>

Policy/Goal/Objective	Compatibility
<p>12.08.037.V.1 Within thirty (30) calendar days following the activation of any Wireless Telecommunications Facilities, the applicant shall provide a radio frequency emissions compliance report to the Director certifying that the unit has been inspected and tested in compliance with FCC standards. Such report and certification shall include: a. The make and model (or other identifying information) of the unit tested. b. The date and time of the inspection, the methodology used to make the determination, c. The name and title of the person(s) conducting the tests, and a certification that the unit is properly installed and working within applicable FCC standards. d. As to DAS installations, the required radio frequency emissions compliance report certification shall be provided only by the wireless carrier(s) using the DAS system. e. The report and certification shall also indicate that cumulative levels of radio frequency emissions from the Wireless Telecommunications Facilities and all co-located Wireless Telecommunications Facilities are in compliance with FCC standards, including but not limited to FCC Office of Engineering Technology Bulletin 65, Evaluating Compliance with FCC Guidelines for Human Exposure to Radiofrequency Electromagnetic Fields, as amended.</p>	<p>Compatible. HSR wireless communications systems will all be FCC compliant. This is a permitting and documentation requirement only.</p>
<p>City of Los Angeles</p>	
<p>Los Angeles Municipal Code: <i>The Los Angeles Municipal Code, effective from October 24, 2016 includes the following relevant Electromagnetic policies:</i></p>	
<p>1.2.12.21.20.a.1 The antenna on any monopole or support structure must meet the minimum siting distances to habitable structures required for compliance with Federal Communications Commission (FCC) regulations and standards governing the environmental effects of radio frequency emissions.</p>	<p>Compatible. HSR wireless communications systems will all be FCC compliant.</p>
<p>1.2.12.21.20.b.4 (Application requirements) Statements regarding the regulations of the Federal Aviation Administration (FAA) and the Federal Communications Commission (FCC), respectively, that: (ii) the application complies with the regulations of the Federal Communications Commission, or a statement from the applicant that compliance is not necessary, and the reasons therefor.</p>	<p>Compatible. HSR wireless communications systems will all be FCC compliant. This is a permitting and documentation requirement only.</p>
<p>Section 3.6: Public Utilities</p>	
<p>Southern California Association of Governments</p>	
<p>2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (2016)</p>	
<p>Encourage the project implementation agencies to identify police protection, fire service, emergency medical service, waste collection, and public school needs and to coordinate with local officials to ensure that the existing public services would be able to handle the increase in demand for their services.</p>	<p>Compatible. HSR will work with all agencies to coordinate and ensure existing public services can handle increase in service demands.</p>

Policy/Goal/Objective	Compatibility
Encourage the project implementation agencies to identify the locations of existing utility lines and avoid all known utility lines during construction.	Compatible. IAMFs PUE-IAMF#3 and PUE-IAMF#4 include effective measures that would be implemented during construction. These IAMFs would ensure that where utility service interruptions are unavoidable, the contractor would provide notice of the planned interruptions to the affected service providers and would notify the public within that jurisdiction. Additionally, these IAMFs would require the contractor to prepare a technical memorandum documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions
Encourage green building measures to reduce waste generation and reduce the amount of waste sent to landfills.	Compatible. The Authority will abide by Green Building Standards. The project would comply with federal, state, and local statutes and regulations related to solid waste, and there is sufficient permitted capacity at the landfills serving the project to accommodate solid waste disposal needs. The Authority will, as much as possible, encourage green building measures.
Los Angeles County	
Los Angeles County General Plan 2035 (2015): Public Service and Facilities Element	
Policy PS/F 1.1: Discourage development in areas without adequate public services and facilities.	Compatible. Please refer to Section 3.6 for a discussion of the HSR Build Alternative's consistency with analyzing and addressing the need for additional facilities.
Policy PS/F 1.2: Ensure that adequate services and facilities are provided in conjunction with development through phasing or other mechanisms.	Compatible. The Authority would work closely with city and county departments to ensure collaboration.
Policy PS/F 1.3: Ensure coordinated service provision through collaboration between County departments and service providers	Compatible. The Authority would work closely with city and county departments to ensure collaboration.
Policy PS/F 1.4: Ensure the adequate maintenance of infrastructure	Compatible. The Authority would work closely with city and county departments to ensure maintenance of infrastructure is performed.
Policy PS/F 1.5: Focus infrastructure investment, maintenance, and expansion efforts where the General Plan encourages development	Compatible. Please refer to Section 3.6 for a discussion of the HSR Build Alternative's consistency with analyzing and addressing the need for additional facilities.
Policy PS/F 1.6: Support multi-faceted public facility expansion efforts, such as substations, mobile units, and satellite offices	Compatible. Please refer to Section 3.6 for a discussion of the HSR Build Alternative's consistency with analyzing and addressing the need for additional facilities.
Policy PS/F 1.7: Consider resource preservation in the planning of public facilities.	Compatible. The HSR system would, at a minimum, use water conservation and efficiency guidelines in CALGreen Code mandatory and voluntary sections. Where appropriate, the HSR system would work toward potable water self-sufficiency. The project design incorporates elements that minimize electricity consumption (e.g., using regenerative braking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the HSR Build Alternative. Therefore, the HSR Build Alternative would minimize the consumption of energy, water and other natural resources.

Policy/Goal/Objective	Compatibility
<p>Policy PS/F 6.1: Ensure efficient and cost-effective utilities that serve existing and future needs</p>	<p>Compatible. The project design incorporates elements that minimize electricity consumption (e.g., using regenerative braking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the HSR Build Alternative. Therefore, the HSR Build Alternative would reduce energy demand through energy conservation and efficiency.</p>
<p>Policy PS/F 6.4: Protect and enhance utility facilities to maintain the safety, reliability, integrity, and security of utility services</p>	<p>Compatible. The HSR system would, at a minimum, use water conservation and efficiency guidelines in CALGreen Code mandatory and voluntary sections. Where appropriate, the HSR system would work towards potable water self-sufficiency. The project design incorporates elements that minimize electricity consumption (e.g., using regenerative braking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the HSR Build Alternative. Therefore, the HSR Build Alternative would minimize the consumption of energy, water and other natural resources.</p>
<p>Policy PS/F 6.5: Encourage the use of renewable energy sources in utility and telecommunications networks</p>	<p>Compatible. The project design incorporates elements that minimize electricity consumption (e.g., using regenerative braking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the HSR Build Alternative. Therefore, the HSR Build Alternative would reduce energy demand through energy conservation and efficiency.</p>
<p>Policy PS/F 6.8: Encourage projects that incorporate on-site renewable energy systems</p>	<p>Compatible. The project design incorporates elements that minimize electricity consumption (e.g., using regenerative braking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the HSR Build Alternative. Therefore, the HSR Build Alternative would reduce energy demand through energy conservation and efficiency.</p>
<p>Los Angeles County General Plan 2035 (2015): Conservation and Natural Resources Element</p>	
<p>Policy C/NR 12.1: Encourage the production and use of renewable energy resources</p>	<p>Compatible. The project design incorporates elements that minimize electricity consumption (e.g., using regenerative braking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the HSR Build Alternative. Therefore, the HSR Build Alternative would reduce energy demand through energy conservation and efficiency.</p>

Policy/Goal/Objective	Compatibility
Los Angeles Regional Water Quality Control Board's Basin Plan (1994)	
<p>The Los Angeles Regional Board manages stormwater drainage into unincorporated areas of the county. The Basin Plan is a resource for the Los Angeles Regional Board to provide for the continuity of programs that fulfill the requirements of the State Water Resources Control Board General Permit and Section 402(p) of the Clean Water Act.</p>	<p>Compatible. The HSR system would, at a minimum, use water conservation and efficiency guidelines in CALGreen Code mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. The goal for facilities is, where appropriate for the climate, to work toward potable water self-sufficiency through consumption reduction, recycling, and on-site capture and storage. Stormwater would be either managed on site to supply the facility's internal water demands and landscaping, or released for management through acceptable natural time-scale surface flow, groundwater recharge, agricultural use or adjacent building needs. The HSR plantings would be drought-resistant plants wherever reasonable.</p>
2015 Urban Water Management Plan for District 40 (2016)	
<p>To provide reliable high-quality supplies from the Metropolitan Water District of Southern California and other sources to meet present and future needs at an equitable and economical cost and promote water use efficiency for all of Los Angeles County.</p>	<p>Compatible. The HSR project system would, at a minimum, use water conservation and efficiency guidelines in CalGreenCode mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. The goal for facilities is, where appropriate for the climate, to work toward potable water self-sufficiency through consumption reduction, recycling, and on-site capture and storage. Storm water would be either managed on site to supply the facility's internal water demands and landscaping, or released for management through acceptable natural time-scale surface flow, groundwater recharge, agricultural use or adjacent building needs. The HSR plantings would be drought-resistant plants wherever reasonable.</p>
City of Burbank	
Burbank General Plan (2013): Open Space and Conservation Element	
<p>Policy 9.1: Meet the goal of a 20% reduction in municipal water use by 2020.</p>	<p>Compatible. The HSR project system would, at a minimum, use water conservation and efficiency guidelines in CalGreenCode mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. The goal for facilities is, where appropriate for the climate, to work toward potable water self-sufficiency through consumption reduction, recycling, and on-site capture and storage. Storm water would be either managed on site to supply the facility's internal water demands and landscaping, or released for management through acceptable natural time-scale surface flow, groundwater recharge, agricultural use or adjacent building needs. The HSR plantings would be drought-resistant plants wherever reasonable. Therefore, the HSR project would not interfere with the city's goal to facilitate a 20% reduction in water use by 2020.</p>

Policy/Goal/Objective	Compatibility
<p>Policy 9.4 Pursue infrastructure improvements that would expand communitywide use of recycled water.</p>	<p>Compatible. The HSR project system would, at a minimum, use water conservation and efficiency guidelines in CalGreenCode mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. The goal for facilities is, where appropriate for the climate, to work toward potable water self-sufficiency through consumption reduction, recycling, and on-site capture and storage. Storm water would be either managed on site to supply the facility's internal water demands and landscaping, or released for management through acceptable natural time-scale surface flow, groundwater recharge, agricultural use or adjacent building needs. The HSR plantings would be drought-resistant plants wherever reasonable.</p>
<p>Policy 10.1: Incorporate energy conservation strategies in City projects.</p>	<p>Compatible. The project design incorporates elements that minimize electricity consumption (e.g., using Regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the HSR project. Therefore, the HSR project would reduce energy demand through energy conservation and efficiency.</p>
<p>Policy 10.2: Promote energy-efficient design features to reduce fuel consumption for heating and cooling.</p>	<p>Compatible. The project design incorporates elements that minimize electricity consumption (e.g., using Regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the HSR project. Therefore, the HSR project would reduce energy demand through energy conservation and efficiency.</p>
<p>Policy 10.5 Promote technologies that reduce use of non-renewable energy resources.</p>	<p>Compatible. The project would be constructed and operated in an energy-efficient manner, using renewable energy to power the HSR, to the extent feasible. Therefore, the HSR project would reduce the use of non-renewable energy resources through energy conservation and efficiency.</p>
<p><i>Burbank General Plan (2013): Land Use Element</i></p>	
<p>Policy 2.6 Design new buildings to minimize the consumption of energy, water, and other natural resources.</p>	<p>Compatible. The HSR system would, at a minimum, use water conservation and efficiency guidelines in CalGreenCode mandatory and voluntary sections. Where appropriate, the HSR system would work towards potable water self-sufficiency. The project design incorporates elements that minimize electricity consumption (e.g., using Regenerative breaking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the HSR project. Therefore, the HSR project would minimize the consumption of energy, water and other natural resources.</p>
<p>Policy 4.12: Underground utilities for new development projects and projects within designated undergrounding districts.</p>	<p>Compatible. If utilities must be relocated as a result of a conflict with the HSR project in the City of Los Angeles, the Authority would relocate the utilities underground where feasible.</p>

Policy/Goal/Objective	Compatibility
Municipal Code, Title 8, Public Utilities	
<p>This section of the Burbank Municipal Code provides regulations for utilities and sewer services.</p>	<p>Compatible. Please refer to Sections 3.6 and 3.8 for a discussion of the HSR Build Alternative’s consistency with designing drainage devices that are compatible with the natural terrain and environment.</p>
Zero Waste Strategic Plan (2008)	
<p>The plan outlines strategies to be used to reach the goal of achieving zero waste by 2040. It includes four basic strategies, with a priority placed on “upstream” solutions to eliminate waste before it is created. The plan also includes actions to build on the city’s traditional “downstream” recycling programs to fully utilize the existing waste diversion infrastructure.</p>	<p>Compatible. The HSR system would, at a minimum, use water conservation and efficiency guidelines in CalGreenCode mandatory and voluntary sections. Where appropriate, the HSR system would work towards potable water self-sufficiency. The project design incorporates elements that minimize electricity consumption (e.g., using Regenerative braking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the HSR project. Therefore, the HSR project would minimize the consumption of energy, water and other natural resources.</p>
Burbank Center Plan (1997)	
<p>The Burbank Center Plan is an economic revitalization plan that addresses long-range land use and transportation planning of the downtown area.</p>	<p>Compatible. The Authority would work closely with city and departments to ensure collaboration in meeting the needs of county residents and ensure consistency with long-range land use and transportation planning capabilities.</p>
Burbank Urban Water Management Plan (2015)	
<p>The UWMP was prepared in accordance with the California Urban Water Management Planning Act, Water Code Sections 10610 through 10657, which requires that suppliers that provide over 3,000 acre-feet of water annually or serve 3,000 or more connections must assess the reliability of their water sources every 5 years. The UWMP includes assessment of past and future water supplies and demands, evaluation of the future reliability of Burbank’s water supplies, water conservation and water management activities, discussion of water recycling activities, contingency planning for water shortages, and evaluation of distribution system water losses.</p>	<p>Compatible. The Authority would work closely with city and county departments to ensure collaboration in meeting the needs of county residents and ensure consistency with funding capabilities.</p>
City of Glendale	
Glendale General Plan (2001): Open Space and Conservation Element	
<p>Goal 6: Preserve and protect valuable water and mineral resources.</p>	<p>Compatible. During construction and operation, the HSR system would, at a minimum, use water conservation and efficiency guidelines in CalGreenCode mandatory and voluntary sections. Where appropriate, the HSR system would work towards potable water self-sufficiency.</p>

Policy/Goal/Objective	Compatibility
Objective 6-2: Protect percolation areas important to groundwater recharge.	Compatible. The HSR project would, at a minimum, use water conservation and efficiency guidelines in the CalGreenCode mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. Water conservation measures will address the protection of percolation areas important to groundwater recharge.
Objective 6-4: Recognize the importance of watersheds to groundwater recharge and minimize impermeable surfaces.	Compatible. Please refer to Section 3.8 for a discussion of the HSR project's consistency with analyzing and addressing watershed impacts, including the HSR project's consistency with low-impact landscaping that absorbs stormwater and reduces runoff.
Objective 6-5: Design drainage devices in a manner that is compatible with the natural terrain and environment.	Compatible. Please refer to Section 3.8 for a discussion of the HSR project's consistency with designing drainage devices that are compatible with the natural terrain and environment.
Goal 11: Minimize environmental hazards including noise, unhealthful air, water and composite hazards.	Compatible. Please refer to Section 3.8 for a discussion of the HSR project's consistency with minimizing of hazards to water resources.
Goal 12: Continue to conserve water resources and provide for the protection and improvement of water quality.	Compatible. Please refer to Section 3.8 for a discussion of the HSR project's consistency with ensuring water quality standards are maintained.
Objective 12-2: Continue to promote sewer connections in areas not sewered which feed Glendale's ground water basis.	Compatible. The Authority would require that all new development associated with the HSR project would connect to sanitary sewers.
Objective 12-4: Adhere to the requirements of the National Pollutant Discharge Elimination System (NPDES) to ensure surface water quality and to minimize the introduction of pollutants into drainage courses.	Compatible. Please refer to Section 3.8 for a discussion of the HSR project's consistency with requirements of the NPDES.
Objective 12-6: Continue to monitor, inventory land uses and coordinate with the Environmental Protection Agency (EPA) to avoid ground water pollution and improve groundwater quality with particular emphasis on industrial areas and landfills.	Compatible. The Authority will coordinate with the EPA to avoid groundwater pollution as a result of construction and operation of the HSR. Please refer to Section 3.8 for further discussion of the HSR project's consistency with minimizing water pollution.
Municipal Code, Title 13, Public Services	
This section of the Glendale Municipal Code provides regulations for utilities and sewer services.	Compatible. Please refer to Sections 3.6 and 3.8 for a discussion of the HSR Build Alternative's consistency with designing drainage devices that are compatible with the natural terrain and environment.
Downtown Specific Plan (2016)	
The Downtown Specific Plan seeks to preserve and enhance the aspects that provide each district its unique character while improving the attractiveness and livability of the downtown area.	Compatible. The Authority would work closely with city and departments to ensure collaboration in meeting the needs of county residents and ensure consistency with individual districts.

Policy/Goal/Objective	Compatibility
Greener Glendale Plan (2012)	
<p>The Greener Glendale Plan is the City of Glendale’s plan for helping the community of Glendale achieve better sustainability. The plan assesses what actions the city and community have already taken to be more sustainable, and recommends how to build on these efforts. The plan takes advantage of common-sense approaches and innovative policies that the local government is uniquely positioned to implement. The actions identified can reduce consumption and waste along with the associated costs, improve air quality and environmental health, and provide other benefits to Glendale for years to come.</p>	<p>Compatible. The HSR Build Alternative would support sustainability in land use and transportation planning through reductions in total vehicle miles traveled, vehicle emissions, and energy use. Therefore, the HSR Build Alternative would be compatible with this policy.</p> <p>The HSR Build Alternative would improve the transportation system by providing HSR service to existing and future land uses. The HSR Build Alternative would also feature improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
Glendale Urban Water Management Plan (2015)	
<p>The UWMP was prepared in accordance with the California Urban Water Management Planning Act, Water Code Sections 10610 through 10657, which requires that suppliers that provide over 3,000 acre-feet of water annually or serve 3,000 or more connections must assess the reliability of their water sources every 5 years. The UWMP was developed to achieve conservation and efficient use of Glendale’s water supply.</p>	<p>Compatible. The Authority would work closely with city and county departments to ensure collaboration in meeting the needs of county residents and ensure consistency with funding capabilities.</p>
City of Los Angeles	
City of Los Angeles General Plan (2001): Conservation Element	
<p>Policy 20.1: Continue to encourage energy conservation and petroleum product reuse.</p>	<p>Compatible. The project design incorporates elements that minimize electricity consumption (e.g., using Regenerative braking and energy-saving equipment and facilities). All HSR facilities would qualify for LEED certification. To the extent feasible, renewable energy would power the HSR project. Therefore, the HSR project would promote energy conservation and efficiency.</p>
City of Los Angeles General Plan (2001): Open Space and Conservation Framework Element	
<p>Policy 6.1.4: Conserve, and manage the undeveloped portions of the City’s watersheds, where feasible, as open spaces which protect, conserve, and enhance natural resources.</p>	<p>Compatible. Please refer to Section 3.8 for a discussion of the HSR project’s consistency with protection of watersheds.</p>
<p>Policy 6.1.2 a.: Coordinate City operations and development policies for the protection and conservation of open space resources, by encouraging City departments to take the lead in utilizing water reuse technology, including graywater and reclaimed water for public landscape maintenance purposes and such other purposes as may be feasible.</p>	<p>Compatible. The Authority will utilize water reuse technology such as graywater and reclaimed water where feasible.</p>
City of Los Angeles (2001): Infrastructure and Public Services Framework Element	
<p>Policy 9.1.3: Monitor wastewater effluent discharged into the Los Angeles River, Santa Monica Bay, and San Pedro Harbor to ensure compliance with water quality requirements.</p>	<p>Compatible. Please refer to Section 3.8 for a discussion of the HSR project’s consistency with discharge volumes to nearby waterways.</p>

Policy/Goal/Objective	Compatibility
Policy 9.2.2 Maintain wastewater treatment capacity commensurate with population and industrial needs.	Compatible. The Authority would ensure that all development associated with the HSR project is served by adequately sized wastewater treatment systems.
Policy 9.3.1 Reduce the amount of hazardous substances and the total amount of flow entering the wastewater system.	Compatible. The Authority would handle, store, and dispose of all hazardous waste in accordance with applicable requirements, including the Resource Conservation and Recovery Act (Section 3.10, Hazardous Materials and Wastes). A certified hazardous waste collection company would deliver the waste to an authorized hazardous waste management facility for recycling or disposal.
Policy 9.5.1 Develop a stormwater management system that has adequate capacity to protect its citizens and property from flooding which results from a 10year storm (or a 50year storm in sump areas).	Compatible. Please refer to Section 3.8 for a discussion of the HSR project's consistency with provision of adequate drainage and stormwater facilities.
Objective 9.6: Pursue effective and efficient approaches to reducing stormwater runoff and protecting water quality.	Compatible. Please refer to Section 3.8 for a discussion of the HSR project's consistency with provision of adequate drainage and stormwater facilities.
Goal 9C: Adequate water supply, storage facilities, and delivery system to serve the needs of existing and future residents and businesses.	Compatible. Please refer to Section 3.8 for a discussion of the HSR project's consistency with ensuring water supply and delivery are maintained to serve needs of future residents and businesses.
Policy 9.9.1: Pursue all economically efficient water conservation measures at the local and statewide level.	Compatible. During construction the HSR system would, at a minimum, use water conservation and efficiency guidelines in CalGreenCode mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities.
Policy 9.9.3: Protect existing water supplies from contamination, and clean up groundwater supplies so those resources can be more fully utilized.	Compatible. Please refer to Section 3.8 for a discussion of the HSR project's consistency with ensuring groundwater supplies are recharged and free of contamination.
Policy 9.9.7: Incorporate water conservation practices in the design of new projects so as not to impede the City's ability to supply water to its other users or overdraft its groundwater basins.	Compatible. During construction the HSR system would, at a minimum, use water conservation and efficiency guidelines in CalGreenCode mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. Therefore, the HSR systems is not anticipated to result in a substantial impact on local water supplies that would result in further and/or unnecessary overdraft of the groundwater basins within the plan area.
Objective 9.10: Ensure that water supply, storage, and delivery systems are adequate to support planned development.	Compatible. Please refer to Section 3.8 for a discussion of the HSR project's consistency with ensuring water supply, storage, and delivery are maintained to serve needs of future development.

Policy/Goal/Objective	Compatibility
<p>Goal 9G: An environmentally sound solid waste management system that protects public health, safety, and natural resources and minimizes adverse environmental impacts.</p>	<p>Compatible. The Authority would comply with the adopted city solid waste management plan. During operation, the HSR project would generate minimal waste associated with routine maintenance of the HSR infrastructure.</p> <p>The HSR project would be required to comply with the 2010 Green Building Standards Code, which requires every city and county in California to develop a waste management plan and divert at least 50% of the construction materials generated (CalRecycle 2012). The Authority's 2013 sustainability policy specifies all (100%) steel and concrete would be recycled, and a minimum of 75% construction waste would be diverted from landfills.</p>
<p>Policy 9.29.3: Promote conservation and energy efficiency to the maximum extent that is cost effective and practical, including potential retrofitting when considering significant expansion of existing structures.</p>	<p>Compatible. The HSR facilities, would qualify for LEED certification, and would be required to meet and/or exceed energy efficiency targets, including Title 24, with the goal of zero net energy use for facilities.</p>
<p>Municipal Code, Chapter 6, Public Works and Property</p>	
<p>This section of the City of Los Angeles Municipal Code provides regulations for water supply and sewer systems, including wells, private sewer disposal and drainage systems, and stormwater.</p>	<p>Compatible. Please refer to Section 3.8 for a discussion of the HSR project's consistency with ensuring water supply and delivery are maintained to serve needs of future residents and businesses.</p>
<p>Sustainable City Plan (2015)</p>	
<p>This plan sets goals for the sustainable growth of the City of Los Angeles. The plan addresses water conservation, clean and resilient energy supplies, energy-efficient buildings, and waste and landfill goals.</p>	<p>Compatible. The proposed HSR Build Alternative is compatible with the identified policies of the City of Los Angeles Sustainability Plan because it would implement project features that would connect Los Angeles to the high-speed rail system.</p>
<p>Los Angeles Urban Water Management Plan (2015)</p>	
<p>The UWMP was prepared in accordance with the California Urban Water Management Planning Act, Water Code Sections 10610 through 10657, which requires that suppliers that provide over 3,000 acre-feet of water annually or serve 3,000 or more connections must assess the reliability of their water sources every 5 years. The UWMP forecasts future water demands and water supplies under average and dry year conditions, identifies future water supply projects, provides a summary of water conservation Best Management Practices, and provides a single and multi-dry year management strategy.</p>	<p>Compatible. The HSR system would, at a minimum, use water conservation and efficiency guidelines in CALGreen Code mandatory and voluntary sections for all planning, procurement, design, construction, operations, and maintenance of facilities. The goal for facilities is, where appropriate for the climate, to work toward potable water self-sufficiency through consumption reduction, recycling, and on-site capture and storage. Stormwater would be either managed on site to supply the facility's internal water demands and landscaping, or released for management through acceptable natural time-scale surface flow, groundwater recharge, agricultural use or adjacent building needs. The HSR plantings would be drought-resistant plants wherever reasonable.</p>

Policy/Goal/Objective	Compatibility
Section 3.7: Biological and Aquatic Resources	
Southern California Association of Governments 2008 Regional Comprehensive Plan Southern California Association of Governments adopted the <i>2008 Regional Comprehensive Plan</i> in 2008. The plan includes the following policies:	
<p>Open Space and Habitat – Natural Lands Goals: Ensure a sustainable ecology by protecting and enhancing the region’s open space infrastructure and mitigate growth- and transportation-related impacts to natural lands by:</p> <ul style="list-style-type: none"> • Conserving natural lands that are necessary to preserve the ecological function and value of the region’s ecosystems • Conserving wildlife linkages as critical components of the region’s open space infrastructure • Coordinating transportation and open space to reduce transportation impacts to natural lands 	Compatible. The HSR system would not conflict with wildlife linkages, open space, and natural lands. The Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on wildlife linkages, open space, and natural land.
<p>Open Space and Habitat – Community Open Space Goals: Enhance the region’s parks, trails, and community open space infrastructure to support the aesthetic, recreational, and quality-of-life needs, providing the highest level of service to our growing region by:</p> <ul style="list-style-type: none"> • Improving existing community open space through urban forestry and other programs that provide environmental benefits 	Compatible. The HSR system would not conflict with wildlife linkages, open space, and natural lands. The Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on wildlife linkages, open space, and natural land.
County of Los Angeles	
Los Angeles County General Plan 2035 (2015)	
<p>The County of Los Angeles adopted the <i>Los Angeles County General Plan 2035</i> on October 6, 2015. Policies set forth in the general plan are intended to protect significant agricultural resource areas, preserve SEAs, and protect the quality of the coastal environment. The general plan also aims to protect watersheds, streams, and riparian vegetation and to maintain natural watershed processes by regulating development in tributary watersheds.</p>	Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not conflict with any adopted policies related to the conservation of open space areas. The Authority will abide by Los Angeles County regulatory requirements for development adjacent to public open space, recreational areas, and state and regional parks.
Los Angeles County General Plan 2035 (2015) , Chapter 9: Conservation and Natural Resource Element	
Policy C/NR 1.2: Protect and conserve natural resources, natural areas, and available open spaces.	Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not conflict with any adopted policies related to the conservation of open space areas. The Authority will abide by Los Angeles County regulatory requirements for development adjacent to public open space, recreational areas, and state and regional parks.

Policy/Goal/Objective	Compatibility
<p>Policy C/NR 3.1: Conserve and enhance the ecological function of diverse natural habitats and biological resources.</p>	<p>Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not conflict with any adopted policies related to the protection and conservation of biological resources, including policies pertaining to lands designated as SEAs. The Authority will implement mitigation measures, as discussed in Section 3.7.7 of this document, to preserve SEAs and other habitat management areas.</p>
<p>Policy C/NR 3.7: Participate in inter-jurisdictional collaborative strategies that protect biological resources.</p>	<p>Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not conflict with any adopted policies related to the protection and conservation of biological resources, including policies pertaining to lands designated as SEAs. The Authority will implement mitigation measures, as discussed in Section 3.7.7 of this document, to preserve SEAs and other habitat management areas.</p>
<p>Policy C/NR 3.10: Require environmentally superior mitigation for unavoidable impacts on biologically sensitive areas, and permanently preserve mitigation sites.</p>	<p>Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not conflict with any adopted policies related to the protection and conservation of biological resources, including policies pertaining to lands designated as SEAs. The Authority will implement mitigation measures, as discussed in Section 3.7.7 of this document, to preserve SEAs and other habitat management areas. The HSR system within the Burbank to Los Angeles Project Section would not conflict with the provisions and requirements of any habitat conservation plans or areas, including the Los Angeles County SEAs.</p>
<p>Policy C/NR 5.6: Minimize point and nonpoint-source water pollution.</p>	<p>Compatible. The Authority has proposed to implement a Storm Water Pollution Prevention Plan for the HSR system, which would comply with all City of Los Angeles objectives pertaining to stormwater and urban runoff pollution control.</p>
<p>Oak Tree Ordinance</p>	
<p>The County of Los Angeles adopted the most recent version of the Los Angeles County Code of Ordinances on April 11, 2017. The Los Angeles County Oak Tree Ordinance applies to all unincorporated areas of the county. Its goal is to create favorable conditions for the preservation and propagation of healthy oak trees. Under the ordinance, a person shall not cut, destroy, remove, relocate, inflict damage to, or encroach into the protected zone of any tree of the oak tree genus (<i>Quercus</i>) that is 8 inches or more in diameter (measured at 4.5 feet above mean natural grade) or—in the case of oaks with multiple trunks—a combined diameter of 12 inches or more of the two largest trunks, without first obtaining a permit.</p>	<p>Compatible. The Authority will comply with all applicable City of Los Angeles requirements related to tree alteration, removal, and planting. The Authority will coordinate with the city and designated advisory agencies to obtain all necessary permits, ensure the preservation of heritage trees, and comply with other requirements, as applicable</p>

Policy/Goal/Objective	Compatibility
Los Angeles County SEA Program	
<p>The Los Angeles County SEA Program was established by the Los Angeles County General Plan and additionally in the Hillside Management and Significant Ecological Areas Ordinance in 1982. SEA designation is given to land that contains irreplaceable biological resources. The SEA is intended to aid applicants and staff with implementation of the general plan goals and policies, zoning code regulations, and Department of Regional Planning procedures. The general plan establishes the locations of the SEAs, the description of the SEAs (habitat types, unique resources, etc.), and program policies. The SEA Ordinance, a component of the county zoning code ("Title 22") is the implementation tool of the SEA Program, which establishes the permitting standards and process for development within SEAs.</p>	<p>Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not conflict with any adopted policies related to the protection and conservation of biological resources, including policies pertaining to lands designated as SEAs. The Authority will implement mitigation measures, as discussed in Section 3.7.7 of this document, to preserve SEAs and other habitat management areas. The HSR system within the Burbank to Los Angeles Project Section would not conflict with the provisions and requirements of any habitat conservation plans or areas, including the Los Angeles County SEAs</p>
<p>Los Angeles Municipal Code (2015) <i>The Los Angeles Municipal Code is a set of ordinances, or laws that are adopted by the city council and enforced by the county. The applicable ordinances are stated below:</i></p>	
<p>Section 12.28, Brush and Vegetation, Policy 12.28.030: Vegetation in unincorporated territories States that no person shall remove or destroy, or cause the removal or destruction of, natural vegetation on sloping terrain within the unincorporated territory of the County of Los Angeles</p>	<p>Compatible. The Authority will work with the County of Los Angeles to obtain appropriate clearance for the removal of vegetation on public property, in compliance with all applicable requirements.</p>
<p>Section 12.28, Brush and Vegetation, Policy 17.04.340: Vegetation in parks States that a person shall not dig, remove, destroy, injure, mutilate, or cut any tree, plant, shrub, grass, fruit, or flower, or any portion thereof, growing in a park. Any removal of wood, turf, grass, soil, rock, sand, or gravel from any park is unlawful</p>	<p>Compatible. The Authority will work with the County of Los Angeles to obtain appropriate clearance for the removal of vegetation on public property, in compliance with all applicable requirements.</p>
<p>Section 12.28, Brush and Vegetation, Policy 17.04.470: Animals in parks States that a person shall not molest, hunt, disturb, injure, shoot at, take, net, poison, wound, harm, kill, or remove from any park or riding and hiking trail any kind of animal</p>	<p>Compatible. The Authority would abide by all park and hiking trail regulations set forth by the Los Angeles Municipal Code. Additionally, "take" of any threatened or endangered species would be conducted in compliance with CESA and FESA.</p>
<p>Section 22, Planning and Zoning, Policy 22.56.2060: Protected oak trees States that no person shall cut, destroy, remove, relocate, inflict damage, or encroach into a protected zone of any tree in the oak genus that is 8 inches in diameter or greater measured at 4.5 feet above mean natural grade</p>	<p>Compatible. Where possible, oak trees will be protected and incorporated into project development plans, compatible with all applicable county requirements.</p>
City of Burbank	
General Plan Open Space and Conservation Element (2013)	
<p>Policy 6.2: Protect the ecological integrity of open spaces and maintain and restore natural habitats and native plant communities.</p>	<p>Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not conflict with any adopted policies of the City of Burbank related to the management of biological resources.</p>
<p>Policy 8.4: Naturalize disturbed areas and prevent the invasion of exotic plants.</p>	

Policy/Goal/Objective	Compatibility
General Plan Open Space and Conservation Element	
<p>Policy 1: Natural resources, including open spaces, biological habitats and native plant communities should be maintained and, where necessary, restored</p>	<p>Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not conflict with any adopted policies of the City of Burbank related to the management of biological resources.</p>
<p>Goal 2: Protect vital or sensitive open space areas including ridgelines, canyons, streams, geologic formations, watersheds and historic, cultural, aesthetic and ecologically significant areas from the negative impacts of development and urbanization</p>	
Comprehensive Design Guidelines	
<p>The intent of the Comprehensive Design Guidelines is to provide predictability for property owners and developers, as well as residents and other stakeholders in the Glendale community</p>	<p>Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not conflict with any adopted policies of the City of Burbank related to the management of biological resources</p>
City of Glendale	
General Plan Open Space and Conservation Element	
<p>Policy 1: Natural resources, including open spaces, biological habitats and native plant communities should be maintained and, where necessary, restored.</p>	<p>Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not conflict with any adopted policies of the City of Glendale related to the management of natural resources.</p>
<p>Goal 2: Protect vital or sensitive open space areas including ridgelines, canyons, streams, geologic formations, watersheds and historic, cultural, aesthetic and ecologically significant areas from the negative impacts of development and urbanization.</p>	
Comprehensive Design Guidelines	
<p>The intent of the Comprehensive Design Guidelines is to provide predictability for property owners and developers, as well as residents and other stakeholders in the Glendale community.</p>	<p>Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not conflict with any adopted policies of the City of Glendale related to the management of natural resources</p>
City of Los Angeles	
General Plan Conservation Element	
<p>The 2001 City of Los Angeles General Plan Conservation Element includes the provision, management, and conservation of the city's open space resources, including natural habitats and wildlife. This also includes the evaluation, avoidance, and minimization of potential significant impacts, as well as mitigation of unavoidable significant impacts on sensitive animal and plant species and their habitats and habitat corridors relative to land development activities. Habitat policies in the general plan seek to preserve, protect, restore, and enhance natural plant and wildlife diversity, endangered species, habitats, corridors, linkages, and wetlands.</p>	<p>Compatible. Construction of the HSR system within the project section would not conflict with any adopted policies related to the protection and conservation of biological resources, including policies pertaining to SEAs. The Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on biological resources, including aquatic resources. In addition, the Authority would implement mitigation measures, as discussed in Section 3.7.7, to protect biological resources.</p>

Policy/Goal/Objective	Compatibility
General Plan Open Space Element.	
<p>Goal: Ensure the preservation and conservation of sufficient open space to serve the recreational, environmental, health, and safety needs of the city.</p>	<p>Compatible. Construction of the HSR system within the project section would not conflict with any adopted policies related to the protection and conservation of biological resources, including policies pertaining to SEAs. The Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on biological resources, including aquatic resources. In addition, the Authority would implement mitigation measures, as discussed in Section 3.7.7, to protect biological resources.</p>
<p>Goal: Conserve and/or preserve those open space areas containing the city's environmental resources, including air and water.</p>	
<p>Policy: The amount of earth moved in grading operations within desirable open space areas should be limited and closely controlled. Aesthetic consideration should be incorporated into the city's approval of grading plans in these areas.</p>	
<p>Policy: The designation of an area as either open space land or desirable open space is not intended to preclude the development of needed transportation facilities. Such transportation facilities traversing public park properties are subject to various laws controlling development.</p>	
General Plan Land Use Element	
<p>The City of Los Angeles General Plan Land Use Element consists of 35 CPAs that are the official guide to future development in the City of Los Angeles. The Burbank to Los Angeles Project Section is located in the following CPAs: the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon CPA, the Northeast Los Angeles CPA, the Central City North CPA, and the Boyle Heights CPA.</p>	<p>Compatible. Construction of the HSR system within the project section would not conflict with any adopted policies related to the protection and conservation of biological resources, including policies pertaining to SEAs. The Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on biological resources, including aquatic resources. In addition, the Authority would implement mitigation measures, as discussed in Section 3.7.7, to protect biological resources.</p>
Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon CPA	
<p>Open Space Goal 5: A community with sufficient open space in balance with new development to serve the recreational, environmental, and health and safety needs of the community and to protect environmental and aesthetic resources.</p>	<p>Compatible. Construction of the HSR system within the project section would not conflict with the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon Open Space Goals. The Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on biological resources, including aquatic resources.</p>
<p>Open Space Policy 5-1.2: Protect significant environmental resources from environmental hazards.</p>	
Northeast Los Angeles CPA	
<p>Open Space Goal 4: Sufficient open space, in balance with development, to serve the recreational, environmental, and health needs of the community and to protect environmental and aesthetic resources.</p>	<p>Compatible. Construction of the HSR system within the project section would not conflict with the Northeast Los Angeles Open Space Goals. The Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on biological resources, including aquatic resources.</p>
<p>Open Space Objective 4-2: To preserve existing open space resources and, where possible, encourage acquisition of new open space.</p>	

Policy/Goal/Objective	Compatibility
Central City North CPA	
<p>Open Space and Recreation Policy 4-2.1: To foster physical and visual links between a variety of open spaces and public spaces downtown.</p>	<p>Compatible. Construction of the HSR system within the project section would not conflict with the Central City North Open Space and Recreational Policy. The Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on biological resources, including aquatic resources.</p>
Boyle Heights CPA	
<p>Recreation Policy: Preserve and improve the existing recreation and park facilities and park space</p>	<p>Compatible. Construction of the HSR system within the project section would not conflict with the Boyle Heights Recreational Policy. The Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on biological resources, including aquatic resources.</p>
Alameda District Specific Plan Urban Design Guidelines	
<p>This is an ordinance establishing a specific plan, known as the Alameda District Specific Plan, for a portion of the Central City North CPA.</p>	<p>Compatible. Construction of the HSR system within the project section would not conflict with the Alameda District Specific Plan. The Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on biological resources, including aquatic resources.</p>
Los Angeles River Revitalization Master Plan	
<p>The Los Angeles River Revitalization Master Plan provides a framework for restoring the river's ecological function and for transforming it into an amenity for residents and visitors to the city.</p>	<p>Compatible. Implementation of the HSR Build Alternative would not prevent the city from completing its vision of buildout for the Los Angeles River Revitalization Master Plan. The HSR Build Alternative has been planned and designed in coordination with local governments. Moreover, implementation of LU-IAMF#2 requires local agency coordination for HSR station area planning. The Authority is required to prepare a memorandum for each station describing the local agency coordination and station area planning conducted to prepare the station area for HSR operations.</p>
Los Angeles River Ecosystem Restoration Project	
<p>The Los Angeles River Ecosystem Restoration Project provides detail on restoring 11 miles of the Los Angeles River from Griffith Park to downtown Los Angeles. The project would reestablish and restore valley foothill riparian strand and freshwater marsh habitat, increase habitat connectivity and increase passive recreation.</p>	<p>Compatible. Implementation of the HSR Build Alternative would neither preclude nor conflict with the restoration activities proposed under the Los Angeles River Ecosystem Restoration Project. The Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on biological resources, including aquatic resources.</p>
City Center Redevelopment Plan Project Objectives	
<p>The plan's objectives are to further the development of downtown as the major center of the Los Angeles metropolitan region, within the context of the Los Angeles General Plan, as envisioned by the General Plan Framework, Concept Plan, City-wide Plan portions, the Central City Community Plan, and the Downtown Strategic Plan.</p>	<p>Compatible. Construction of the HSR system within the project section would not conflict with the City Center Redevelopment Plan Project Objectives. The Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on biological resources, including aquatic resources.</p>

Policy/Goal/Objective	Compatibility
<p>City of Los Angeles Municipal Code</p> <p>Chapter VI: Public Works and Property, Article 4.4: Stormwater and Urban Runoff Pollution Control: The Los Angeles Municipal Code became effective October 24, 2016. “Environmentally sensitive area” refers to any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which would be easily disturbed or degraded by human activities and developments. Environmentally sensitive areas include, but are not limited to, areas designated as SEAs by the County of Los Angeles, areas designated as Significant Natural Areas by the CDFW Significant Natural Areas Program and field-verified by the CDFW, and areas listed in the Basin Plan as supporting the “Rare, Threatened, or Endangered Species” beneficial use.</p>	<p>Compatible. Construction of the HSR system within the project section would not conflict with any adopted policies related to the protection of environmentally sensitive areas. The project section is not within or adjacent to any SEAs, CDFW designated Significant Natural Areas, or Areas of Special Biological Significance (outlined in the Basin Plan). As these do not include all of the environmentally sensitive areas that could occur, the Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on biological resources, including aquatic resources. In addition, the Authority would implement mitigation measures, as discussed in Section 3.7.7, to protect biological resources.</p>
<p>Chapter I: General Provisions and Zoning</p> <p>Article 3: Specific Plan – Zoning Supplemental Use Districts</p> <p>Section 13.17: “Rio” River Improvement Overlay District: The purpose of the River Improvement Overlay District is to support the goals of the Los Angeles River Revitalization Master Plan and contribute to the environmental and ecological health of the city’s watersheds by establishing a positive interface between river-adjacent property and river parks and/or greenways.</p>	<p>Compatible. Construction of the HSR system within the project section would not conflict with the goals of the Los Angeles River Revitalization Master Plan. The Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on biological resources, including aquatic resources. In addition, the Authority would implement mitigation measures, as discussed in Section 3.7.7, to protect biological resources.</p>
<p>Section 41.14i: Section 41.14i of the Los Angeles Municipal Code prohibits any person from cutting, breaking, destroying, removing, defacing, tampering with, marring, injuring, disfiguring, interfering with, damaging, tearing, or altering any tree, shrub, tree stake, or guard in any public street, or affixing or attaching in any manner any other thing whatsoever, including any guy wire or rope, to any tree, shrub, tree stake, or guard except for the purpose of protecting it.</p>	<p>Compatible. Construction of the HSR system within the project section would not conflict with this administrative code. The Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on trees.</p>
<p>Chapter 4, Article 6, Preservation of Protected Trees; Ordinance 177404: In addition to the protection of trees within public rights-of-way or on public lands, the Municipal Code (Chapter 4, Article 6, Preservation of Protected Trees; Ordinance 177404) provides protection of native trees of four types: (1) oaks other than scrub oak (<i>Quercus [dumosa] berberidifolia</i>), (2) Southern California black walnut (<i>Juglans californica</i> var. <i>californica</i>), (3) western sycamore (<i>Platanus racemosa</i>), and (4) California bay (<i>Umbellularia californica</i>).</p>	<p>Compatible. Construction of the HSR system within the project section would not conflict with this administrative code. The Authority would implement IAMFs as described in the Biological and Aquatic Resources Technical Report to avoid impacts on trees.</p>

Policy/Goal/Objective	Compatibility
<p>Section 3.8: Hydrology and Water Resources</p>	
<p>Los Angeles Regional Water Quality Control Board</p>	
<p>Los Angeles County MS4 Permit</p>	
<p>Order No. R4-2012-0175, as amended by SWRCB Order WQ 2015-0075 and R4-2012-0175-A01, Waste Discharge Requirements for MS4 Discharges within the Coastal Watershed of Los Angeles County, except those Discharges Originating from the City of Long Beach MS4</p>	<p>Compatible. Operation of the HSR Build Alternative has the potential to contribute to existing water quality impairments. During operations, the HSR Build Alternative stormwater system would divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the HSR Build Alternative to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit. An increase in impervious surfaces could also affect groundwater recharge, although the extent of these surfaces would be small compared to the size of the groundwater recharge area. The Authority would implement measures under HYD-IAMF#1 that would reduce the effects of dewatering by controlling and minimizing groundwater withdrawal and requiring treatment before discharge. IAMFs would also include the use of permeable and vegetated areas to provide for soil infiltration. In addition, groundwater extraction would not be required during construction or operation of the HSR Build Alternative.</p>
<p>Groundwater Dewatering Permit</p>	
<p>Order No. R4-2013-0095, NPDES No. CAG994004, Waste Discharge Requirements for Discharges of Groundwater from Construction and Project Dewatering to Surface Waters in Coastal Watersheds of Los Angeles</p>	<p>Compatible. Operation of the HSR Build Alternative has the potential to contribute to existing water quality impairments. During operations, the HSR Build Alternative stormwater system would divert runoff and pollutants from roads and tracks to diminish the amount of contaminants that reach waterbodies and affect surface water quality, in compliance with the MS4 permit (HYD-IAMF#1). Furthermore, LID techniques would be incorporated into the HSR Build Alternative to retain runoff on site and reduce the volume and rate of off-site runoff, in compliance with the MS4 permit. An increase in impervious surfaces could also affect groundwater recharge, although the extent of these surfaces would be small compared to the size of the groundwater recharge area. The Authority would implement measures under HYD-IAMF#1 that would reduce the effects of dewatering by controlling and minimizing groundwater withdrawal and requiring treatment before discharge. IAMFs would also include the use of permeable and vegetated areas to provide for soil infiltration. In addition, groundwater extraction would not be required during construction or operation of the HSR Build Alternative.</p>

Policy/Goal/Objective	Compatibility
County of Los Angeles	
Los Angeles County General Plan (2035)	
<p>Policy C/NR 5.1: Support the LID philosophy, which seeks to plan and design public and private development with hydrologic sensitivity, including limits to straightening and channelizing natural flow paths, removal of vegetative cover, compaction of soils, and distribution of naturalistic BMPs at regional, neighborhood, and parcel-level scales.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would incorporate LID design standards that will limit the amount of vegetation removed on site, limit compaction of soils, and implement BMPs that promote infiltration, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#1.</p> <p>Therefore, the project section would incorporate a LID design philosophy into the design of the project.</p>
<p>Policy C/NR 5.2: Require compliance by all County departments with adopted Municipal Separate Storm Sewer System (MS4), General Construction, and point source NPDES permits.</p>	<p>Compatible. During construction, the Burbank to Los Angeles Project Section would comply with the requirements set forth by the Construction General Permit by preparing a SWPPP, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#3. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement treatment BMPs to reduce impacts to water quality, as described in Impact Avoidance and Minimization Feature HYD-IAMF#1. The Authority is covered under the Phase II Small MS4 Permit (Order No. 2013-0001-DWQ) in lieu of the requirements of the county/city-specific MS4 permits that would otherwise be applicable to the project. Therefore, through implementation of Impact Avoidance and Minimization Features HYD-IAMF#1 and HYD-IAMF#3, the HSR project would comply with the Construction General Permit and applicable MS4 permit.</p>
<p>Policy C/NR 5.3: Actively engage with stakeholders in the formulation and implementation of surface water preservation and restoration plans, including plans to improve impaired surface water bodies by retrofitting tributary watersheds with LID types of BMPs.</p>	<p>Compatible. The Burbank to Los Angeles Project Section has conducted community scoping meetings with local interested parties and regulatory agencies. The following issues were raised from stakeholders during the scoping process in 2014:</p> <ul style="list-style-type: none"> • The HSR project should not conflict with the preservation efforts along the Los Angeles River. • The HSR project should not conflict with stormwater facilities or flood protections. • The HSR project should not adversely affect water quality or hydrology. <p>The Burbank to Los Angeles Project Section would incorporate LID design standards that will limit the amount of vegetation removed on site, limit compaction of soils, and implement BMPs that promote infiltration, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#1.</p>

Policy/Goal/Objective	Compatibility
<p>Policy C/NR 5.6: Minimize point and non-point source water pollution</p>	<p>Compatible. During construction, the Burbank to Los Angeles Project Section would develop a SWPPP in compliance with the Construction General Permit, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#32. The SWPPP would identify project-specific BMPs to target pollutants of concern in stormwater runoff from point and nonpoint sources. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement treatment BMPs to reduce impacts to water quality by targeting pollutants of concern from point and nonpoint sources, as described in Impact Avoidance and Minimization Feature HYD-IAMF#. Therefore, through the implementation of Impact Avoidance and Minimization Features HYD-IAMF#1 and HYD-IAMF#3, point and nonpoint source water pollution would be minimized.</p>
<p>Policy C/NR 5.7: Actively support the design of new and retrofit of existing infrastructure to accommodate watershed protection goals, such as roadway, railway, bridge, and other —particularly—tributary street and greenway interface points with channelized waterways.</p>	<p>Compatible. The Burbank to Los Angeles Project Section is located within the Los Angeles River Watershed. The project section would cross four major waterbodies: the Burbank Western Channel/Lockheed Channel, Verdugo Wash, Arroyo Seco, and the Los Angeles River. These crossings would be designed to provide flow conveyance and connectivity, and reduce potential upstream or downstream effects. Placement of piers or column support structures associated with the crossings would be avoided in the channel to the maximum extent practicable. If it is necessary for piers to be located within the channel, fill would be minimized and the number as well as the size of the support structures in order to reduce potential hydraulic and watershed impacts. These measures are included in Impact Avoidance and Minimization Features HYD-IAMF#2. Further, watershed protection goals include the implementation of BMPs to further protect water quality.</p>
<p>Policy C/NR 6.1: Support the LID philosophy, which incorporates distributed, post-construction parcel-level stormwater infiltration as part of new development.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would incorporate LID design standards that will limit the amount of vegetation removed on site and compaction of soils, and implement BMPs that promote infiltration, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#1. Therefore, the project section would incorporate a LID design philosophy into the design of the project.</p>

Policy/Goal/Objective	Compatibility
<p>Policy C/NR 6.2: Protect natural groundwater recharge areas and regional spreading grounds.</p>	<p>Compatible. No regional spreading grounds exist within the direct RSA. The Burbank to Los Angeles Project Section would result in a small increase in impervious surface area of approximately 5 acres. An increase in impervious surface area decreases infiltration, which can decrease the amount of water that is able to recharge the aquifer/groundwater basin. However, this reduction in infiltration would be negligible in comparison to the size of the groundwater basins (the San Fernando Valley Groundwater Basin is approximately 145,000 acres and the Central Basin is approximately 177,000 acres in total area). Additionally, native materials with high infiltration potential at the ground surface in areas that are critical to infiltration for groundwater recharge. Therefore, the HSR project would promote infiltration, protecting natural groundwater recharge areas.</p>
<p>Policy C/NR 6.3: Actively engage in stakeholder efforts to disperse rainwater and stormwater infiltration BMPs at regional, neighborhood, infrastructure, and parcel-level scales.</p>	<p>Compatible. The Burbank to Los Angeles Project Section has conducted community scoping meetings with local interested parties and regulatory agencies. The Burbank to Los Angeles Project Section would comply with Green Streets programs in the Los Angeles area, which establish goals for the improvement of the stormwater infiltration capabilities of streets in surrounding communities. In addition, the project section would incorporate LID BMPs that promote infiltration, specified in Impact Avoidance and Minimization Feature HYD-IAMF#1. Therefore, compliance with the requirements set forth in the Green Streets programs and implementation of Avoidance and Minimization Feature HYD-IAMF#1 would promote rainwater and stormwater infiltration in the direct and indirect RSA.</p>
<p>Policy PS/F 4.4: Evaluate the potential for treating stormwater runoff in wastewater management systems or through other similar systems and methods</p>	<p>Compatible. During operation, stormwater runoff would be treated with post-construction BMPs prior to discharge to the existing storm drain system, as required by the applicable MS4 Permit (Impact Avoidance and Minimization Feature HYD-IAMF#12). Post-construction BMPs target pollutants of concern in stormwater runoff before being directed to the existing storm drain system. Stormwater runoff would not be treated by a wastewater management system.</p>
<p>Los Angeles River Revitalization Master Plan</p>	
<p>Hydraulic Considerations: The need to maintain existing flood capacity.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would construct bridge structures within the Los Angeles River channel at Main Street and at the new Metrolink bridge. The design of the bridge structures would have the potential to raise the water surface elevation within the channel. However, all crossings would be designed to provide flow conveyance and connectivity and to comply with the hydraulic criteria of the applicable jurisdiction. In addition, all floodplain crossings would be required to comply with the requirements set forth in USEO 11988 and the FEMA regulations to prevent projects from increasing the base flood elevation by more than 1 foot in floodplains or substantially changing the floodplain limits, as identified in Impact Avoidance and Minimization Feature HYD-IAMF#2.</p>

Policy/Goal/Objective	Compatibility
Los Angeles County Municipal Code and Grading Code	
<p>Title 12: Environmental Protection 12.80 Stormwater and Runoff Pollution Control: Protects the health and safety of the county and enhances water quality.</p>	<p>Compatible. During construction, the Burbank to Los Angeles Project Section would comply with the requirements of the Construction General Permit by preparing a SWPPP, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#3. The SWPPP would identify construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to reduce impacts to water quality, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#1. Therefore, through implementation of Impact Avoidance and Minimization Features HYD-IAMF#3 and HYD-IAMF#1, the project section would reduce the discharge of pollutants to surface waters and enhance water quality within the county.</p>
<p>Title 12: Environmental Protection 12.84: Low Impact Development Standards: Identifies low-impact development standards.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would incorporate LID development techniques that retain runoff on-site and promote infiltration, as described in Impact Avoidance and Minimization Feature HYD-IAMF#1.</p>
<p>Flood Control District Code Chapter 21: Stormwater and Runoff Pollution Control: Regulates stormwater and non-stormwater discharges to Los Angeles County Flood Control District facilities and downstream of those facilities, as well as the quality of water stored underground.</p>	<p>Compatible. Stormwater runoff captured along and within the Burbank to Los Angeles Project Section would be directed to existing storm drain facilities. Storm drain hydraulics would be reviewed to identify if the existing drainage systems are sufficient to support the changes in drainage proposed as part of the HSR Build Alternative, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#1. Therefore, any discharge to Los Angeles County Flood Control District facilities would be coordinated with the county and the flood control district, and would be designed to comply with the applicable requirements.</p>
Los Angeles County Grading Code	
<p>Title 26: Building Code Appendix J, Grading: Regulates grading on private property, sets forth rules and regulations to control grading, establishes procedures for the issuance of permits, and provides for approval of grading plans.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would be subject to the requirements of the Construction General Permit, which requires preparation of a SWPPP and implementation of construction BMPs, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#3. Through preparation of a SWPPP and implementation of construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, the HSR project is compatible with county grading requirements.</p>

Policy/Goal/Objective	Compatibility
Los Angeles Green Streets Policy	
<p>Goals: This Green Street Policy references the Green Infrastructure Guidelines as a source of information for projects that are developing or redeveloping streets and transportation corridors. Green street projects are required to develop a LID Plan, similar to that specified in the LID ordinance.</p>	<p>Compatible. A portion of the Burbank to Los Angeles Project Section would be located within an existing transportation corridor. The project section would implement LID development techniques to detain runoff on-site and reduce off-site runoff, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#1. Therefore, the project section would be in compliance with the Green Street infrastructure guidelines.</p>
City of Burbank	
City of Burbank General Plan	
<p>Open Space and Conservation Policy 9.5: Require on-site drainage improvements using native vegetation to capture and clean stormwater runoff.</p>	<p>Compatible. Stormwater runoff captured along and within the Burbank to Los Angeles Project Section would be directed to existing storm drain facilities. Storm drain hydraulics would be reviewed to identify if the existing drainage systems are sufficient to support the changes in drainage proposed as part of the HSR Build Alternative, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#1. Post-construction BMPs, including preserving existing vegetation and infiltration basins, would be implemented to treat stormwater runoff prior to discharge to the existing storm drain system (Impact Avoidance and Minimization Feature HYD-IAMF#1). Therefore, implementation of Impact Avoidance and Minimization Feature HYD-IAMF#1 would use on-site treatment to capture and clean stormwater runoff.</p>
<p>Safety Element Policy 6.1 Inform applicants of flood risks and development requirements within the 100-year, 200-year, or 500-year floodplains or in other high-risk inundation areas. Recommend hazard mitigation where possible.</p>	<p>Compatible. The <i>Draft Floodplain, Hydrology, and Hydraulics Technical Report</i> (Authority 2018) and the <i>Draft Hydrology and Water Resources Technical Report</i> (Authority 2019) (included in Volume 2, Technical Appendices, of this EIR/EIS) analyze the impacts to floodplains associated with development of the Burbank to Los Angeles Project Section within the limits of the 100-year flood. All floodplain crossings would be required to comply with the requirements set forth in USEO 11988 and the FEMA regulations to prevent projects from increasing the base flood elevation by more than 1 foot in floodplains or substantially changing the floodplain limits, as identified in Impact Avoidance and Minimization Feature HYD-IAMF#2. Therefore, flood risks would be analyzed through the environmental review process. In addition, through implementation of Impact Avoidance and Minimization Feature HYD-IAMF#2, the project section would comply with floodplain development requirements.</p>

Policy/Goal/Objective	Compatibility
<p>Safety Element Policy 6.7 Employ strategies and design features to reduce the area of impervious surface in new development projects.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would result in a minimal increase in impervious surface area of approximately 19 acres. The surface along the track would consist of gravel, which would be considered pervious, reducing the total amount of impervious surface area. However, gravel included in the subballast would be considered impervious. The minimal increase in impervious surface area would be negligible due to the size of the direct RSA. In addition, the project section is located within a highly developed urban area consisting primarily of impervious surfaces; therefore, impervious areas associated with the project would replace existing impervious surfaces. Therefore, the design of the project would include design features aimed at reducing the impervious surface area of the project.</p>
<p>Program OSC-7: Development Review: Require applicants to comply with NPDES permit requirements and the Stormwater Master Plan and demonstrate that their development will:</p> <ul style="list-style-type: none"> • incorporate structural and nonstructural best management practices to mitigate projected increases in pollutant loads and flows; • control the velocity of pollutant loading flows during and after construction; • limit areas of impervious surfaces and preserve natural areas; • limit directly connected areas of impervious surfaces; • use natural treatment systems such as wetlands and bioswales to treat stormwater runoff where technically and economically feasible; • provide areas for on-site infiltration and/or temporary retention areas; • limit disturbance of natural water bodies, natural drainage systems, and highly erodible areas; • use pollution prevention methods, source controls, and treatment with small collection • strategies located at or as close as possible to the source; and • Implement erosion protection during construction. 	<p>Compatible. During construction, the Burbank to Los Angeles Project Section would comply with the requirements of the Construction General Permit by preparing a SWPPP, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#3. The SWPPP will describe temporary drainage patterns within construction sites and indicate stormwater discharge locations from the sites to the existing drainage system to reduce hydromodification effects. In addition, the SWPPP would identify construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to reduce impacts to water quality, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#1. Post-construction BMPs include structural and nonstructural BMPs to reduce the velocity and treat stormwater runoff. Potential structural BMPs include surface infiltration basins, subsurface infiltration systems, and seasonal dry detention ponds. Nonstructural BMPs include conserving natural areas, protecting slopes and channels, and cleaning vehicles/equipment. Therefore, through implementation of Impact Avoidance and Minimization Features HYD-IAMF#3 and HYD-IAMF#1, the project section would comply with the requirements of the NPDES permits during construction and operation and would reduce the discharge of pollutants to surface waters.</p>

Policy/Goal/Objective	Compatibility
<p>Program OSC-9: Regional Water Consultation: Consult with Metropolitan Water District of Southern California (Metropolitan) and the Los Angeles Regional Water Quality Control Board (RWQCB) to achieve the following water supply, distribution, and conservation objectives:</p> <ul style="list-style-type: none"> • Maintain groundwater recharge areas to protect water quality and ensure continued recharge of local groundwater basins. • Reduce the amount of water used for landscaping and increase use of native and drought tolerant plants. • Encourage the production, distribution, and use of recycled water for landscaping projects. • Maintain water quality objectives for urban runoff. • Comply with all provisions of the NPDES permit, and support regional efforts by the Los Angeles RWQCB to improve and protect surface water quality. 	<p>Compatible. The Burbank to Los Angeles Project Section has consulted with Metropolitan and the Los Angeles RWQCB in regard to hydrology and water resources. The Burbank to Los Angeles Project Section would result in a small increase in impervious surface area of approximately 19 acres. An increase in impervious surface area decreases infiltration, which can decrease the amount of water that is able to recharge the aquifer/groundwater basin. However, this reduction in infiltration would be negligible in comparison to the size of the groundwater basins (the San Fernando Valley Groundwater Basin is approximately 145,000 acres and the Central Basin is approximately 177,000 acres in total area). Additionally, native materials with high infiltration potential at the ground surface would be used and retained in areas that are critical to infiltration for groundwater recharge. Therefore, the HSR project would promote infiltration, maintaining groundwater recharge. Refer to Section 3.6, Public Utilities and Energy, for a discussion on water use and supply for landscaping. During construction, the Burbank to Los Angeles Project Section would comply with the requirements of the Construction General Permit by preparing a SWPPP, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#3. The SWPPP would identify construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to reduce impacts to water quality, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#1. Through implementation of these measures, the project section would achieve Metropolitan's and RWQCB's water supply, distribution, and conservation objectives.</p>
<p>City of Burbank Municipal Code and Grading Code</p> <p>7-1-101 Grading, Fills and Excavations: The purpose of this article is to safeguard life, health, property and the public welfare by establishing minimum requirements for grading, fills and excavations and the prevention of environmental and other damage, and to prescribe procedures by which these requirements may be enforced. The provisions of this article shall not be construed as waiving any requirements imposed by state statutes or regulations or other provisions of this Code.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would be subject to the requirements of the Construction General Permit, which requires preparation of a SWPPP and implementation of construction BMPs, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#3. Through preparation of a SWPPP and implementation of construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, the HSR project is compatible with city grading requirements. Implementation of Impact Avoidance and Minimization Feature HYD-IAMF#3 and Mitigation Measure WQ-MM-2 would ensure that grading, fills, and excavations are carried out in a manner that does not severely impact the surrounding environment and prevents damage to environmental resources.</p>

Policy/Goal/Objective	Compatibility
<p>7-3-102: Green Streets Policy, Definition and Applicability: Green streets: Improvements within the public and private transportation corridors that provide source control of storm water, limit its transport and pollutant conveyance to the collection system, restore predevelopment hydrology to the extent possible, and provide environmentally enhanced roads by incorporating a wide variety of design elements including but not limited to, street trees, sustainable pavements, bioretention, and swales, and are designed to reduce greenhouse gases (GHG), energy consumption during construction, and promote recycling of natural resources.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would comply with Green Streets programs in the Los Angeles area, which establishes goals for improvement within public and private transportation corridors. The project section would be located within an existing transportation corridor. The project section would incorporate LID BMPs that detain runoff on-site and promote infiltration, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#1. Therefore, the project section would be in compliance with the Green Streets improvements.</p>
<p>8-1-1002: Storm Water and Runoff Pollution Control: The purpose of this article is to protect the health and safety of the residents of the City by protecting the beneficial uses, marine habitats, and ecosystems of receiving waters within the City from pollutants carried by storm water and non-storm water discharges. The intent of this article is to enhance and protect the water quality of the receiving waters of the City and the United States, compatible with the Act.</p>	<p>Compatible. During construction, the Burbank to Los Angeles Project Section would comply with the requirements of the Construction General Permit by preparing a SWPPP, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#3. The SWPPP would identify construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to reduce impacts to water quality to receiving waters, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#1. Through implementation of these measures, the project section would protect the water quality of receiving waters within the city.</p>

Policy/Goal/Objective	Compatibility
<p>9-3-401 Standard Urban Storm Water and Urban Runoff Management Programs: Storm water runoff may contain pollutants that are suspended in, or dissolved in, urban and storm water discharges. The sources of the pollutants include most developed properties with the concentrations and types of pollutants varying with land use activities. The aggregate contribution of these individual pollutant discharges can result in significant impairment to the water bodies, oceans, and harbors in Los Angeles County.</p> <p>To address these storm water pollution issues in development and construction projects, the municipal storm water National Pollutant Discharge Elimination System (NPDES) permit was issued by the Los Angeles Regional Water Quality Control Board. The requirement for the program was based on Section 402(p) of the Clean Water Act, Section 6217 of the Coastal Zone Act Reauthorization Amendments of 1990 (CZARA) and the California Water Code. Storm water discharges from construction activities under the NPDES program are regulated by the Clean Water Act amendments of 1987. The primary objectives established under this program are to:</p> <ul style="list-style-type: none"> • Effectively prohibit non-storm water discharges, and • Reduce the discharge of pollutants from storm water conveyance systems to the Maximum Extent Practicable (MEP statutory standard). <p>The purpose of this ordinance is to implement certain provisions in Title 8 Chapter 1, Article 10 pertaining to the implementation of storm water and runoff control through the tentative map approval, and the building and grading permit issuance process.</p>	<p>Compatible. During construction, the Burbank to Los Angeles Project Section would comply with the requirements of the Construction General Permit by preparing a SWPPP, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#3. The SWPPP would identify construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to reduce impacts to water quality to receiving waters, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#1. The Authority is covered under the Phase II Small MS4 Permit (Order No. 2013-0001-DWQ) in lieu of the requirement of the county/city-specific MS4 permits that would otherwise be applicable to the project. Therefore, the Los Angeles RWQCB Permit is not applicable to the HSR project. However, through implementation of Impact Avoidance and Minimization Features HYD-IAMF#3 and HYD-IAMF#1, pollutants of concern in stormwater runoff during construction and operation would be minimized.</p>
<p>City of Burbank Grading Code</p> <p>9-1-1-J104.5: (APPENDIX J) Fees, Bonds and Insurance - Excavation and Grading: lays out fee, bond, and insurance requirements to ensure work that includes grading does not present a hazard if left incomplete.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would be subject to the requirements of the Construction General Permit, which requires preparation of a SWPPP and implementation of construction BMPs, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#3. Through preparation of a SWPPP and implementation of construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, the HSR project is compatible with city grading requirements. The BMPs would be put in place and monitored throughout construction to ensure that incomplete grading would not be hazardous to the public.</p>

Policy/Goal/Objective	Compatibility
City of Glendale	
City of Glendale General Plan	
<p>Open Space and Conservation Goal 2: Protect vital or sensitive open space areas including ridgelines, canyons, streams, geologic formations, watersheds and historic, cultural, aesthetic and ecologically significant areas from the negative impacts of development and urbanization.</p>	<p>Compatible. The Burbank to Los Angeles Project Section is located within the Los Angeles River Watershed. During construction, the Burbank to Los Angeles Project Section would comply with the requirements of the Construction General Permit by preparing a SWPPP, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#3. The SWPPP would identify construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to reduce impacts to water quality to receiving waters, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#1.. Therefore, implementation of Impact Avoidance and Minimization Features HYD-IAMF#1 and HYD-IAMF#3 would protect the receiving waters and the watershed from negative impacts associated with construction and development of HSR.</p>
<p>Open Space and Conservation Goal 6 Objective 1: Preserve and protect important natural stream channels, particularly those identified as blue-line streams by the California Department of Fish and Game.</p>	<p>Compatible. The Burbank Western Channel, Verdugo Wash, Los Angeles River, and Arroyo Seco are identified as blue-line streams and are all crossed by the Burbank to Los Angeles Project Section. The project would construct bridge structures within the Los Angeles River channel. All crossings would be designed to provide flow conveyance and connectivity and to comply with the hydraulic criteria of the applicable jurisdiction. However, all of these major waterbodies have been altered in some form and are channelized through the RSA. During construction, the Burbank to Los Angeles Project Section would comply with the requirements of the Construction General Permit by preparing a SWPPP, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#3. The SWPPP would identify construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to reduce impacts to water quality to receiving waters, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#1.</p>

Policy/Goal/Objective	Compatibility
<p>Open Space and Conservation Goal 6 Objective 2: Protect percolation areas important to groundwater recharge.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would result in a small increase in impervious surface area of approximately 19 acres. An increase in impervious surface area decreases infiltration, which can decrease the amount of water that is able to recharge the aquifer/groundwater basin. However, this reduction in infiltration would be negligible in comparison to the size of the groundwater basins (the San Fernando Valley Groundwater Basin is approximately 145,000 acres and the Central Basin is approximately 177,000 acres in total area) and would not negatively impact percolation areas important to groundwater recharge. Additionally, native materials with high infiltration potential at the ground surface would be used and retained in areas that are critical to infiltration for groundwater recharge.</p>
<p>Open Space and Conservation Goal 6 Objective 4: Recognize the importance of watersheds to groundwater recharge and minimize impermeable surfaces.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would result in a small increase in impervious surface area of approximately 19 acres. An increase in impervious surface area decreases infiltration, which can decrease the amount of water that is able to recharge the aquifer/groundwater basin. However, this reduction in infiltration would be negligible in comparison to the size of the San Fernando Valley Groundwater Basin and the Central Basin. Additionally, native materials with high infiltration potential at the ground surface would be used and retained in areas that are critical to infiltration for groundwater recharge. In addition, the project would implement Impact Avoidance and Minimization Feature HYD-IAMF#1, which incorporates LID development techniques to promote infiltration. Therefore, Impact Avoidance and Minimization Feature HYD-IAMF#13 would offset the minimal increase in impervious surfaces through the incorporation of measures that promote infiltration and groundwater recharge.</p>
<p>Open Space and Conservation Goal 6 Objective 5: Design drainage devices in a manner that is compatible with the natural terrain and environment.</p>	<p>Compatible. Stormwater runoff captured along and within the Burbank to Los Angeles Project Section would be directed to existing storm drain facilities. Storm drain hydraulics would be reviewed to identify if the existing drainage systems are sufficient to support the changes in drainage proposed as part of the HSR Build Alternative as well as drainage improvements appropriate for the site, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#1.</p>

Policy/Goal/Objective	Compatibility
<p>Safety Element Policy 3-1: The City shall investigate the potential for future flooding in the area and will encourage the adoption of flood-control measures in low-lying areas of alluvial fans, along major channels, and downgradient of large reservoirs and water tanks.</p>	<p>Compatible. The <i>Draft Floodplain, Hydrology, and Hydraulics Technical Report</i> (Authority 2018) and the <i>Draft Hydrology and Water Resources Technical Report</i> (Authority 2019) (included in Volume 2, Technical Appendices, of this EIR/EIS) analyzed impacts associated with flooding as result of development of the Burbank to Los Angeles Project Section within the floodplain. All floodplain crossings would be required to comply with the requirements set forth in USEO 11988 and the FEMA regulations to prevent projects from increasing the base flood elevation by more than 1 foot in floodplains or substantially changing the floodplain limits, as identified in Impact Avoidance and Minimization Feature HYD-IAMF#2. Therefore, through implementation of Impact Avoidance and Minimization Feature HYD-IAMF#2, potential flooding impacts in the city would be minimized.</p>
<p>City of Glendale Municipal Code and Grading Code</p>	
<p>Chapter 8.20 Floodplain Management: Lays out policy for floodplain development and policies to minimize losses from flood hazards</p>	<p>Compatible. All floodplain crossings associated with the Burbank to Los Angeles Project Section would be required to comply with the requirements set forth in USEO 11988 and the FEMA regulations to prevent projects from increasing the base flood elevation by more than 1 foot in floodplains or substantially changing the floodplain limits, as identified in Impact Avoidance and Minimization Feature HYD-IAMF#2. Therefore, through implementation of Impact Avoidance and Minimization Feature HYD-IAMF#2, potential losses from flood hazards in the city would be minimized.</p>
<p>Chapter 13.42: Stormwater and Urban Runoff Pollution Prevention Control The purpose of this chapter is to protect the environment, improve water quality of receiving waters, and protect the health, safety and general welfare of the citizens of the city</p>	<p>Compatible. During construction, the Burbank to Los Angeles Project Section would comply with the requirements of the Construction General Permit by preparing a SWPPP, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#3. The SWPPP would identify construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to reduce impacts to water quality to receiving waters, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#1. Therefore, implementation of Impact Avoidance and Minimization Features HYD-IAMF#1 and HYD-IAMF#3 would protect the water quality of the receiving waters.</p>

Policy/Goal/Objective	Compatibility
<p>Chapter 13.43, Low Impact Development Standards: This chapter is to:</p> <ul style="list-style-type: none"> • Lessen the adverse impacts of stormwater runoff from development and urban runoff on natural drainage systems, receiving waters and other water bodies. • Minimize pollutant loadings from impervious surfaces by requiring development projects to incorporate properly designed, technically appropriate BMPs and other low impact development strategies. • Minimize erosion and other hydrologic impacts on natural drainage systems by requiring development projects to incorporate properly designed, technically appropriate hydromodification control development principles and technologies. • The provisions in this chapter shall be construed to augment any county, state, or federal ordinance, statute, regulation, or other requirement governing the same or related matter, and where a conflict exists between a provision in this chapter and such other ordinance, statute, regulation, or requirement, the stricter provision shall apply to the extent permitted by law. 	<p>Compatible. The Burbank to Los Angeles Project Section would implement LID development techniques to detain runoff on-site, promote infiltration, and target pollutants of concern (including sediment) as specified in Impact Avoidance and Minimization Feature HYD-IAMF#1.</p>
<p>City of Glendale Grading Code</p> <p>Appendix J, Grading, of the Municipal Code</p>	<p>Compatible. The Burbank to Los Angeles Project Section would be subject to the requirements of the Construction General Permit, which requires preparation of a SWPPP and implementation of construction BMPs, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#3. Through preparation of a SWPPP and implementation of construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, the HSR project is compatible with city grading requirements. The BMPs would be put in place and monitored throughout construction to ensure that incomplete grading would not be hazardous to the public.</p>

Policy/Goal/Objective	Compatibility
City of Los Angeles	
City of Los Angeles General Plan	
<p>Policy 6.3.1 Public Safety: Preserve flood plains, landslide areas, and steep terrain areas as open space, wherever possible, to minimize the risk to public safety.</p>	<p>Incompatible. The Burbank to Los Angeles Project Section would pass through several floodplains within the City of Los Angeles associated with the Los Angeles River. These floodplain crossings would have the potential to impact flood flows and increase water surface elevation if structures are placed within the floodplain. The placement of structures within the floodplain would be avoided to the maximum extent practicable; however, piers or column support structures associated with the Main Street and new Metrolink bridge would be required to be placed within the floodplain channel. In addition, effects to floodplains were avoided where feasible as part of the project design. All floodplain crossings would be required to comply with the requirements set forth in USEO 11988 and the FEMA regulations to prevent projects from increasing the base flood elevation by more than 1 foot in floodplains or substantially changing the floodplain limits, as identified in Impact Avoidance and Minimization Feature HYD-IAMF#2.</p>
<p>Policy 9.6.3 Stormwater: The City's watershed-based approach to stormwater management will consider a range of strategies designed to reduce flood hazards and manage stormwater pollution. The strategies considered will include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> • Support regional and City programs which intercept runoff for beneficial uses including groundwater recharge; • Protect and enhance the environmental quality of natural drainage features; • Create stormwater detention and/or retention facilities which incorporate multiple-uses such as recreation and/or habitat; • On-site detention/retention and reuse of runoff; • Mitigate existing flood hazards through structural modifications (floodproofing) or property by-out; • Incorporate site design features which enhance the quality of offsite runoff; and • Use land use authority and redevelopment to free floodways and sumps of inappropriate structures which are threatened by flooding and establish appropriate land uses which benefit or experience minimal damages from flooding. 	<p>Compatible. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern, enhancing the quality of stormwater runoff, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#1. Impact Avoidance and Minimization Feature HYD-IAMF#1 would also incorporate LID development techniques to promote infiltration and retain runoff on-site. It further requires use and retention of native materials with high infiltration potential at the ground surface would be used and retained in areas that are critical to infiltration for groundwater recharge. Therefore, implementation of Impact Avoidance and Minimization Features HYD-IAMF#3 and HYD-IAMF#1 would protect and enhance the quality of stormwater runoff, provide hydromodification controls, and protect beneficial uses such as groundwater recharge. All floodplain crossings would be required to comply with the requirements set forth in USEO 11988 and the FEMA regulations to prevent projects from increasing the base flood elevation by more than 1 foot in floodplains or substantially changing the floodplain limits, as identified in Impact Avoidance and Minimization Feature HYD-IAMF#2. Therefore, implementation of Impact Avoidance and Minimization Feature HYD-IAMF#2 would mitigate potential impacts from flood hazards.</p>

Policy/Goal/Objective	Compatibility
<p>Safety Element Policy 1.1.5 Risk Reduction: Reduce potential risk hazards due to natural disaster to the greatest extent feasible within the resources available, including provision of information and training. [All programs that incorporate current data, knowledge and technology in revising and implementing plans (including this Safety Element), codes, standards and procedures that are designed to reduce potential hazards and risk from hazards potentially associated with natural disasters implement this policy.]</p>	<p>Compatible. The <i>Draft Floodplain, Hydrology, and Hydraulics Technical Report</i> (Authority 2018) and the <i>Draft Hydrology and Water Resources Technical Report</i> (Authority 2019) (included in Volume 2, Technical Appendices, of this EIR/EIS) analyzed impacts associated with flood hazards as a result of development of the Burbank to Los Angeles Project Section. All floodplain crossings would be required to comply with the requirements set forth in USEO 11988 and the FEMA regulations to prevent projects from increasing the base flood elevation by more than 1 foot in floodplains or substantially changing the floodplain limits, as identified in Impact Avoidance and Minimization Feature HYD-IAMF#2. Therefore, through the implementation of Impact Avoidance and Minimization Features HYD-IAMF#2, the potential risk from floods would be minimized.</p>
<p>Conservation Element Section 8 Policy 2: Continue to prevent or reduce erosion that will damage the watershed or beaches or will result in harmful sedimentation that might damage beaches or natural areas.</p>	<p>Compatible. During construction, the Burbank to Los Angeles Project Section would comply with the requirements of the Construction General Permit by preparing a SWPPP, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#3. The SWPPP would identify construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site, to be implemented during construction. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to minimize impacts to water quality, including sedimentation, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#1. Therefore, implementation of Impact Avoidance and Minimization Features HYD-IAMF#3 and HYD-IAMF#1 would reduce erosion and sedimentation reaching receiving waters.</p>

Policy/Goal/Objective	Compatibility
City of Los Angeles Municipal Code and Grading Code	
<p>Chapter 6 Article 4.2 Stormwater Pollution Abatement Charge: Protects water quality by establishing fines for stormwater pollution.</p>	<p>Compatible. Establishing fines for stormwater pollution is the responsibility of the City of Los Angeles. However, during construction, the Burbank to Los Angeles Project Section would comply with the requirements of the Construction General Permit by preparing a SWPPP, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#3. The SWPPP would identify construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern and reduce impacts to water quality to receiving waters, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#1. Therefore, implementation of Impact Avoidance and Minimization Features HYD-IAMF#3 and HYD-IAMF#12 would protect water quality from stormwater pollution.</p>
<p>Chapter 6 Article 4.4 Stormwater and Urban Runoff Pollution Control: This article sets forth uniform requirements and prohibitions for dischargers and places of discharge to the storm drain system, and the receiving waters, necessary to adequately enforce and administer all laws and lawful standards and orders or special orders, that provide for the protection, enhancement and restoration of water quality. Through a program employing watershed-based approaches that balance environmental and economic considerations, under the jurisdiction of the Board of Public Works, the City seeks to protect and promote the public health, safety, and general prosperity of its citizens with the implementation of the following objectives:</p> <ul style="list-style-type: none"> • To comply with all Federal and State laws, lawful standards and orders applicable to stormwater and urban runoff pollution control; • To prohibit any discharge which may interfere with the operation of, or cause any damage to the storm drain system, or impair the beneficial use of the receiving waters; • To prohibit illicit discharges to the storm drain system; • To reduce stormwater runoff pollution; • To reduce non-stormwater discharge to the storm drain system to the maximum extent practicable; and • To develop and implement effective educational outreach programs designed to educate the public on issues of stormwater and urban runoff pollution. 	<p>Compatible. During construction, the Burbank to Los Angeles Project Section would comply with the requirements of the Construction General Permit by preparing a SWPPP, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#3. The SWPPP would describe temporary drainage patterns within construction sites and indicate stormwater discharge locations from the sites to the existing drainage system. In addition, the SWPPP would identify construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern and reduce impacts to water quality to receiving waters, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#1. Therefore, through implementation of Impact Avoidance and Minimization Features HYD-IAMF#3 and HYD-IAMF#1, the HSR project would protect water quality from stormwater pollution and comply with all applicable permits, laws, and regulations.</p>

Policy/Goal/Objective	Compatibility
<p>Chapter 6, Article 4.4 Stormwater and Urban Runoff Pollution Control, LID Ordinance #181899: The provisions of this Section contain requirements for construction activities and facility operations of Development and Redevelopment projects to comply with the requirements of the SUSMP, integrate LID practices and standards for stormwater pollution mitigation, and maximize open, green and pervious space on all Developments and Redevelopments compatible with the City's landscape ordinance and other related requirements in the Development Best Management Practices Handbook. LID shall be inclusive of SUSMP requirements.</p>	<p>Compatible. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#1. In addition, the project would implement Impact Avoidance and Minimization Feature HYD-IAMF#1 which incorporates LID development techniques to retain runoff on-site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, compatible with LID standards.</p>
<p>City of Los Angeles Grading Code</p>	
<p>Chapter IX Article 1 Division 70 Grading Excavations and Fills: All grading shall be performed in accordance with the provisions of this division and with rules and regulations as established by the Superintendent of Building, and shall be in accordance with the zoning, private street and division of land regulations contained in Chapter I of the Los Angeles Municipal Code, and the requirements of the approved General Plan for the area in which the grading is to be done.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would be subject to the requirements of the Construction General Permit, which requires preparation of a SWPPP and implementation of construction BMPs, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#3. Through preparation of a SWPPP and implementation of construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, the HSR project would be compatible with city grading requirements. These measures would ensure that grading, fills, and excavations are carried out in a manner that does not severely impact the surrounding environment and prevents impacts to stormwater quality.</p>
<p>City of Los Angeles Low-Impact Development Ordinance</p>	
<p>Chapter 6, Article 4.4: Stormwater and Urban Runoff Pollution Control, LID</p>	<p>Compatible. The Burbank to Los Angeles Project Section would be subject to the requirements of the Construction General Permit, which requires preparation of a SWPPP and implementation of construction BMPs, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#3. Through preparation of a SWPPP and implementation of construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, the HSR project would be compatible with city grading requirements. These measures would ensure that grading, fills, and excavations are carried out in a manner that does not severely impact the surrounding environment and prevents impacts to stormwater quality.</p>
<p>Ordinance #181899: Low-Impact Development Ordinance</p>	

Policy/Goal/Objective	Compatibility
<p>City of Los Angeles Green Streets</p> <p>This policy promotes the use of the public right of way areas where infiltration BMPs can be used to collect, retain, or detain stormwater runoff. This policy may be applied to the design of streets or other projects in public right of way requiring the implementation of BMPs for Capital Improvement Projects.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would implement LID development techniques to detain runoff on-site, reduce off-site runoff, and promote infiltration as specified in Impact Avoidance and Minimization Feature HYD-IAMF#1. Therefore, the project section would incorporate Green Streets infrastructure.</p>
<p>City of Los Angeles Central City Community Plan</p> <p>Street/Hierarchy Standards, Policy 3: Modify Street Standards to permit wider sidewalks, parkways and stormwater infiltration, more on-street parking, bike lanes and curb extensions and medians where feasible.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would implement LID development techniques to detain runoff on-site, reduce off-site runoff, and promote stormwater infiltration on-site as specified in Impact Avoidance and Minimization Feature HYD-IAMF#1.</p>
<p>City of Los Angeles Specific Plan</p> <p>Cornfield Arroyo Seco Specific Plan CH 2.4 Open Space: Purposes: Support the goals of the Los Angeles River Revitalization Master Plan and contribute to the environmental and ecological health of the City's watersheds.</p>	<p>Compatible. The Burbank to Los Angeles Project Section is located within the Los Angeles River Watershed. During construction, the Burbank to Los Angeles Project Section would comply with the requirements of the Construction General Permit by preparing a SWPPP, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#3 and Mitigation Measure WQ-MM-2. The SWPPP would identify construction BMPs to target pollutants of concern in stormwater runoff to protect the health of the Los Angeles River Watershed. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to reduce stormwater pollution impacts to receiving waters within the Los Angeles River Watershed, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#1. Therefore, Impact Avoidance and Minimization Features HYD-IAMF#3 and HYD-IAMF#1 would reduce impacts to surface water quality, thereby protecting the health of the Los Angeles River Watershed.</p>
<p>Cornfield Arroyo Seco Specific Plan CH 3.1 Streets: Describes different ways to incorporate stormwater BMPs.</p>	<p>Compatible. During construction, the Burbank to Los Angeles Project Section would comply with the requirements of the Construction General Permit by preparing a SWPPP, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#3. The SWPPP would identify construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern and reduce impacts to water quality to receiving waters, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#1. Therefore, through implementation of Impact Avoidance and Minimization Features HYD-IAMF#3 and HYD-IAMF#1, stormwater BMPs would be implemented during both construction and operation of the HSR project.</p>

Policy/Goal/Objective	Compatibility
<p>Alameda District Specific Plan Appendix F</p> <ul style="list-style-type: none"> • Grading Specifications: Excavation limited to 60 feet in depth from existing grade. Maximum of 2,731,500 cubic yards of earth to be excavated. • Stormwater Runoff Specifications: A maximum of 61 acres of impervious surface. 	<p>Compatible. The Burbank to Los Angeles Project Section would be subject to the requirements of the Construction General Permit, which requires preparation of a SWPPP and implementation of construction BMPs, as prescribed in Impact Avoidance and Minimization Feature HYD-IAMF#3. Through preparation of a SWPPP and implementation of construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, the HSR project would be compatible with city grading requirements. In addition, it is not anticipated that excavation would extend below 60 feet bgs or excavate more than 2,731,500 cubic yards of earth. Additionally, the HSR project would increase impervious surface area by approximately 19 acres, which is compatible with the stormwater runoff specifications of a maximum of 61 acres of impervious surface.</p>
<p>Alameda District Specific Plan Appendix G Mitigation Measures:</p> <ul style="list-style-type: none"> • To reduce erosion, protective measures (e.g., placement of sandbags around basins, construction of a berm to keep runoff from flowing into the construction site, or keeping motor vehicles at a safe distance from the edge of excavation) shall be implemented during construction. • Storm water discharges from the site shall meet, at a minimum, all applicable requirements of the State Regional Water Quality Control Board and NPDES permit requirements, and shall comply with implementation of these requirements through responsible City and County of Los Angeles agencies. • A Storm Water Pollution Prevention Program (SWPPP) shall be prepared and submitted for review and approval by the Bureau of Engineering, Storm water Management Division, prior to issuance of a building permit. The SWPPP shall identify pollutants and applicable Best Management Practices (BMPs) to manage runoff quality. • A drainage plan shall be developed, subject to the approval of the City Engineer, as part of the Plan Check process and prior to development of any drainage improvements. 	<p>Compatible. During construction, the Burbank to Los Angeles Project Section would comply with the requirements of the Construction General Permit by preparing a SWPPP, as specified in Impact Avoidance and Minimization Feature HYD-IAMF#3. The SWPPP would describe temporary drainage patterns within construction sites and indicate stormwater discharge locations from the sites to the existing drainage system (i.e., drainage plan). In addition, the SWPPP would identify construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction.</p>

Policy/Goal/Objective	Compatibility
Section 3.9: Geology, Soils, Seismicity, and Paleontological Resources	
County of Los Angeles	
Los Angeles County General Plan 2035 <i>The County of Los Angeles adopted the Los Angeles County General Plan 2035 on October 6, 2015. The General Plan includes the following goals and policies relevant to geology, soils, and seismicity:</i>	
Safety Element, Geotechnical Hazards, Goal S 1: Prevent or minimize personal injury, loss of life and property damage due to seismic and geotechnical hazards.	Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will implement applicable state and county regulations to minimize seismic hazards.
Safety Element, Policy S 1.1: Discourage development in Seismic Hazard and Alquist-Priolo Earthquake Fault Zones.	Compatible. The Authority would ensure that detailed geologic investigations are conducted in conformance with the guidelines of the CGS and all human occupancy adjacent to an Alquist-Priolo Fault Zone would be designed to applicable standards for these areas.
Safety Element, Policy S 1.2 Prohibit the construction of most structures for human occupancy adjacent to active faults until a comprehensive fault study that addresses the potential for fault rupture has been completed.	Compatible. The HSR project would ensure that development for human occupancy will be placed in a location away from active earthquake faults. The LMFs (located near Los Angeles Union Station) are not located in a hazardous fault zone, and safety concerns related to surface fault rupture are not anticipated. Portions of the HSR alignment do cross into the Alquist-Priolo Earthquake Fault Zone. Appropriate project design features would be implemented to reduce adverse effects related to seismically induced ground shaking.
Safety Element, Policy S 1.3: Require developments to mitigate geotechnical hazards, such as soil instability and landsliding, in Hillside Management Areas through siting and development standards.	Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will implement applicable state and county regulations to minimize seismic hazards.
Safety Element, Policy S 1.4: Support the retrofitting of unreinforced masonry structures to help reduce the risk of structural and human loss due to seismic hazards.	Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will implement applicable state and county regulations to minimize seismic hazards.
Conservation Element, Policy C/NR 13.8: Manage development in HMAs to protect their natural and scenic character and minimize risks from natural hazards, such as fire, flood, erosion, and landslides	Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will implement applicable state and county regulations to minimize seismic hazards.

Policy/Goal/Objective	Compatibility
Los Angeles County Code <i>The Los Angeles County Code is codified through Ordinance 2016-0039F, and was updated November 18, 2016</i>	
Section 119.1: California Building Code: Adopted as amended.	Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will implement applicable state and county regulations to minimize seismic hazards.
Section 1803.5.11: Requires a soils investigation to assess the potential consequences of any liquefaction and soil strength loss.	Compatible. The Authority would ensure that detailed geologic investigations are conducted in conformance with the guidelines of the CGS and all human occupancy adjacent to an Alquist-Priolo Fault Zone would be designed to applicable standards for these areas.
Los Angeles County General Plan Conservation and Natural Resources Element (2012)	
Goal C/NR 14: Protect historic, cultural, and paleontological resources.	Compatible. This is required as part of the IAMFs.
Policy C/NR 14.1: Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.	Compatible. As part of the environmental review process, a <i>Paleontological Resources Technical Report</i> (Authority 2017) was prepared and potential impacts associated with the project were analyzed. The project includes IAMFs (including monitoring) that would mitigate impacts.
Goal C/NR 14.2: Support an inter-jurisdictional collaborative system that protects and enhances the County's historic, cultural, and paleontological resources.	Compatible. As part of the environmental review process, the project has identified general plan policies related to the protection and enhancement of historic, cultural, and paleontological resources in each jurisdiction in which the project would be built, including the County of Los Angeles, and the cities of Burbank, Glendale, and Los Angeles. The project is compatible with each policy identified related to the protection and enhancement of historic, cultural, and paleontological resources.
Goal C/NR 14.5: Promote public awareness of the County's historic, cultural, and paleontological resources.	Compatible. The purpose of the project is not to promote public awareness of paleontological resources. However, the project includes IAMFs that identify specific steps (including preservation) if paleontological resources are found.
Goal C/NR 14.6: Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.	Compatible. These steps are required as part of the IAMFs.
City of Burbank	
Burbank General Plan (2013): Open Space and Conservation Element	
Policy 6.1: Recognize and maintain cultural, historical, archaeological, and paleontological structure and sites essential for community life and identity.	Compatible. This is required as part of the IAMFs.

Policy/Goal/Objective	Compatibility
<p>Program OSC-7: Implement the following actions during development review and the CEQA review process to achieve Open Space and Conservation Element goals and policies: If paleontological resources are discovered during earthmoving activities associates with future development projects, the construction crew shall immediately cease work in the vicinity of the find and notify the City. The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines ([2010]). The recovery plan shall include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where paleontological resources were discovered.</p>	<p>Compatible. As part of the environmental review process, IAMFs have been included as part of the project that identify specific steps if paleontological resources are discovered during earthmoving activities. The Authority shall be compatible with applicable plans, policies, and requirements and, therefore, shall notify the City of Burbank if paleontological resources are discovered during earthmoving activities.</p>
<p>Burbank General Plan (2013): Safety Element</p>	
<p>The Safety Element satisfies the requirements of state planning law and is a mandated component of the Burbank2035 General Plan. Section 65302(g) of the California Government Code sets forth the following list of hazards that the element must cover, if these hazards pertain to conditions in the city: seismically induced conditions, including ground shaking, surface rupture, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other geologic hazards; flooding; wildland and urban fires; and evacuation routes.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will implement applicable state and county regulations to minimize seismic hazards.</p>
<p>City of Burbank Code</p>	
<p>The City of Burbank Grading Code is based on Appendix J of the CBC. Local amendments to the CBC are found in Title 9, Chapter 1, of the City of Burbank Municipal Code</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will implement applicable state and county regulations to minimize seismic hazards.</p>

Policy/Goal/Objective	Compatibility
<p>Policy 1.2: Coordinate disaster preparedness and emergency response with appropriate agencies, neighboring cities, and the Burbank-Glendale-Pasadena Airport Authority.</p>	<p>Compatible. A spill prevention, containment, and countermeasures plan or, for smaller quantities, a spill prevention and response plan, which would identify BMPs for spill and release prevention and would provide procedures and responsibilities with processes for the rapid, effective, and safe cleanup and disposal of any spills or releases, would be established for the HSR system. The spill prevention, containment, and countermeasures regulation requires tactics that would prevent exposure altogether rather than merely put reactive measures in place (e.g., those commonly included in contingency plans), which address spill containment and cleanup and management of contaminated soil and groundwater in the event of an accidental spill (HMW-IAMF#6).</p>
<p>Policy 1.5: Establish designated emergency response and evacuation routes throughout the city.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements.</p>
<p>Policy 2.2: Ensure adequate staffing, facilities, equipment, technology, and funding for the Burbank Police Department to meet existing and projected service demands and response times.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will work with the City of Burbank on their needs regarding safety.</p>
<p>Policy 2.3: Provide and use up-to-date technology to improve crime prevention.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will work with the City of Burbank on their needs regarding safety.</p>
<p>Policy 3.2: Reduce opportunities for criminal activity through physical design standards such as CPTED and youth programs, recreation opportunities, educational programs, and counseling services.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will work with the City of Burbank on their needs regarding safety.</p>
<p>Policy 4.1: Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will work with the City of Burbank on their needs regarding safety.</p>
<p>Policy 4.2: Provide adequate staffing, equipment, technology, and funding for the Burbank Fire Department to meet existing and projected service demands and response times.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will work with the City of Burbank on their needs regarding safety.</p>

Policy/Goal/Objective	Compatibility
<p>Policy 4.3: Implement fire prevention and suppression programs in areas of high fire hazard risk, including both urban and wildland areas.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will work with the City of Burbank on their needs regarding safety.</p>
<p>Policy 4.4: Maintain adequate fire breaks in areas within and adjacent to areas of high wildfire risk.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will work with the City of Burbank on their needs regarding safety.</p>
<p>Policy 4.5: Coordinate firefighting efforts with local, state, and federal agencies.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will work with the City of Burbank on their needs regarding safety.</p>
<p>Policy 4.7: Maintain adequate fire suppression capability in areas of intensifying urban development, as well as areas where urban uses and open spaces mix.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will work with the City of Burbank on their needs regarding safety.</p>
<p>Goal 5, Policy 5.1: Require geotechnical reports for development within a fault area that may be subject to risks associated with surface rupture.</p>	<p>Compatible. The Authority has prepared a <i>Geology, Soils, and Seismicity Technical Report</i> (Authority 2017) for the Burbank to Los Angeles Project Section. Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, of the EIR/EIS is based on this geotechnical report.</p>
<p>Goal 5, Policy 5.2: Require geotechnical reports for new development projects in areas with the potential for liquefaction or landslide.</p>	<p>Compatible. The Authority has prepared a <i>Geology, Soils, and Seismicity Technical Report</i> (Authority 2017) for the Burbank to Los Angeles Project Section. Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, of the EIR/EIS is based on this geotechnical report.</p>
<p>Goal 5, Policy 5.3: Enforce seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards.</p>	<p>Compatible. The Authority would ensure the HSR system, including maintenance facilities, would comply with the current CBC related to geologic, seismic, and slope hazards and applicable supplemental design criteria.</p>
<p>Goal 5, Policy 5.4: Encourage and facilitate retrofits of seismically high-risk buildings to reduce risks from seismic ground shaking.</p>	<p>Compatible. The HSR project would not construct seismically high-risk buildings. Any seismically high-risk buildings acquired during the right-of-way process would be eliminated for the purpose of HSR construction and operation.</p>
<p>Goal 5, Policy 5.5: Facilitate the retrofitting of bridges and highway structures in the city to reduce risks associated with seismic ground shaking.</p>	<p>Compatible. The HSR project would retrofit existing bridges and highway structures that pose risks associated with seismic ground shaking based on the most current Caltrans seismic design criteria. New bridges and highway structures will be built based on the most current Caltrans seismic design criteria (see IAMFs) to reduce risks associated with seismic ground shaking.</p>

Policy/Goal/Objective	Compatibility
<p>Program S-6, of Seismic Safety Goal 5: Verify that new development complies with the California Building Standards Code's seismic design standards and the Burbank Municipal Code. Verify that structural and architectural features, such as irregular building shapes, soft stories, undefined structural systems, architectural elements, and equipment attachments are designed in accordance with the seismic provisions of the California Building Standards Code.</p>	<p>Compatible. The Authority would ensure the HSR system, including maintenance facilities, would comply with the current CBC, local building code seismic design standards, and applicable supplemental design criteria. If any irregular or nonstandard structural or architectural features are proposed during final design, those features will be designed in accordance with the seismic provisions of the current CBC.</p>
<p>Program S-4, of Seismic Safety Goal 5: Evaluate the liquefaction potential of a site when, during the course of a geotechnical investigation, shallow groundwater (50 feet or less) and unconsolidated sandy alluvium soils are found. Fault investigations in the Verdugo Fault zone should be encouraged where feasible. The state geologist should be informed of any findings pertinent to the activity designation of the fault.</p>	<p>Compatible. The Authority has evaluated liquefaction potential and investigated the impact of the Verdugo Fault on the project section. The state geologist may be informed of any findings pertinent to the activity designation of the fault.</p>
<p>Policy 6.1: Inform applicants of flood risks and development requirements within the 100-year, 200-year, or 500-year floodplains or in other high-risk inundation areas. Recommend hazard mitigation where possible.</p>	<p>Compatible. Refer to Section 3.8, Hydrology and Water Quality, for a complete discussion of how impacts related to flood risks would be addressed. Through the implementation of HYD-IAMF#2, the HSR Build Alternative would comply with floodplain development requirements.</p>
<p>Policy 6.7: Employ strategies and design features to reduce the area of impervious surface in new development projects.</p>	<p>Compatible. During construction, the HSR Build Alternative would comply with the requirements of the Construction General Permit by preparing a SWPPP. The SWPPP would identify construction BMPs, such as Erosion and Sediment Control BMPs designed to minimize erosion and retain sediment on-site and Good Housekeeping BMPs designed to prevent spills, leaks, and discharges of construction debris and wastes into receiving waters, to be implemented during construction. During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to reduce impacts on water quality. Therefore, the HSR Build Alternative would protect the receiving waters and the watershed from negative impacts associated with construction and development of HSR.</p> <p>During operation, the HSR project would be required to comply with the requirements of the applicable NPDES permit and implement post-construction BMPs to target pollutants of concern. In addition, the project would incorporate LID techniques to retain runoff on site and promote infiltration. Furthermore, the project section would implement standard measures to revegetate disturbed areas and preserve vegetation, consistent with LID standards.</p> <p>Development of the HSR Build Alternative would result in a permanent increase in impervious surface area. An increase in impervious area would increase the volume of runoff during a storm, which would more effectively transport pollutants to receiving waters, including stormwater systems. HYD-IAMF#1 includes standard practices and design features, such as implementation of the stormwater management and treatment measures that would be</p>

Policy/Goal/Objective	Compatibility
	<p>incorporated into the design of the HSR Build Alternative. This IAMF would reduce the severity of effects, such as the rate of stormwater runoff, temporary changes to river and channel hydrology, and potential erosion and siltation caused by increased rates of volumes and flow. The proposed drainage system would collect, convey, and discharge surface water runoff from the Authority's right-of-way to the existing storm drain system while maintaining the existing drainage pattern, in compliance with the MS4 permit.</p>
<p>Policy 7.1: Maintain consistency with the Los Angeles County Airport Land Use Plan as it pertains to Bob Hope Airport.</p>	<p>Compatible. The Authority will work with the County in relation to considerations regarding Hollywood Burbank Airport (Bob Hope Airport).</p>
<p>Policy 7.2: Ensure that land uses, densities, and building heights within Airport Land Use Compatibility Zones are compatible with safe operation of Bob Hope Airport.</p>	<p>Compatible. The Authority will work with the County in relation to considerations regarding Hollywood Burbank Airport (Bob Hope Airport).</p>
<p>Policy 7.4: Coordinate disaster response with the Bob Hope Airport Fire Department.</p>	<p>Compatible. The Authority will work with the County in relation to considerations regarding Hollywood Burbank Airport (Bob Hope Airport).</p>
<p>Policy 8.1: Review proposed projects involving the use or storage of hazardous materials.</p>	<p>Compatible. The Authority is committed to identifying, avoiding, and minimizing the transport, storage, use, and disposal of hazardous materials through the material selection process during construction of the HSR system. An Environmental Management System would track the full inventory of hazardous materials during construction of the HSR system and would substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF #9).</p>
<p>Policy 8.2: Encourage businesses and organizations that store and use hazardous materials to improve planning and management procedures.</p>	<p>Compatible. The Authority is committed to identifying, avoiding, and minimizing the transport, storage, use, and disposal of hazardous materials through the material selection process during construction of the HSR system. An Environmental Management System would track the full inventory of hazardous materials during construction of the HSR system and would substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF #9).</p>
<p>Policy 8.3: Distribute information and use incentives and disincentives to reduce or eliminate the use of hazardous materials where feasible.</p>	<p>Compatible. The Authority is committed to identifying, avoiding, and minimizing the transport, storage, use, and disposal of hazardous materials through the material selection process during construction of the HSR system. An Environmental Management System would track the full inventory of hazardous materials during construction of the HSR system and would substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF #9).</p>

Policy/Goal/Objective	Compatibility
<p>Policy 8.5: Consult with appropriate agencies regarding hazardous materials regulations.</p>	<p>Compatible. The Authority is committed to identifying, avoiding, and minimizing the transport, storage, use, and disposal of hazardous materials through the material selection process during construction of the HSR system. An Environmental Management System would track the full inventory of hazardous materials during construction of the HSR system and would substitute hazardous substances with nonhazardous substances when practicable (HMW-IAMF #9). The Authority will consult with the appropriate agencies.</p>
<p>City of Glendale</p>	
<p>Glendale General Plan (1986): Land Use Element</p>	
<p>The Land Use Element designates the proposed general distribution and general location and extent of the uses of the land within the city. It includes geographic and geologic restrictions.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will implement applicable state and county regulations to minimize geologic hazards.</p>
<p>Glendale General Plan (1993): Open Space and Conservation Element</p>	
<p>Policy 3: Cultural, historical, archaeological, and paleontological structures and sites are essential to community life and identity and should be recognized and maintained.</p>	<p>Compatible. This is required as part of the IAMFs.</p>
<p>City of Glendale General Plan (2003): Safety Element</p>	
<p>The Safety Element describes the natural conditions that pose a hazard (i.e., fire, earthquakes, flooding, and other geologic hazards) and presents goals, policies, and programs that, if implemented, can reduce the risk these hazards pose to the City of Glendale and its residents.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will implement applicable state and county regulations to minimize seismic hazards.</p>
<p>City of Glendale Code</p>	
<p>The grading code for the City of Glendale is found in Title 15 (Building and Construction), Chapter 15.12 (Hillside Areas and Excavation Blasting) of the City of Glendale Municipal Code.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will implement applicable state and county regulations to minimize seismic hazards.</p>

Policy/Goal/Objective	Compatibility
<p>City of Los Angeles</p>	
<p>City of Los Angeles General Plan (2001): Conservation Element</p>	
<p>Chapter II: Resource Conservation and Management, Section 3: Archaeological and Paleontological discusses protection of paleontological resources and states, in part:</p> <p>“Pursuant to CEQA, if a land development project is within a potentially significant paleontological area, the developer is required to contact a bona fide paleontologist to arrange for assessment of the potential impact and mitigation of potential disruption of or damage to the site. If significant paleontological resources are uncovered during project execution, authorities are to be notified and the designated paleontologist may order excavations stopped, within reasonable time limits, to enable assessment, removal or protection of the resources.” (p. II-5)</p> <p>This section also indicates that the City is responsible for protecting paleontological resources and outlines the following objective, policy, and program regarding paleontological resources (p. II-5, II-6):</p> <p>Objective: protect the City’s archaeological and paleontological resources for historical, cultural, and/or educational purposes.</p> <p>Policy: continue to identify and protect significant archaeological and paleontological sites and/or resources known to exist or that are identified during land development, demolition or property modification activities.</p> <p>Program: permit processing, monitoring, enforcement and periodic revision of regulations and procedures.</p>	<p>Compatible. The project would conserve sand and gravel products during construction of the HSR Build Alternative where feasible. The project will comply with the Surface Mining and Reclamation Act (Cal. Public Res. Code, § 2710 et seq.) to prevent and minimize the adverse impacts of surface mining on public health, property, and the environment. The project is compliant with applicable state and federal regulations related to Paleontological Resources (refer to Section 3.8.2 of Chapter 3.8, Geology, Soils, Seismicity, and Paleontological Resources). Implementation of IAMFs will cover other concerns.</p>
<p>City of Los Angeles General Plan (1996): Safety Element</p>	
<p>Hazard mitigation goal 1: A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to fire, water related hazard, seismic event, geologic conditions or release of hazardous materials disasters is minimized.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will implement applicable state and county regulations to minimize seismic events or hazardous geologic conditions.</p>
<p>Hazard mitigation goal 1, Objective 1.1, Policy 1.1.6: State and federal regulations. Assure compliance with applicable state and federal planning and development regulations, e.g., Alquist-Priolo Earthquake Fault Zoning Act, State Mapping Act and Cobey-Alquist Flood Plain Management Act.</p>	<p>Compatible. The project is compliant with applicable state and federal regulations related to Geology, Soils, and Seismicity (refer to Section 3.8.2 of Chapter 3.8, Geology, Soils, Seismicity, and Paleontological Resources).</p>

Policy/Goal/Objective	Compatibility
Section 3.10: Hazardous Waste and Materials	
County of Los Angeles	
Los Angeles County Operational Area Emergency Response Plan (1998)	
<p>The Operational Area Emergency Response Plan addresses the coordinated response to emergency situations associated with natural, anthropogenic, and technological incidents in the operational area. The intent of the plan is to define responsibilities and provide guidance to agencies/jurisdictions within the operational area on how to interface with the operational area coordinator during emergencies and disasters.</p>	<p>Compatible. The IAMFs described in Section 3.10.5, Affected Environment, include measures specifying how materials and wastes are handled, stored, and transported, as well as actions to occur should an accidental spill or release of materials or wastes occur during construction, in order to minimize the potential for adverse effects/impacts (Authority and FRA 2005).</p>
Los Angeles County General Plan – Safety Element (2015)	
<p>Public Services and Facilities Element, Policy 5.1. Maintain an efficient, safe and responsive waste management system that reduces waste while protecting the health and safety of the public.</p>	<p>Compatible. The IAMFs described in Section 3.10.5, Affected Environment, include measures specifying how materials and wastes are handled, stored, and transported, as well as actions to occur should an accidental spill or release of materials or wastes occur during construction, in order to minimize the potential for adverse effects/impacts (Authority and FRA 2005).</p>
<p>Public Services and Facilities Element, Policy 5.2. Ensure adequate disposal capacity by providing for environmentally sound and technically feasible development of solid waste management facilities, such as landfills and transfer/processing facilities.</p>	
Los Angeles County All-Hazard Mitigation Plan (2014)	
<p>The All-Hazard Mitigation Plan sets strategies for coping with natural and anthropogenic hazards faced by residents in the county, including earthquake, flood, wildlife, and tsunami hazards, as well as other nonsignificant hazards.</p>	<p>Compatible. The IAMFs described in Section 3.10.5, Affected Environment, include measures specifying how materials and wastes are handled, stored, and transported, as well as actions to occur should an accidental spill or release of materials or wastes occur during construction, in order to minimize the potential for adverse effects/impacts (Authority and FRA 2005).</p>
City of Burbank	
City of Burbank General Plan – Safety Element (2013)	
<p>The Safety Element addresses natural hazards associated with fire, flood, earthquake, and landslides, as well as other hazards generally associated with or compounded by natural events. The intent of the plan is to reduce deaths, injuries, property damage, and economic and social dislocation resulting from natural hazards.</p>	<p>Compatible. The IAMFs described in Section 3.10.5, Affected Environment, include measures specifying how materials and wastes are handled, stored, and transported, as well as actions to occur should an accidental spill or release of materials or wastes occur during construction, in order to minimize the potential for adverse effects/impacts (Authority and FRA 2005).</p>
<p>Policy 8.1: Review proposed projects involving the use or storage of hazardous materials</p>	
<p>Policy 8.2: Encourage businesses and organizations that store and use hazardous materials to improve planning and management procedures</p>	
<p>Policy 8.3: Distribute information and use incentives and disincentives to reduce or eliminate the use of hazardous materials where feasible.</p>	
<p>Policy 8.5: Consult with appropriate agencies regarding hazardous materials regulations.</p>	

Policy/Goal/Objective	Compatibility
City of Glendale	
City of Glendale General Plan (2003) Safety Element	
<p>Goal 5: Reduce threats to the public health and safety, and to the environment, from hazardous materials.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, the HSR project will be constructed to minimize injuries and loss of life as well as property damage compatible with applicable plans, policies, and requirements. The Authority will implement applicable state and county regulations to minimize seismic hazards.</p> <p>BMPs and regulations designed to limit the potential for hazards associated with an accidental spill of hazardous materials would reduce the potential for negative environmental effects/impacts. Undocumented contamination could be encountered during construction activities and the contractor will work closely with local agencies to resolve any such encounters and address necessary clean-up or disposal. As described in HMW-IAMF#6: Spill Prevention, the Construction Management Plan will also include a plan addressing spill prevention. The plan will identify construction BMPs designed to contain and prevent accidental spills, including procedures to clean up any accidental hazardous material release. The potential for effects/impacts associated with the presence of contaminated soils, including any former agricultural chemicals and effects on human health, is discussed in IAMFs that would be applied as part of the HSR Build Alternative. These IAMFs include specifications for preconstruction testing and analysis where hazardous materials may be present, as well as implementation of Phase I, II, and III ESAs (as needed) during the right-of-way acquisition phase, among other requirements to identify and remove or remediate hazardous materials to avoid adverse effects associated with construction near PEC sites</p>
<p>Policy 5-1: The City shall strive to reduce the potential for residents, workers, and visitors to Glendale to being exposed to hazardous materials and wastes</p>	
<p>Policy 5-1.4: The City shall maintain the capability of responding to hazardous materials incidents in the City and along the sections of freeways that extend across the City. This includes maintaining cooperation agreements with adjacent jurisdictions and continuing to coordinate with regional providers of emergency services</p>	
City of Los Angeles	
City of Los Angeles General Plan – Safety Element (1996)	
<p>The Safety Element addresses natural hazards associated with fire, flood, earthquake, and landslides, as well as other hazards generally associated with or compounded by natural events. The intent of the plan is to reduce deaths, injuries, property damage, and economic and social dislocation resulting from natural hazards.</p>	<p>Compatible. BMPs and regulations designed to limit the potential for hazards associated with an accidental spill of hazardous materials would reduce the potential for negative environmental impacts.</p>

Policy/Goal/Objective	Compatibility
City of Los Angeles General Plan (1996) Safety Element	
<p>Goal 1: A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to fire, water related hazard, seismic event, geologic conditions or release of hazardous materials disasters is minimized</p>	<p>Compatible. Facilities and construction sites that use, store, generate, or dispose of hazardous materials or wastes and hazardous material/waste transporters are required to maintain plans for warning, notification, evacuation, and site security under regulations as described in Section 3.10.2</p>
<p>Policy 1.1.4: Protect the public and workers from the release of hazardous materials and protect City water supplies and resources from contamination resulting from accidental release or intrusion resulting from a disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation</p>	<p>(Project EIR/EIS), Laws, Regulations, and Orders. The HSR Build Alternative would require a Construction General Permit (Order 2009- 0009-DWQ) that requires the designation of special storage areas and labeling, containment berms, coverage from rain, concrete washout areas, and many other BMPs designed to minimize release of contaminants from construction sites.</p>
<p>Policy 3.1.2: Develop and establish procedures for identification and abatement of physical and health hazards that may result from a disaster. Provisions shall include measures for protecting workers, the public and the environment from contamination or other health and safety hazards associated with abatement, repair and reconstruction programs. [All EOO hazard mitigation, response, recovery programs involving identification and mitigation of release of hazardous materials and protection of the public and emergency personnel from hazardous materials implement this policy.]</p>	<p>A spill prevention, containment, and countermeasures plan or, for smaller quantities, a spill prevention and response plan, which would identify BMPs for spill and release prevention and would provide procedures and responsibilities with processes for the rapid, effective, and safe cleanup and disposal of any spills or releases, would be established for the HSR system. The spill prevention, containment, and countermeasures regulation requires tactics that would prevent exposure altogether rather than merely put reactive measures in place (e.g., those commonly included in contingency plans), which address spill containment and cleanup and management of contaminated soil and groundwater in the event of an accidental spill (HMW-IAMF#6).</p>
Section 3.11: Safety and Security	
Airports	
Los Angeles County	
Airport Land Use Plan (1991)	Compatible. The Authority will consult with Hollywood
Los Angeles County Airport Land Use Commission Review Procedures (2004)	Burbank Airport regarding any construction or operational issues with the Build Alternative.
Hollywood Burbank Airport	
Irregular Operations Emergency Contingency Plan (2012)	Compatible. The Authority will consult with Hollywood Burbank Airport regarding any construction or operational issues with the Build Alternative.

Policy/Goal/Objective	Compatibility
County of Los Angeles	
Los Angeles County General Plan: Safety Element (2015)	
<p>Goal S1: An effective regulatory system that prevents or minimizes personal injury, loss of life and property damage due to seismic and geotechnical hazards.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, HSR Build Alternative would meet specifications contained in the AASHTO guidance, the FHWA guidance, the American Railway Engineering and Maintenance-of-Way Association Manual, Caltrans design standards, the California Building Standards Code, and the International Building Code accounting for seismic and geotechnical hazards. The HSR Build Alternative will have a seismic monitoring system and inspection procedures following a seismic event. As discussed in Section 3.11, Safety and Security, the Authority is also partnering with first responders across the state to create a response plan that will provide appropriate assistance to all passengers and operators on high-speed rail during a seismic event (Authority 2016b).</p>
<p>Policy S 1.1: Discourage development in Seismic Hazard and Alquist-Priolo Earthquake Fault Zones.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, the HSR Build Alternative would ensure that development for human occupancy will be placed in a location away from active earthquake faults. Portions of the HSR Build Alternative do cross into the Alquist-Priolo Earthquake Fault Zone. Appropriate project design features would be implemented to reduce adverse effects related to seismically induced ground shaking.</p>
<p>Policy S 1.2: Prohibit the construction of most structures for human occupancy adjacent to active faults until a comprehensive fault study that addresses the potential for fault rupture has been completed.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, the Authority would ensure that detailed geologic investigations are conducted in conformance with the guidelines of the CGS and all human occupancy adjacent to an Alquist-Priolo Fault Zone would be designed to applicable standards for these areas.</p>
<p>Policy S 4.5: Ensure that there are adequate resources, such as sheriff and fire services, for emergency response.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>

Policy/Goal/Objective	Compatibility
Los Angeles County All-Hazard Mitigation Plan (2014)	
<p>The All-Hazard Mitigation Plan sets strategies for coping with the natural and human-caused hazards faced by residents. The plan is a compilation of information from county departments correlated with known and projected hazards that face Southern California.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, the Authority would ensure that detailed geologic investigations are conducted in conformance with the guidelines of the CGS and all human occupancy adjacent to an Alquist-Priolo Fault Zone would be designed to applicable standards for these areas.</p> <p>As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
Los Angeles County Municipal Code (as amended in 2003)	
<p>The declared purposes of Chapter 2.68: Emergency Services of the Municipal Code are to provide for the preparation and execution of plans for the protection of life and property within Los Angeles County in the event of an emergency; the establishment, coordination, and direction of the county operational area and emergency organization; the establishment, coordination, and direction of the Los Angeles County Emergency Management Council; the establishment, coordination, and direction of the Los Angeles County Office of Emergency Management; and the coordination of the preparatory and emergency functions of the county with those of all other public agencies, organizations, and individuals.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, the Authority would ensure that detailed geologic investigations are conducted in conformance with the guidelines of the CGS and all human occupancy adjacent to an Alquist-Priolo Fault Zone would be designed to applicable standards for these areas.</p> <p>As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
County of Los Angeles Operational Area Emergency Response Plan (2012)	
<p>The OAERP addresses the coordinated response to emergency situations associated with natural, human-caused, and technological incidents for the Los Angeles County operational area. The OAERP establishes the coordinated emergency management system, which includes prevention, protection, response, recovery, and mitigation.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>

Policy/Goal/Objective	Compatibility
County of Los Angeles Emergency Survival Guide (2015)	
<p>This plan provides a guide for the citizens of Los Angeles County to prepare for, respond to, and recover from disasters that face the county through increased awareness.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
National Preparedness Goal Project, Part 1: NIMS Implementation Plan (2005)	
<p>The County of Los Angeles created the National Preparedness Goal Project to ensure the countywide implementation of goal initiatives. The Los Angeles County Office of Emergency Management will take the lead in developing National Preparedness Goal Project implementation plans outlining countywide implementation strategies and timeframes of goal initiatives.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
Emergency Public Information Plan (2003)	
<p>The purpose of this document is to establish guidelines for an emergency public information plan based on the policies approved by the Los Angeles County Emergency Management Council on August 21, 2003, and to provide guidance when the county gives information to the public in time of crisis or disaster. Elements of this document will also be used when there is "pre-event" public concern regarding a possible emergency/disaster and in the recovery phase after a major disaster</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
Tsunami Annex (2006)	
<p>The Tsunami Annex is an extension of the OAERP. The objective of the OAERP is to incorporate and coordinate all county facilities and personnel, along with the jurisdictional resources of the cities and special districts within the county, into an efficient organization capable of responding to any emergency using SEMS, mutual aid, and other appropriate response procedures.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>

Policy/Goal/Objective	Compatibility
Spontaneous Volunteer Management Annex (2009)	
<p>The Spontaneous Volunteer Management Annex is an extension of the OAERP. The objective of the OAERP is to incorporate and coordinate all county facilities and personnel, along with the jurisdictional resources of the cities and special districts within the county, into an efficient organization capable of responding to any emergency using SEMS, mutual aid, and other appropriate response procedures.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
Los Angeles County Operational Area Terrorism Plan (2003)	
<p>This plan establishes policies and procedures to guide the Los Angeles County operational area in planning for and responding to an emergency caused by an actual or suspected act of terrorism (including cyber/electronic terrorism) and especially terrorist acts employing weapons of mass destruction, such as chemical, biological, radiological, nuclear, or explosive weapons.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
Los Angeles County Emergency Repatriation Plan (1996)	
<p>The California Emergency Repatriation Plan requires that counties develop plans for providing specified services to repatriates during periods of emergency that necessitate the mass return of U.S. citizens from outside the U.S. The plan provides information about responsibilities for an emergency repatriation process at the federal, state, and county levels and delineates county departmental responsibilities and policies for activating and operating the Emergency Processing Center at Los Angeles International Airport or a site nearby.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
Los Angeles County Operational Area Family Assistance Center Plan (2010)	
<p>This plan seeks to provide a framework for establishing and managing Family Assistance Centers within the Los Angeles County operational area (covering all 88 cities and unincorporated areas) during both large-scale mass fatality incidents and mass casualty incidents (e.g., earthquakes) and smaller, more localized incidents involving multiple fatalities/casualties (e.g., explosions, shootings) to ensure consistency of response and management, and to establish a baseline level of service.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>

Policy/Goal/Objective	Compatibility
<p>Los Angeles County Emergency Medical Services Plan (2013)</p>	
<p>The Los Angeles County Emergency Medical Services Plan provides procedures and guidelines for the provision of medical services in the county. The Emergency Medical Services Agency continues working with individual providers to implement electronic data collection, including working with the Burbank Fire Department, Glendale Fire Department, and Los Angeles City Fire Department.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
<p>Los Angeles County Airport Land Use Plan (1991)</p>	
<p>The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses.</p>	<p>Compatible. The HSR Build Alternative would not introduce a new incompatible land use to the airport plan area. Therefore, the HSR Build Alternative would be compatible with this policy. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
<p>Los Angeles County Airport Land Use Commission Review Procedures (2004)</p>	
<p>The policies set forth in the Los Angeles County Airport Land Use Commission Review Procedures document serve two functions: (1) to articulate the procedures to be used by the Los Angeles County ALUC and affected local agencies for the purpose of fulfilling the airport land use compatibility review requirements set forth in the California State Aeronautics Act (Public Utilities Code Section 21670 et seq.), and (2) to identify certain compatibility factors to be considered in ALUC review of various actions involving land use development within any airport influence area in the county.</p>	<p>Compatible. The HSR Build Alternative would not introduce a new incompatible land use to the airport plan area. Therefore, the HSR Build Alternative would be compatible with this policy. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>

Policy/Goal/Objective	Compatibility
City of Burbank	
City of Burbank General Plan: Safety Element (2013)	
<p>Policy 1.2: Coordinate disaster preparedness and emergency response with appropriate agencies, neighboring cities, and the Burbank-Glendale-Pasadena Airport Authority.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
<p>Policy 1.5: Establish designated emergency response and evacuation routes throughout the city.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
<p>Policy 2.2: Ensure adequate staffing, facilities, equipment, technology, and funding for the Burbank Police Department to meet existing and projected service demands and response times.</p>	<p>Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.</p>
<p>Policy 2.3: Provide and use up-to-date technology to improve crime prevention.</p>	<p>Compatible. CPTED will be applied as appropriate throughout the HSR system to prevent and mitigate crime. CPTED practices will be integrated early in the design process. Design shall focus on natural access control, natural surveillance, defensible space, and reinforcement of territory. Areas, spaces, or structures that provide concealment shall be avoided, particularly in stations, parking facilities, bridges, tunnels, and structures, and can be improved through organization of space, architecture, and lighting.</p>
<p>Policy 3.2: Reduce opportunities for criminal activity through physical design standards such as CPTED and youth programs, recreation opportunities, educational programs, and counseling services.</p>	<p>Compatible. CPTED will be applied as appropriate throughout the HSR system to prevent and mitigate crime. CPTED practices will be integrated early in the design process. Design shall focus on natural access control, natural surveillance, defensible space, and reinforcement of territory. Areas, spaces, or structures that provide concealment shall be avoided, particularly in stations, parking facilities, bridges, tunnels, and structures, and can be improved through organization of space, architecture, and lighting.</p>

Policy/Goal/Objective	Compatibility
<p>Policy 4.1: Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained.</p>	<p>Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.</p>
<p>Policy 4.2: Provide adequate staffing, equipment, technology, and funding for the Burbank Fire Department to meet existing and projected service demands and response times.</p>	<p>Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.</p>
<p>Policy 4.3: Implement fire prevention and suppression programs in areas of high fire hazard risk, including both urban and wildland areas.</p>	<p>Compatible. According to the California High Speed Train Project Rail Design Criteria (Authority 2016), each type of HSR facility shall have location-specific fire and life safety infrastructure, plans, and procedures per NFPA Standard 130. These plans and procedures focus on access and egress requirements, fire prevention and mitigation, smoke removal, and reliability of fire prevention and mitigation systems.</p>
<p>Policy 4.4: Maintain adequate fire breaks in areas within and adjacent to areas of high wildfire risk.</p>	<p>Compatible. Although the HSR Build Alternative passes through areas considered as moderate, high, and very high wildland fire hazard severity zones, it would be located in predominantly urban areas, with similar existing rail infrastructure. A basic design feature of an HSR system is containment of trainsets within the operational corridor. Additionally, the HSR carries passengers and would be electric-powered, there would be no safety hazard associated with HSR cargo or fuel that would result in a fire or explosion. All HSR right-of-way and facility vegetation control programs will conform to California Department of Forestry and Fire Protection guidelines for defensible space to reduce fire hazards. The HSR Build Alternative would not substantially increase hazards associated with wildfires.</p>
<p>Policy 4.5: Coordinate firefighting efforts with local, state, and federal agencies.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
<p>Policy 4.7: Maintain adequate fire suppression capability in areas of intensifying urban development, as well as areas where urban uses and open spaces mix.</p>	<p>Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.</p>

Policy/Goal/Objective	Compatibility
<p>Goal 5: Injuries and loss of life are prevented, critical facilities function, and property loss and damage is minimized during seismic events.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, HSR Build Alternative would meet specifications contained in the AASHTO guidance, the FHWA guidance, the American Railway Engineering and Maintenance-of-Way Association Manual, Caltrans design standards, the California Building Standards Code, and the International Building Code accounting for seismic and geotechnical hazards. The HSR Build Alternative will have a seismic monitoring system and inspection procedures following a seismic event. As discussed in Section 3.11, Safety and Security, the Authority is also partnering with first responders across the state to create a response plan that will provide appropriate assistance to all passengers and operators on high-speed rail during a seismic event (Authority 2016b).</p>
<p>Policy 5.1: Require geotechnical reports for development within a fault area that may be subject to risks associated with surface rupture.</p>	<p>Compatible. The Authority has prepared a Geology, Soils, and Seismicity Technical Report (Authority 2017) for the Burbank to Los Angeles Project Section. Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources EIR/EIS section is based on this geotechnical report.</p>
<p>Policy 5.2: Require geotechnical reports for new development projects in areas with the potential for liquefaction or landslide.</p>	<p>Compatible. The Authority has prepared a Geology, Soils, and Seismicity Technical Report (Authority 2017) for the Burbank to Los Angeles Project Section. Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources EIR/EIS section is based on this geotechnical report.</p>
<p>Policy 5.3: Enforce seismic design provisions of the current California Building Standards Code related to geologic, seismic, and slope hazards.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, the Authority would ensure the HSR Build Alternative, would comply with the current CBC related to geologic, seismic, and slope hazards and applicable supplemental design criteria.</p>
<p>Policy 5.4: Encourage and facilitate retrofits of seismically high-risk buildings to reduce risks from seismic ground shaking.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, the HSR Build Alternative would not construct seismically high-risk buildings. Any seismically high-risk buildings acquired during the right-of-way process would be eliminated for the purpose of construction and operation of the HSR Build Alternative.</p>
<p>Policy 5.5: Facilitate the retrofitting of bridges and highway structures in the city to reduce risks associated with seismic ground shaking.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, the HSR Build Alternative would retrofit existing bridges and highway structures that pose risks associated with seismic ground shaking based on the most current Caltrans seismic design criteria. As described in the Geologic Resources IAMFs, new bridges and highway structures will be built based on the most current Caltrans seismic design criteria) to reduce risks associated with seismic ground shaking.</p>

Policy/Goal/Objective	Compatibility
<p>Program S-6, of Seismic Safety Goal 5: Verify that new development complies with the California Building Standards Code's seismic design standards and the Burbank Municipal Code. Verify that structural and architectural features, such as irregular building shapes, soft stories, undefined structural systems, architectural elements, and equipment attachments are designed in accordance with the seismic provisions of the California Building Standards Code.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, the Authority would ensure the HSR Build Alternative, would comply with the current CBC, local building code seismic design standards, and applicable supplemental design criteria. If any irregular or nonstandard structural or architectural features are proposed during final design, those features will be designed in accordance with the seismic provisions of the current CBC.</p>
<p>Program S-4, of Seismic Safety Goal 5: Evaluate the liquefaction potential of a site when, during the course of a geotechnical investigation, shallow groundwater (50 feet or less) and unconsolidated sandy alluvium soils are found. Fault investigations in the Verdugo Fault zone should be encouraged where feasible. The state geologist should be informed of any findings pertinent to the activity designation of the fault.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, the Authority has evaluated liquefaction potential and investigated the impact of the Verdugo Fault on the HSR Build Alternative. The state geologist may be informed of any findings pertinent to the activity designation of the fault.</p>
<p>Policy 6.1: Inform applicants of flood risks and development requirements within the 100-year, 200-year, or 500-year floodplains or in other high-risk inundation areas. Recommend hazard mitigation where possible.</p>	<p>Compatible. Refer to Section 3.8, Hydrology and Water Quality for a complete discussion of how impacts related to flood risks will be addressed. Through the implementation of HYD-IAMF#2, WQ-MM#1, and WQ-MM#6, the HSR Build Alternative would comply with floodplain development requirements.</p>
<p>Policy 6.7: Employ strategies and design features to reduce the area of impervious surface in new development projects.</p>	<p>Compatible. Refer to Section 3.8, Hydrology and Water Quality for a discussion of how the design of the HSR Build Alternative would include features aimed at reducing the impervious surface area of the HSR Build Alternative.</p>
<p>Policy 7.1: Maintain consistency with the Los Angeles County Airport Land Use Plan as it pertains to Bob Hope Airport.</p>	<p>Compatible. The HSR Build Alternative would not construct objects taller than 100 feet in height within 2 miles of an airport or within an Airport Land Use Compatibility Plan. Therefore, the HSR Build Alternative would not substantially increase hazards as a result of being located within an airport or airport land use plan, and would not expose people residing or working in the RSA to a safety hazard in the vicinity of an airport or private airstrip.</p>
<p>Policy 7.2: Ensure that land uses, densities, and building heights within Airport Land Use Compatibility Zones are compatible with safe operation of Bob Hope Airport.</p>	<p>Compatible. The HSR Build Alternative would not construct objects taller than 100 feet in height within 2 miles of an airport or within an Airport Land Use Compatibility Plan. Therefore, the HSR Build Alternative would not substantially increase hazards as a result of being located within an airport or airport land use plan, and would not expose people residing or working in the RSA to a safety hazard in the vicinity of an airport or private airstrip.</p>

Policy/Goal/Objective	Compatibility
<p>Policy 7.4: Coordinate disaster response with the Bob Hope Airport Fire Department.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
<p>Policy 8.1 Review proposed projects involving the use or storage of hazardous materials.</p>	<p>Compatible. As discussed in Section 3.10, Hazardous Materials and Hazardous Waste, the IAMFs include measures specifying how materials and wastes are handled, stored, and transported, as well as actions to occur should an accidental spill or release of materials or wastes occur during construction, in order to minimize the potential for adverse effects (Authority and FRA 2005).</p>
<p>Policy 8.2 Encourage businesses and organizations that store and use hazardous materials to improve planning and management procedures.</p>	<p>Compatible. As discussed in Section 3.10, Hazardous Materials and Hazardous Waste, prior to Operations and Maintenance activities, the Authority shall prepare hazardous materials monitoring plans. HMW-IAMF#10 would ensure that all hazardous materials regulations from appropriate agencies will be coordinated and followed.</p>
<p>Policy 8.3 Distribute information and use incentives and disincentives to reduce or eliminate the use of hazardous materials where feasible.</p>	<p>Compatible. As discussed in Section 3.10, Hazardous Materials and Hazardous Waste, prior to Operations and Maintenance activities, the Authority shall prepare hazardous materials monitoring plans. HMW-IAMF#10 would ensure that all hazardous materials regulations from appropriate agencies will be coordinated and followed.</p>
<p>Policy 8.5 Consult with appropriate agencies regarding hazardous materials regulations.</p>	<p>Compatible. As discussed in Section 3.10, Hazardous Materials and Hazardous Waste, prior to Operations and Maintenance activities, the Authority shall prepare hazardous materials monitoring plans. HMW-IAMF#10 would ensure that all hazardous materials regulations from appropriate agencies will be coordinated and followed.</p>

Policy/Goal/Objective	Compatibility
<p>All-Hazard Mitigation Plan (2014)</p> <p>This Hazard Mitigation Plan for the City of Burbank covers each of the major natural hazards that pose risks to the city. The primary objective of the mitigation plan is to reduce the negative impacts of future disasters on Burbank (i.e., to save lives and reduce injuries, minimize damage to buildings and infrastructure [especially critical facilities], and minimize economic losses).</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, the Authority would ensure the HSR Build Alternative, would comply with the current CBC, local building code seismic design standards, and applicable supplemental design criteria. If any irregular or nonstandard structural or architectural features are proposed during final design, those features will be designed in accordance with the seismic provisions of the current CBC.</p> <p>As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p> <p>Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.</p>
<p>Burbank Municipal Code, as amended (2016)</p> <p>Chapter 2: Disasters provides for the preparation and execution of plans for the protection of persons and property within Burbank in the event of an emergency; the direction of the emergency organization; and coordination of the emergency functions of the city with all other public agencies, corporations, organizations, and affected private persons.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
<p>City of Burbank Multi-Hazard Functional Plan (2009)</p> <p>The City of Burbank Multi-Hazard Functional Plan addresses the city's planned response to emergencies associated with natural disasters and technological incidents, including both peacetime and wartime nuclear defense operations.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>

Policy/Goal/Objective	Compatibility
Burbank Unified School District Disaster Preparedness Plan (2016)	
<p>The purpose of the Burbank Unified School District Disaster Preparedness Plan is to prepare the district to respond to emergencies using SEMS. In the district's interest to maintain the safety and care of students and staff, this plan outlines emergency roles and provides procedures for students and staff to ensure that staff and students are aware of and properly trained to follow the district's plan in accordance with SEMS and the emergency response procedures.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
City of Glendale	
Glendale General Plan (1986): Land Use Element	
<p>General Goal 7: Provide for measures to prevent the loss of life, injury, and economic dislocation resulting from fire, flood, and geologic hazards.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
Glendale General Plan (1993): Open Space and Conservation Element	
<p>Goal 10, Objective 1: Integrate safety concerns into the management of natural resources including recognition of geologic hazards and flood, fire and seismic risks.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, HSR Build Alternative would meet specifications contained in the AASHTO guidance, the FHWA guidance, the American Railway Engineering and Maintenance-of-Way Association Manual, Caltrans design standards, the California Building Standards Code, and the International Building Code accounting for seismic and geotechnical hazards. The HSR Build Alternative will have a seismic monitoring system and inspection procedures following a seismic event. As discussed in Section 3.11, Safety and Security, the Authority is also partnering with first responders across the state to create a response plan that will provide appropriate assistance to all passengers and operators on high-speed rail during a seismic event (Authority 2016b).</p> <p>As discussed in Section 3.8: Hydrology and Water Quality, through the implementation of HYD-IAMF#2, and WQ-MM#1 and WQ-MM#6, the potential risk from floods would be reduced.</p> <p>Additionally as discussed in Section 3.11, Safety and Security, all HSR Build Alternative right-of-way and facility vegetation control programs will conform to California Department of Forestry and Fire Protection guidelines for defensible space to reduce fire hazards.</p>

Policy/Goal/Objective	Compatibility
<p>Goal 2, Objective 1: Regulate public access for the protection of sensitive land and habitats and regulate uses in hazard zones.</p>	<p>Compatible. The HSR Build Alternative is designed to generally be grade-separated which will improve safety and will be fully access-controlled. An access controlled system will help to prevent entry into the corridor by unauthorized vehicles, people, animals, and objects. All aspects of the HSR Build Alternative would conform to the latest federal requirements regarding transportation security and safety. During operations the HSR Build Alternative will abide by safety and security plans as developed by the Authority in cooperation with FRA.</p>
<p>Goal 4, Objective 7: Encourage the continuation of hazard management and safety programs to reduce impacts from wildland fires, floods, mud slides and soil subsidence.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, HSR Build Alternative would meet specifications contained in the AASHTO guidance, the FHWA guidance, the American Railway Engineering and Maintenance-of-Way Association Manual, Caltrans design standards, the California Building Standards Code, and the International Building Code accounting for seismic and geotechnical hazards. The HSR Build Alternative will have a seismic monitoring system and inspection procedures following a seismic event. As discussed in Section 3.11, Safety and Security, the Authority is also partnering with first responders across the state to create a response plan that will provide appropriate assistance to all passengers and operators on high-speed rail during a seismic event (Authority 2016b).</p> <p>As discussed in Section 3.8, Hydrology and Water Quality, through the implementation of HYD-IAMF#2 and WQ-MM#1 and WQ-MM#6, the potential risk from floods would be reduced.</p> <p>As discussed in Section 3.11, Safety and Security, all HSR Build Alternative right-of-way and facility vegetation control programs will conform to California Department of Forestry and Fire Protection guidelines for defensible space to reduce fire hazards.</p>
<p>Objective 1: Follow the recommendations of the Seismic Safety Element with particular emphasis on hazard management zones.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, the HSR Build Alternative is compatible with the recommendations related to seismic safety contained within the City of Glendale's Safety Element (2003) regarding hazard management zones. A geological study (Geology, Soils, and Seismicity Technical Report, 2017) has been conducted because the HSR Build Alternative lies within the Verdugo fault hazard management zone, as specified by the City of Glendale.</p>

Policy/Goal/Objective	Compatibility
<p>City of Glendale Municipal Code, as amended (2016)</p> <p>The purpose of Chapter 2.84: Emergency Services of the City of Glendale Municipal Code is to provide for the preparation and execution of plans for the protection of persons and property within the city in the event of an emergency; the direction of the emergency organization; and the coordination of the city's emergency functions with all other public agencies, corporations, organizations, and affected private persons.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, HSR Build Alternative would meet specifications contained in the AASHTO guidance, the FHWA guidance, the American Railway Engineering and Maintenance-of-Way Association Manual, Caltrans design standards, the California Building Standards Code, and the International Building Code accounting for seismic and geotechnical hazards. The HSR Build Alternative will have a seismic monitoring system and inspection procedures following a seismic event. As discussed in Section 3.11, Safety and Security, the Authority is also partnering with first responders across the state to create a response plan that will provide appropriate assistance to all passengers and operators on high-speed rail during a seismic event (Authority 2016b).</p> <p>As discussed in Section 3.8, Hydrology and Water Quality, through the implementation of HYD-IAMF#2 and WQ-MM#1 and WQ-MM#6, the potential risk from floods would be reduced.</p> <p>As discussed in Section 3.11, Safety and Security, all HSR Build Alternative right-of-way and facility vegetation control programs will conform to California Department of Forestry and Fire Protection guidelines for defensible space to reduce fire hazards.</p>
<p>City of Glendale Emergency Plan</p> <p>This Emergency Plan addresses the City of Glendale's planned response to extraordinary emergency situations associated with natural disasters, technological incidents, and national security emergencies. The operational concepts reflected in this plan focus on potential large-scale disasters that can generate unique situations requiring unusual emergency responses.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, HSR Build Alternative would meet specifications contained in the AASHTO guidance, the FHWA guidance, the American Railway Engineering and Maintenance-of-Way Association Manual, Caltrans design standards, the California Building Standards Code, and the International Building Code accounting for seismic and geotechnical hazards. The HSR Build Alternative will have a seismic monitoring system and inspection procedures following a seismic event. As discussed in Section 3.11, Safety and Security, the Authority is also partnering with first responders across the state to create a response plan that will provide appropriate assistance to all passengers and operators on high-speed rail during a seismic event (Authority 2016b).</p> <p>As discussed in Section 3.8, Hydrology and Water Quality, through the implementation of HYD-IAMF#2 and WQ-MM#1 and WQ-MM#6, the potential risk from floods would be reduced.</p> <p>As discussed in Section 3.11, Safety and Security, all HSR Build Alternative right-of-way and facility vegetation control programs will conform to California Department of Forestry and Fire Protection guidelines for defensible space to reduce fire hazards.</p>

Policy/Goal/Objective	Compatibility
<p>City of Glendale Hazard Mitigation Plan Update (2012)</p>	
<p>The mission of the Glendale Hazard Mitigation Plan is to proactively facilitate and support communitywide policies, practices, and programs that make Glendale better prepared in the event of a natural disaster. The primary objective of the mitigation plan is to reduce the negative impacts of future disasters on Glendale; save lives and reduce injuries; minimize damage to buildings and infrastructure; and minimize economic losses.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, HSR Build Alternative would meet specifications contained in the AASHTO guidance, the FHWA guidance, the American Railway Engineering and Maintenance-of-Way Association Manual, Caltrans design standards, the California Building Standards Code, and the International Building Code accounting for seismic and geotechnical hazards. The HSR Build Alternative will have a seismic monitoring system and inspection procedures following a seismic event. As discussed in Section 3.11, Safety and Security, the Authority is also partnering with first responders across the state to create a response plan that will provide appropriate assistance to all passengers and operators on high-speed rail during a seismic event (Authority 2016b).</p> <p>As discussed in Section 3.8, Hydrology and Water Quality, through the implementation of HYD-IAMF#2 and WQ-MM#1 and WQ-MM#6, the potential risk from floods would be reduced.</p> <p>As discussed in Section 3.11, Safety and Security, all HSR Build Alternative right-of-way and facility vegetation control programs will conform to California Department of Forestry and Fire Protection guidelines for defensible space to reduce fire hazards.</p>
<p>City of Glendale Natural Hazards Mitigation Plan (2006)</p>	
<p>Glendale’s Local Natural Hazards Mitigation Plan provides a framework for planning for the four main natural hazards (Earthquakes, Wildfires, Floods, and Landslides) that have the potential to impact the Glendale area. The resources and background information in the plan are applicable citywide, and the goals and recommendations can lay the groundwork for local mitigation plans and partnerships.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, HSR Build Alternative would meet specifications contained in the AASHTO guidance, the FHWA guidance, the American Railway Engineering and Maintenance-of-Way Association Manual, Caltrans design standards, the California Building Standards Code, and the International Building Code accounting for seismic and geotechnical hazards. The HSR Build Alternative will have a seismic monitoring system and inspection procedures following a seismic event. As discussed in Section 3.11, Safety and Security, the Authority is also partnering with first responders across the state to create a response plan that will provide appropriate assistance to all passengers and operators on high-speed rail during a seismic event (Authority 2016b).</p> <p>As discussed in Section 3.8, Hydrology and Water Quality, through the implementation of HYD-IAMF#2 and WQ-MM#1 and WQ-MM#6, the potential risk from floods would be reduced.</p> <p>As discussed in Section 3.11, Safety and Security, all HSR Build Alternative right-of-way and facility vegetation control programs will conform to California Department of Forestry and Fire Protection guidelines for defensible space to reduce fire hazards.</p>

Policy/Goal/Objective	Compatibility
Glendale Unified School District Emergencies and Disaster Preparedness Plan (2010)	
<p>School site plans address, at minimum, the following types of emergencies and disasters: fires, earthquakes, environmental hazards, attacks or disturbances, bomb threats or actual detonations, medical emergencies, and quarantines.</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, HSR Build Alternative would meet specifications contained in the AASHTO guidance, the FHWA guidance, the American Railway Engineering and Maintenance-of-Way Association Manual, Caltrans design standards, the California Building Standards Code, and the International Building Code accounting for seismic and geotechnical hazards. The HSR Build Alternative will have a seismic monitoring system and inspection procedures following a seismic event. As discussed in Section 3.11, Safety and Security, the Authority is also partnering with first responders across the state to create a response plan that will provide appropriate assistance to all passengers and operators on high-speed rail during a seismic event (Authority 2016b).</p> <p>As discussed in Section 3.8, Hydrology and Water Quality, through the implementation of HYD-IAMF#2 and WQ-MM#1 and WQ-MM#6, the potential risk from floods would be reduced.</p> <p>As discussed in Section 3.11, Safety and Security, all HSR Build Alternative right-of-way and facility vegetation control programs will conform to California Department of Forestry and Fire Protection guidelines for defensible space to reduce fire hazards.</p>
City of Los Angeles	
City of Los Angeles General Plan: Safety Element (1996)	
<p>Goal 1: A city where potential injury, loss of life, property damage and disruption of the social and economic life of the City due to fire, water related hazard, seismic event, geologic conditions or release of hazardous materials disasters is minimized.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p> <p>As discussed in Section 3.10, Hazardous Materials and Hazardous Waste, best management practices and regulations designed to limit the potential for hazards associated with an accidental spill of hazardous materials would reduce the potential for negative environmental impacts.</p>

Policy/Goal/Objective	Compatibility
<p>Policy 1.1.2: Disruption reduction. Reduce, to the greatest extent feasible and within the resources available, potential critical facility, governmental functions, infrastructure and information resource disruption due to natural disaster. [All EOO programs involving mitigation of disruption of essential infrastructure, services and governmental operations systems and prepare personnel for quickly reestablishing damaged systems implement this policy.]</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
<p>Policy 1.1.4: Health/environmental protection. Protect the public and workers from the release of hazardous materials and protect City water supplies and resources from contamination resulting from accidental release or intrusion resulting from a disaster event, including protection of the environment and public from potential health and safety hazards associated with program implementation. [All EOO hazardous materials hazard and water pollution mitigation programs implement this policy.]</p>	<p>Compatible. As discussed in Section 3.10, Hazardous Materials and Hazardous Waste, HMW-IAMF#6 would require a spill prevention, containment, and countermeasures plan or, for smaller quantities, a spill prevention and response plan, will identify BMPs for spill and release prevention and provide procedures and responsibilities with processes for the rapid, effective, and safe clean up and disposal of any spills or releases, would be established for the HSR Build Alternative.</p>
<p>Policy 1.1.5: Risk reduction. Reduce potential risk hazards due to natural disaster to the greatest extent feasible within the resources available, including provision of information and training. [All programs that incorporate current data, knowledge and technology in revising and implementing plans (including this Safety Element), codes, standards and procedures that are designed to reduce potential hazards and risk from hazards potentially associated with natural disasters implement this policy.]</p>	<p>Compatible. Refer to Section 3.8, Hydrology and Water Quality for a complete discussion of how impacts related to flooding hazards will be addressed. Through the implementation of HYD-IAMF#2 and WQ-MM#1 and WQ-MM#6, the potential risk from floods would be reduced.</p>
<p>Policy 1.1.6: State and federal regulations. Assure compliance with applicable state and federal planning and development regulations, e.g., Alquist-Priolo Earthquake Fault Zoning Act, State Mapping Act and Cobey-Alquist Flood Plain Management Act. [All EOO natural hazard enforcement and implementation programs relative to non-City regulations implement this policy.]</p>	<p>Compatible. As discussed in Section 3.9, Geology, Soils, Seismicity, and Paleontological Resources, the HSR Build Alternative is compliant with applicable state and federal regulations related to Geology, Soils, and Seismicity.</p>
<p>Goal 2: A city that responds with the maximum feasible speed and efficiency to disaster events so as to minimize injury, loss of life, property damage and disruption of the social and economic life of the City and its immediate environs.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>

Policy/Goal/Objective	Compatibility
<p>Goal 3: A city where private and public systems, services, activities, physical condition and environment are reestablished as quickly as feasible to a level equal to or better than that which existed prior to the disaster.</p>	<p>Compatible. As discussed in Section 3.11, Safety and Security, with implementation of SS-IAMF#1 and SS-IAMF#2, the Contractor will prepare a Construction Safety Transportation Plan which describes the Contractor's coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction of the HSR Build Alternative and a SSMP which includes construction safety and security plans to establish minimum safety and security guidelines during construction and fire/life safety and security programs that address the safety of passengers and employees during emergency response.</p>
<p>Policy 3.1.2: Health/safety/environment. Develop and establish procedures for identification and abatement of physical and health hazards which may result from a disaster. Provisions shall include measures for protecting workers, the public and the environment from contamination or other health and safety hazards associated with abatement, repair and reconstruction programs. [All EOO hazard mitigation, response, recovery programs involving identification and mitigation of release of hazardous materials and protection of the public and emergency personnel from hazardous materials implement this policy.]</p>	<p>Compatible. As discussed in Section 3.10, Hazardous Materials and Hazardous Waste, facilities and construction sites that use, store, generate, or dispose of hazardous materials or wastes and hazardous material/waste transporters are required to maintain plans for warning, notification, evacuation, and site security under regulations, as described in Section 3.9.2 (Project EIR/EIS), Laws, Regulations, and Orders. The HSR Build Alternative would require a Construction General Permit (Order 2009- 0009-DWQ) that requires the designation of special storage areas and labeling, containment berms, coverage from rain, concrete washout areas, and many other BMPs designed to minimize release of contaminants from construction sites.</p>
<p>City of Los Angeles General Plan: Framework Element (2001)</p>	
<p>Policy 6.3.1: Public Safety. Preserve flood plains, landslide areas, and steep terrain areas as open space, wherever possible, to minimize the risk to public safety.</p>	<p>Compatible. As discussed in in 3.8, Hydrology and Water Quality, the HSR Build Alternative would pass through several floodplains within the City of Los Angeles associated with the Los Angeles River. These floodplain crossings would have the potential to impact flood flows and increase water surface elevation if structures are placed within the floodplain. However, piers or column support structures may be required to be placed within the floodplain channel. This is not compatible with preserving floodplains as open space. However, all floodplain crossings would be required to comply with the requirements set forth in USEO 11988 and the FEMA regulations to prevent projects from increasing the base flood elevation by more than 1 foot in floodplains or substantially changing the floodplain limits, as identified in HYD-IAMF#2 and WQ-MM#1 and WQ-MM#6.</p>

Policy/Goal/Objective	Compatibility
<p>Policy 9.6.3: Stormwater. The City's watershed-based approach to stormwater management will consider a range of strategies designed to reduce flood hazards and manage stormwater pollution. The strategies considered will include, but not necessarily be limited to:</p> <ul style="list-style-type: none"> • Support regional and City programs which intercept runoff for beneficial uses including groundwater recharge; • Protect and enhance the environmental quality of natural drainage features; • Create stormwater detention and/or retention facilities which incorporate multiple-uses such as recreation and/or habitat; • On-site detention/retention and reuse of runoff; • Mitigate existing flood hazards through structural modifications (floodproofing) or property buy-out; • Incorporate site design features which enhance the quality of offsite runoff; and • Use land use authority and redevelopment to free floodways and sumps of inappropriate structures which are threatened by flooding and establish appropriate land uses which benefit or experience minimal damages from flooding. 	<p>Compatible. Refer to Section 3.8, Hydrology and Water Quality for a complete discussion of how impacts related to flooding hazards will be addressed. Implementation of HYD-IAMF#2 and WQ-MM#1 and WQ-MM#6 would mitigate potential impacts from flood hazards.</p>
<p>Central City North Community Plan (2000)</p>	
<p>Goal 8: A community with adequate Police facilities and services to protect the Community's residents from criminal activity, reduce the incidence of crime and provide other necessary law enforcement services.</p>	<p>Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.</p>
<p>Objective 8-1: To provide adequate police facilities and personnel to correspond with population and service demands in order to provide adequate police protection.</p>	<p>Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.</p>
<p>Policy 8-1.1: Consult with the Police Department as part of the review of new development projects and proposed land use changes to determine law enforcement needs and demands.</p>	<p>Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.</p>
<p>Policy 8-2.2: Insure that landscaping around buildings be placed so as not to impede visibility.</p>	<p>Compatible. CPTED will be applied as appropriate throughout the HSR Build Alternative to prevent and mitigate crime. CPTED practices will be integrated early in the design process. Design shall focus on natural access control, natural surveillance, defensible space, and reinforcement of territory. Areas, spaces, or structures that provide concealment shall be avoided, particularly in stations, parking facilities, bridges, tunnels, and structures, and can be improved through organization of space, architecture, and lighting.</p>

Policy/Goal/Objective	Compatibility
Policy 8-2.3: Insure adequate lighting around residential, commercial, and industrial buildings in order to improve security.	Compatible. CPTED will be applied as appropriate throughout the HSR Build Alternative to prevent and mitigate crime. CPTED practices will be integrated early in the design process. Design shall focus on natural access control, natural surveillance, defensible space, and reinforcement of territory. Areas, spaces, or structures that provide concealment shall be avoided, particularly in stations, parking facilities, bridges, tunnels, and structures, and can be improved through organization of space, architecture, and lighting.
Objective 9-1: Ensure that fire facilities and fire protection services are sufficient for the existing and future population and land uses of Central City North.	Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.
Policy 9-1.1: Coordinate with the Fire Department as part of the review of significant development projects and General Plan Amendments affecting land use to determine the impact on service demands.	Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.
Northeast Los Angeles (1999)	
Goal 8: Adequate police facilities and services to provide for the public safety needs of the community	Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.
Objective 8-1: To provide adequate police facilities and personnel to correspond with population and service demands.	Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.
Policy 8-1.3: Encourage design of building and facilities in accordance with principles that minimize opportunities for crime and enhance personal safety.	Compatible. CPTED will be applied as appropriate throughout the HSR Build Alternative to prevent and mitigate crime. CPTED practices will be integrated early in the design process. Design shall focus on natural access control, natural surveillance, defensible space, and reinforcement of territory. Areas, spaces, or structures that provide concealment shall be avoided, particularly in stations, parking facilities, bridges, tunnels, and structures, and can be improved through organization of space, architecture, and lighting.
Objective 9-1: Ensure that fire facilities and protective services are sufficient for the existing and future population and land uses.	Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.
City of Los Angeles Municipal Code (2013)	
Chapter 5: Public Safety and Protection of the City of Los Angeles Municipal Code addresses police and special officers (Article 2), public hazards (Article 6), and fire protection and prevention (Article 7).	Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.

Policy/Goal/Objective	Compatibility
City of Los Angeles Emergency Operations Plan (2014)	
The EOP for the City of Los Angeles addresses the city's response to small- to large-scale emergency situations associated with natural disasters or human-caused emergencies.	Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.
Los Angeles Unified School District Community Emergency Plan (2015)	
This plan addresses the following emergency-related issues: fires, lockdowns, earthquakes, shelter in place, bullying, self-harm, suicide, security, and public health. The plan offers information regarding family reunification, communications, response, and preparedness related to emergencies.	Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.
Burbank-Glendale-Pasadena Airport Authority	
Irregular Operations Emergency Contingency Plan (2012)	
This plan describes how, following excessive tarmac delays and to the extent practicable, Bob Hope Airport ¹ will: provide for the deplanement of passengers; provide for the sharing of facilities and make gates available at the airport; and provide a sterile area following excessive tarmac delays for passengers who have not yet cleared U.S. Customs and Border Protection. The plan identifies Bob Hope Airport's facility constraints that limit its ability to accommodate diverted flights.	Compatible. Per S&S-MM #3, the Authority will enter into an agreement with the public service providers of fire, police, and emergency services to fund the Authority's fair share of services demand.
Section 3.12: Socioeconomics and Communities	
SCAG RTP (2012–2035) (2012)	
Perform and support studies with the goal of identifying innovative transportation strategies that enhance mobility and air quality, and determine practical steps to pursue such strategies, while engaging local communities in planning efforts.	Compatible. The HSR Build Alternative would enhance the quality of life for citizens of the region by providing access to regional and statewide transit systems and opportunities for economic growth in the region. Therefore, the HSR Build Alternative would be compatible with this policy.
Explore and implement innovative strategies and projects that enhance mobility and air quality, including those that increase the walkability of communities and accessibility to transit via non-auto modes, including walking, bicycling, and neighborhood electric vehicles (NEVs) or other alternative fueled vehicles.	Compatible. The HSR Build Alternative would provide efficient movement of people that would reduce total vehicle miles traveled, vehicle emissions, and energy use. Therefore, the HSR Build Alternative would be compatible with this policy.
Continue to support the California Interregional Blueprint as a plan that links statewide transportation goals and regional transportation and land use goals to produce a unified transportation strategy.	Compatible. This policy indicates SCAG's support of the HSR Build Alternative. Therefore, the HSR Build Alternative would be compatible with this policy.
Examine major projects and strategies that reduce congestion and emissions and optimize the productivity and overall performance of the transportation systems.	Compatible. This policy indicates SCAG's support of the HSR Build Alternative to assist in reducing regional traffic congestion and emissions. Therefore, the HSR Build Alternative would be compatible with this policy.

Policy/Goal/Objective	Compatibility
Amendment No. 2 (2014)	
Model List: California High-Speed Rail	Compatible. The HSR Build Alternative is a listed project under Amendment No. 2 of SCAG's RTP. Therefore, the HSR Build Alternative would be compatible with Amendment No. 2.
City of Burbank	
City of Burbank General Plan (2013)	
Mobility Element	
Policy 1.1: Consider economic growth, transportation demands, and neighborhood character in developing a comprehensive transportation system that meets Burbank's needs.	Compatible. The EIR considers economic, transportation and community impacts in its analysis. Therefore, the HSR Build Alternative would be compatible with this policy.
Policy 9.3: Provide access to transportation alternatives for all users, including senior, disabled, youth, and other transit-dependent residents.	Compatible. The HSR Build Alternative would provide access to transportation alternatives for all users, including access to regional and statewide transit systems. Therefore, the HSR Build Alternative would be compatible with this policy.
Noise Element	
Policy 3.3: Advocate the use of alternative transportation modes such as walking, bicycling, mass transit, and non-motorized vehicles to minimize traffic noise.	Compatible. This policy indicates the city's support of alternative transportation modes, which would include HSR. Therefore, the HSR Build Alternative would be compatible with this policy.
Policy 7.3: Limit the allowable hours of construction activities and maintenance operations located adjacent to noise-sensitive land uses.	Compatible. To the maximum extent, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. In addition, the HSR Build Alternative would be in compliance with the City of Burbank's regulations regarding construction hours. Therefore, the HSR Build Alternative would be compatible with this policy.
Burbank Center Plan (1997)	
Policy: Support new mixed land uses which incorporate interaction with an integrated multimodal Citywide transportation system including light rail, commuter rail, bus, local and circulator shuttle services, bicycle and pedestrian facilities. This system of facilities and services should minimize dependence on the automobile in support of regional land use and transportation strategies to meet clean air regulations.	Compatible. The HSR Build Alternative would help support the City of Burbank's policy of multimodal transportation, reducing automobile dependence, and meeting clean air regulations. Therefore, the HSR Build Alternative would be compatible with this policy.
City of Glendale	
City of Glendale General Plan (1977, revised 1986)	
Open Space and Conservation Element	
Goal 2: Protect vital or sensitive open space areas including the ridgelines, canyons, streams, geologic formations, watersheds and historic, cultural, aesthetic and ecologically significant areas from the negative impacts of development and urbanization.	Compatible. As the HSR Build Alternative is within an existing urban area and along an existing rail line, no vital or sensitive open space or ecologically significant areas would be negatively impacted. Therefore, the HSR Build Alternative would be compatible with this goal.

Policy/Goal/Objective	Compatibility
Objective 3: Continue to apply and monitor open space protection measures as part of the environmental and development review processes.	Compatible. The HSR Build Alternative would not impact any open space preserves or conservation areas. Therefore, the HSR Build Alternative would be compatible with this objective.
Goal 11: Minimize environmental hazards including noise, unhealthy air, water and composite hazards	Compatible. Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities because air quality improves, and resource use and noise decreases. Therefore, the HSR Build Alternative would be compatible with this goal.
Objective 1: Provide adequate buffers from noise sources for open space and recreation users.	Compatible. Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and noise reduction. Therefore, the HSR Build Alternative would be compatible with this objective.
Goal 13: Ensure maximum public participation and input for all aspects of environmental resource planning and implementation.	Compatible. The EIR process includes opportunities for public participation. Therefore, the HSR Build Alternative would be compatible with this policy.
Noise Element	
Goal 1: Reduce noise impacts from transportation noise sources	Compatible. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the HSR Build Alternative would be compatible with this goal.
Policy 1.3: Reduce transportation noise through proper design and coordination of routing.	Compatible. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the HSR Build Alternative would be compatible with this policy.
Policy 1.4: Ensure the effective enforcement of City, State and Federal noise levels by all appropriate City Departments.	Compatible. The Authority intends to coordinate closely with city personnel during construction. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts during operation where feasible. Therefore, the HSR Build Alternative would be compatible with this policy.

Policy/Goal/Objective	Compatibility
City of Los Angeles	
City of Los Angeles General Plan	
Land Use Section of the General Plan Framework	
<p>Objective 3.3: Accommodate projected population and employment growth within the City and each community plan area and plan for the provision of adequate supporting transportation and utility infrastructure and public services.</p>	<p>Compatible. The HSR Build Alternative would provide access to regional and statewide transit systems and opportunities for economic growth in the area. The HSR Build Alternative would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the HSR Build Alternative. Therefore, the HSR Build Alternative would be compatible with this objective.</p>
<p>Policy 3.3.1: Accommodate projected population and employment growth in accordance with the Long-Range Land Use Diagram and forecasts in Table 2-2 [of the City of Los Angeles General Plan Land Use Element], using these in the formulation of the community plans and as the basis for the planning for and implementation of infrastructure improvements and public services.</p>	<p>Compatible. The HSR Build Alternative would provide efficient movement of people to accommodate projected growth in the region and statewide, and would account for the adjustment of infrastructure and public services during the planning process. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
Mobility Plan 2035 (2015)	
<p>Target greenhouse gas reductions through a more sustainable transportation system.</p>	<p>Compatible. The HSR Build Alternative would provide efficient movement of people, which would reduce total vehicle miles traveled, vehicle emissions, and energy use. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
Noise Element (1990)	
<p>Objective 2 (Nonairport): Reduce or eliminate nonairport related intrusive noise, especially relative to noise sensitive uses.</p>	<p>Compatible. Just like the construction of freeways and other infrastructure projects, some noise impacts would likely be unavoidable. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively in Europe and Japan) to mitigate noise impacts where feasible. Good land use decisions, including transportation planning, promote healthy communities and reduce noise impacts. Therefore, the HSR Build Alternative would be compatible with this objective.</p>
<p>Policy 2.2: Enforce and/or implement applicable city, state and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.</p>	<p>Compatible. The Authority intends to coordinate closely with city personnel during construction. To the maximum extent practicable, the Authority intends to utilize noise barriers (which are used extensively used in Europe and Japan) to mitigate noise impacts during operation where feasible. Therefore, the HSR Build Alternative would be compatible with this policy.</p>

Policy/Goal/Objective	Compatibility
Northeast Los Angeles Community Plan (1999)	
Land Use Policies and Programs	
<p>Goal 4: Sufficient open space, in balance with development, to serve the recreational, environmental, and health needs of the community and to protect environmental and aesthetic resources</p>	<p>Compatible. The HSR Build Alternative would only permanently impact 5.8 acres of open space uses along the Burbank to Los Angeles Project Section. The HSR Build Alternative would help support the city's goal of meeting the environmental and health needs of the community with reduction in resource use and air quality emissions. In addition, rail's general popularity, permanence, and proven track record of boosting property values, promoting neighborhood vitality, and attracting real estate development will improve the quality of life for residents. Therefore, the HSR Build Alternative would be compatible with this goal.</p>
<p>Objective 4-2: To preserve the existing open space resources and, where possible, encourage acquisition of new open space.</p>	<p>Compatible. The HSR Build Alternative would only permanently impact 5.8 acres of open space uses along the Burbank to Los Angeles Project Section, and operation of the HSR Build Alternative would be designed to complement surrounding land uses. Therefore, the acquisition of new open space would still be encouraged with the HSR Build Alternative. Therefore, the HSR Build Alternative would be compatible with this objective.</p>
<p>Goal 5: Adequate recreation and park facilities to meet the needs of the residents in the plan area.</p>	<p>Compatible. As the HSR Build Alternative would generally travel along an existing rail line, major impacts to recreational and park facilities are not anticipated. The HSR Build Alternative would have a minor direct impact on parks in Los Angeles. However, the HSR Build Alternative would not interfere with the provision of additional parks and recreation facilities in the future if and as demand increases. Therefore, the HSR Build Alternative would be compatible with this goal.</p>
<p>Objective 5-1: To conserve, expand, maintain, and better utilize existing recreational park facilities to address the recreational needs of the community.</p>	<p>Compatible. As the HSR Build Alternative would generally travel along an existing rail line, major impacts to recreational and park facilities are not anticipated. The HSR Build Alternative would have a minor direct impacts on parks in Los Angeles. However, the HSR Build Alternative would not interfere with the city's ability to conserve, expand, maintain, and better utilize existing recreational park facilities as the recreational needs of the community shift over time. Therefore, the HSR Build Alternative would be compatible with this objective.</p>
<p>Policy 5-1.1: Preserve the existing recreational facilities and park space.</p>	<p>Compatible. As the HSR Build Alternative would generally travel along an existing rail line, major impacts to recreational and park facilities are not anticipated. The HSR Build Alternative would have a minor direct impacts on parks in Los Angeles. However, these impacts would not interfere with the city's ability to preserve existing recreational facilities and park space. Therefore, the HSR Build Alternative would be compatible with this policy.</p>

Policy/Goal/Objective	Compatibility
<p>Policy 5-1.2: Increase accessibility to park land along the Arroyo Seco and potential parkland along the Los Angeles River</p>	<p>Compatible. The HSR Build Alternative would have minor effects to the accessibility of park land along the Arroyo Seco or the Los Angeles River, including at the planned Albion Riverside Park. However, alternate access would be provided and the effects would not adversely affect the park. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Goal 13: A system of safe, efficient and attractive pedestrian, bicycle and equestrian routes.</p>	<p>Compatible. The HSR Build Alternative would support this goal by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the HSR Build Alternative. Therefore, the HSR Build Alternative would be compatible with this goal.</p>
<p>Objective 13-1: To promote an adequate system of safe bikeways for commuter, school and recreational use.</p>	<p>Compatible. The HSR Build Alternative would support this objective by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the HSR Build Alternative. Therefore, the HSR Build Alternative would be compatible with this objective.</p>
<p>Silver Lake–Echo Park-Elysian Valley Community Plan (2004)</p>	
<p>Land Use Policies and Programs</p>	
<p>Goal 13: A system of highways, freeways and streets that provides adequate circulation to support existing, approved and planned land uses and maintains a desired level of service at all intersections.</p>	<p>Compatible. The HSR Build Alternative would support this goal by providing efficient movement of people, which would reduce total vehicle miles traveled. The HSR Build Alternative would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the HSR Build Alternative. Therefore, the HSR Build Alternative would be compatible with this goal.</p>
<p>Goal 14: A system of safe, efficient and attractive bicycle, pedestrian and equestrian routes.</p>	<p>Compatible. The HSR Build Alternative would support this goal by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the HSR Build Alternative. Therefore, the HSR Build Alternative would be compatible with this goal.</p>
<p>Objective 14-1: Promote an adequate system of safe bikeways for commuter, school and recreational use.</p>	<p>Compatible. The HSR Build Alternative would support this objective by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the HSR Build Alternative. Therefore, the HSR Build Alternative would be compatible with this objective.</p>
<p>Cornfield Arroyo Seco Specific Plan (2013)</p>	
<p>Purpose 10: Lessen dependence on automobiles, and thereby reduce vehicle emissions, while enhancing the personal health of residents, employees and visitors.</p>	<p>Compatible. The HSR Build Alternative would support this purpose by providing efficient movement of people, which would reduce total vehicle miles traveled and vehicle emissions. The HSR Build Alternative would enhance quality of life by providing access to regional and statewide transit systems and opportunities for economic growth in the area. Therefore, the HSR Build Alternative would be compatible with this purpose.</p>

Policy/Goal/Objective	Compatibility
Central City North Community Plan (2000)	
Land Use Policies and Programs	
Goal 13: A system of safe, efficient and attractive bicycle and pedestrian routes.	Compatible. The HSR Build Alternative would support this goal by completing all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the HSR Build Alternative. Therefore, the HSR Build Alternative would be compatible with this goal.
Boyle Heights Community Plan (1998)	
Adelante Eastside Redevelopment Plan	
Project Objective 10: Support and encourage a circulation system that will improve the quality of life in the Project Area, including pedestrian, automobile, parking, and mass transit systems, with emphasis on serving existing facilities and meeting future needs.	Compatible. This objective indicates the City of Los Angeles' support of alternative transportation modes in the redevelopment area, which would include HSR. Therefore, the HSR Build Alternative would be compatible with this objective.
Section 3.13: Station Planning, Land Use and Development	
SCAG 2016–2040 RTP/SCS (2016)	
Encourage land use and growth patterns that facilitate transit and non-motorized transportation	Compatible. The HSR Build Alternative would support this objective through the provision of HSR service, connections to other mass transit options at the Burbank Airport Station and LAUS, and bicycle facilities at these stations. Therefore, the HSR Build Alternative would be compatible with this objective.
Pursue joint development opportunities to encourage the development of housing and mixed-use projects around existing and planned rail stations or along high-frequency bus corridors, in transit-oriented development areas, and in neighborhood-serving commercial areas.	Compatible. The HSR Build Alternative would support this objective through the development of the station-area plan for the Burbank Airport Station by the Authority together with the City of Burbank. Therefore, the HSR Build Alternative would be compatible with this objective.
Support projects, programs, policies, and regulations to protect resources areas, such as natural habitats and farmland, from future development.	Compatible. The proposed project section would not affect farmlands or natural habitats. Therefore, the HSR Build Alternative would be compatible with this objective.
Amendment No. 2 (2014)	
Model List: California High-Speed Rail	Compatible. The HSR Build Alternative is a listed project under Amendment No. 2 of SCAG's RTP. Therefore, the HSR Build Alternative would be compatible with this policy.

Policy/Goal/Objective	Compatibility
County of Los Angeles	
Los Angeles County Airport Land Use Plan (1991)	
<p>The County of Los Angeles adopted the Airport Land Use Plan in 1991. The Airport Land Use Plan establishes uniform policies and standards that prohibit the development of incompatible land uses in the areas adjacent to the public use airports in Los Angeles County, including the Hollywood Burbank Airport; however, it is the responsibility of the cities and the County, through planning and zoning powers, to specify which compatible uses are appropriate within their jurisdictions. The Airport Land Use Plan sets forth policies related to safety, noise insulation, and the regulation of building height</p>	<p>Compatible. The HSR Build Alternative would not introduce a new incompatible land use to the airport plan area. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
City of Burbank	
City of Burbank General Plan (2013)	
Land Use Element	
<p>The City of Burbank adopted the General Plan Land Use Element in 2013. The Land Use Element serves as a guide for future development in Burbank and establishes standards for residential density and non-residential building intensity for designated land uses citywide. Specifically relevant to the HSR project are policies that encourage the development of compatible land uses in the area of Burbank that is adjacent to the Hollywood Burbank Airport, consistent with the Los Angeles County Airport Land Use Plan.</p>	<p>Compatible. The HSR Build Alternative would not introduce a new and incompatible use in residential neighborhoods, as any residential neighborhoods adjacent to the HSR Build Alternative would be located along existing transportation corridors. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
Mobility Element	
<p>The City of Burbank adopted the General Plan Mobility Element in 2013. The Mobility Element is required to be consistent with the City's Land Use Element to ensure that future growth occurs with adequate circulation and transportation facilities in mind. The Mobility Element addresses relevant mobility issues, including the adequacy of major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, and coordination efforts among the local, regional, and state transportation plans to better resolve circulation issues. The goal of the Mobility Element is to identify any circulation problems related to these facilities in the early stages and resolve them in local goals and policies without costly delays. The Mobility Element also identifies how the City will provide for the routine accommodation of all users of roadways, including motorists, pedestrian, bicyclists, individuals with disabilities, seniors, and users of public transportation.</p>	<p>Compatible. The HSR Build Alternative would support sustainability in land use and transportation planning through reductions in total vehicle miles traveled, vehicle emissions, and energy use. Therefore, the HSR Build Alternative would be compatible with this policy.</p> <p>The HSR Build Alternative would improve the transportation system by providing HSR service to existing and future land uses. The HSR Build Alternative would also feature improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment. Therefore, the HSR Build Alternative would be compatible with this policy.</p>

Policy/Goal/Objective	Compatibility
Burbank Center Plan (1997)	
<p>Support new mixed land uses which incorporate interaction with an integrated multimodal Citywide transportation system including light rail, commuter rail, bus, local and circulator shuttle services, bicycle and pedestrian facilities. This system of facilities and services should minimize dependence on the automobile in support of regional land use and transportation strategies to meet clean air regulations.</p>	<p>Compatible. The HSR Build Alternative would support the City of Burbank’s policy of multimodal transportation, reducing automobile dependence and meeting clean air regulations. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
City of Glendale	
City of Glendale General Plan (1986)	
Land Use Element	
<p>The City of Glendale comprehensively revised its General Plan Land Use Element in 1986. Since then, various amendments have been adopted. The Land Use Element serves as a blueprint for future development in Glendale and sets forth standards that guide new development throughout the City. Specifically relevant to the HSR project is a policy that safeguards residential neighborhoods from the intrusion of incompatible and disruptive uses.</p>	<p>Compatible. The project section would be located along existing transportation corridors. It would not introduce a new and disruptive use to residential neighborhoods in Glendale. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
City of Los Angeles	
City of Los Angeles General Plan	
Land Use Section of the General Plan Framework (1996)	
<p>The City of Los Angeles adopted the General Plan, Land Use Section of the General Plan Framework in 1996. The Land Use Section of the City’s General Plan Framework provides a strategy for long-term growth that sets a citywide context to guide the subsequent amendments of the City’s community plans, zoning ordinances, and other pertinent programs related to land use and development. Specifically relevant to the HSR project are objectives and policies that require the provision of adequate transportation infrastructure to accommodate projected population and employment growth within the City and each of its community plan areas.</p>	<p>Compatible. The HSR Build Alternative would provide access to regional and statewide transit systems and opportunities for economic growth in the project vicinity. The HSR Build Alternative would also complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. Therefore, the HSR Build Alternative would be compatible with this objective.</p> <p>The HSR Build Alternative would provide efficient movement of people to accommodate projected growth in the region and statewide, and would account for the adjustment of infrastructure and public services during the planning process. Therefore, the HSR Build Alternative would be compatible with this policy.</p>

Policy/Goal/Objective	Compatibility
<p><i>Mobility Plan 2035 (2015)</i></p> <p>The City of Los Angeles adopted the General Plan Mobility Plan 2035 in 2015. The Mobility Plan provides the policy foundation for achieving a transportation system that balances the needs of all road users. The Mobility Plan incorporates “complete streets” principles and lays the policy foundation for how future generations of the City’s residents will interact with their streets. The Mobility Plan includes goals that define the City’s high-level mobility priorities related to safety, infrastructure, access, collaboration and communication, and clean environments and healthy communities. Specifically relevant to the HSR project are policies that: (1) promote equitable land use decisions that result in fewer vehicle trips; and (2) balance on-street and off-street parking supply with other transportation and land use objectives.</p>	<p>Compatible. The HSR Build Alternative would support this objective by reducing vehicle trips and providing greater access to jobs and destinations. The transit connections at the Burbank Airport Station and LAUS would increase access to neighborhood services. Therefore, the HSR Build Alternative would be compatible with this policy.</p> <p>The HSR Build Alternative would support this objective by supporting alternative transportation through HSR service and the provision of bicycle parking at the Burbank Airport Station. The LAUS Master Plan includes provisions for bicycle parking and a bike-share station. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p><i>Plan for a Healthy Los Angeles (2015)</i></p> <p>The City of Los Angeles adopted the Plan for a Healthy Los Angeles in 2015. The Plan provides a high-level policy vision, along with objectives and implementation programs, to elevate health as a priority for the City’s future growth and development.</p> <p>Specifically relevant to the HSR project are policies that: (1) Reduce air pollution from stationary and mobile sources; protect human health and welfare and promote improved respiratory health; (2) Lay the foundation for healthy communities and healthy living by promoting infrastructure improvements that support active transportation with safe, attractive, and comfortable facilities that meet community needs; prioritize implementation in communities with the greatest infrastructure deficiencies that threaten the health, safety, and well-being of the most vulnerable users; (3) Encourage greater community use of existing parks and open spaces by improving safety and access in and around parks and open spaces by encouraging land use, design, and infrastructure improvements that promote healthy and safe community environments and park design, programming, and staff-levels that meet local community safety-needs.</p>	<p>Compatible. The Proposed HSR Build Alternative is compatible with the identified policy to reduce air pollution because it would implement project features that would reduce and control construction emissions, would reduce vehicular trips, would reduce vehicle miles traveled (VMT), and would encourage the use of alternative modes of transportation.</p> <p>The HSR Build Alternative would also feature improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment. The HSR Build Alternative would have minor effects to the accessibility of park land along the Arroyo Seco or the Los Angeles River, including at the planned Albion Riverside Park. However, alternate access would be provided and the effects would not adversely affect the park. Therefore, the HSR Build Alternative would be compatible with these policies to promote infrastructure improvements that support active transportation and improve safety and access to parks and open spaces. Therefore, the HSR Build Alternative would be compatible with the Plan for a Healthy Los Angeles.</p>

Policy/Goal/Objective	Compatibility
<p>Central City Community Plan (2003)</p> <p>The City of Los Angeles adopted the Central City Community Plan in 2003. The Central City Community Plan is the official guide to future development within the Central City Community plan area, an approximately 2,161 acre area located south of Sunset Boulevard/Cesar Chavez Avenue, north of I-10, east of I-110 and west of Alameda Street, which generally encompasses Downtown Los Angeles. The Central City Community Plan promotes an arrangement of land use, infrastructure, and services intended to enhance the economic, social, and physical health, safety, welfare, and convenience of the people who live, work and invest in the community. By serving to guide development, the plan encourages progress and change within the community to meet anticipated needs and circumstances, promotes balanced growth, builds on economic strengths and opportunities while protecting the physical, economic, and social investments in the community to the extent reasonable and feasible. Specifically relevant to the HSR project are objectives that promote land uses that will address the needs of all Downtown visitors, encourage a mix of uses which create an active, 24-hour downtown environment, and improve Downtown’s pedestrian environment.</p>	<p>Compatible. The HSR project would provide a transportation use that would improve the accessibility of downtown Los Angeles, benefiting visitors. The HSR project would provide a transportation use that would improve the accessibility of downtown Los Angeles, benefiting residents and visitors. Therefore, the HSR Build Alternative would be compatible with this objective. The Burbank to Los Angeles Project Section would improve the pedestrian environment through the provision of pedestrian facilities at rail crossings.</p>
<p>Boyle Heights Community Plan (1998)</p> <p>The City of Los Angeles adopted the Boyle Heights Community Plan in 1998. The Boyle Heights Community Plan is the official guide to future development within the Boyle Heights Community plan area, an approximately six square mile area that generally consists of the Boyle Heights neighborhood on the east side of the City of Los Angeles. The Boyle Heights Community Plan ensures that sufficient land is designated which provides for the housing, commercial, employment, educational, recreational, cultural, social and aesthetic needs of the residents of Boyle Heights. The plan identifies and provides for the maintenance of any significant environmental resources within the community and also seeks to enhance community identity and recognizes the community’s unique neighborhoods. Specifically relevant to the HSR project are objectives that: (1) provide for a circulation system that is well coordinated with land uses and densities and (2) encourage alternative modes of travel.</p>	<p>Compatible. The HSR Build Alternative would support this objective by providing efficient movement of people and access to regional and statewide transit systems, which would also reduce total vehicle miles traveled. This objective indicates the City of Los Angeles’ support of alternative transportation modes, which would include HSR. The HSR Build Alternative would support this goal by providing efficient movement of people and access to regional and statewide transit systems. Furthermore, the proposed project would complete all planned transportation improvements, including bike lanes and transportation facilities, where existing roadways cross the proposed alignment. Therefore, the HSR Build Alternative would be compatible with this objective.</p>

Policy/Goal/Objective	Compatibility
Los Angeles Union Station Master Plan (2014)	
<p>The Los Angeles County Metropolitan Transportation Authority (Metro) adopted the Los Angeles Union Station Master Plan in 2014. High-speed rail is listed as one of the three Major Project Transport Components of the LAUS Master Plan. The LAUS Master Plan included four different concepts for a future HSR station at LAUS that were compatible with the proposed passenger concourse and consolidated bus facility outlined in the LA US Master Plan. The LAUS Master Plan identified a “preferred” approach to bringing HSR to LAUS via a below grade alignment on the east side of Vignes Street.</p>	<p>Incompatible. The HSR project alignment would be at-grade in the rail yard through the LAUS Master Plan area rather than below grade on the east side of Vignes Street. However, the Metro Board of Directors has approved a recommendation to accommodate HSR at the LAUS rail yard, to be studied and engineered in conjunction with the Link US project. Should the Link US project be approved, the HSR Build Alternative would be compatible with the LAUS Master Plan.</p>
Sun Valley-La Tuna Canyon Community Plan (1999)	
<p>1999. The Sun Valley-La Tuna Canyon Community Plan is the official guide to future development within the Sun Valley-La Tuna Canyon Community plan area, an approximately 17 square mile area in the northeast quadrant of the City of Los Angeles immediately north of the Hollywood Burbank Airport. The Sun Valley-La Tuna Canyon Community Plan promotes an arrangement of land use, infrastructure, and services intended to enhance the economic, social, and physical health, safety, welfare, and convenience of the people who live, work and invest in the community. Specifically relevant to the HSR project are policies that: (1) protects existing single family residential neighborhoods from encroachment by higher density residential and other incompatible uses; (2) promotes neighborhood preservation in existing residential neighborhoods; and (3) protects industrially planned parcels located in predominantly industrial areas from development by other uses which do not support the industrial economic base of the City and the community.</p>	<p>Compatible. The Burbank to Los Angeles Project Section would not result in the conversion of single-family residential uses to transportation use. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
Section 3.14: Agriculture	
No applicable policies, goals, or objectives.	
Section 3.15: Parks and Recreation	
Southern California Association of Governments	
SCAG 2008 Regional Comprehensive Plan SCAG adopted the 2008 Regional Comprehensive Plan in 2008. The plan includes the following policies:	
<p>Open Space and Habitat—Natural Lands Goals: Ensure a sustainable ecology by protecting and enhancing the region’s open space infrastructure and mitigate growth and transportation related impacts to natural lands by:</p> <ul style="list-style-type: none"> • Conserving natural lands that are necessary to preserve the ecological function and value of the region’s ecosystems; • Conserving wildlife linkages as critical components of the region’s open space infrastructure; 	<p>Compatible. The HSR Build Alternative would be built primarily within an existing rail right-of-way and would not result in any impacts on any land designated as open space. Therefore, the HSR Build Alternative would be compatible with this policy.</p>

Policy/Goal/Objective	Compatibility
<ul style="list-style-type: none"> Coordinating transportation and open space to reduce transportation impacts to natural lands 	
<p>Open Space and Habitat—Community Open Space Goals: Enhance the region’s parks, trails and community open space infrastructure to support the aesthetic, recreational and quality-of-life needs, providing the highest level of service to our growing region by:</p> <ul style="list-style-type: none"> Creating new community open space that is interconnected, accessible, equitably distributed, provides public health benefits, and meets the changing and diverse needs of communities; Improving existing community open space through urban forestry and other programs that provide environmental benefits. 	<p>Compatible. The HSR Build Alternative would be built primarily within an existing rail right-of-way and would not result in any impacts on any land designated as open space. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>SCAG Regional Transportation Plan/Sustainable Communities Strategy 2016–2040 (2016) SCAG adopted the <i>Regional Transportation Plan/Sustainable Communities Strategy</i> in 2016. The plan includes the following goals that are relative to this project:</p>	
<p>Goal 2: Maximize mobility and accessibility for all people and goods in the region.</p>	<p>Compatible. The HSR Build Alternative would expand transportation options of the county and provide connections to existing transit services which would expand the system to more of the region. When designing station sites the needs of each mode would be considered to create a safe, reliable, and sustainable transportation network. The HSR system would also allow for more people to travel by train and reduce automobile dependence, thus maximizing the productivity of our transportation system.</p>
<p>Goal 3: Ensure travel safety and reliability for all people and goods in the region.</p>	
<p>Goal 4: Preserve and ensure a sustainable regional transportation system.</p>	
<p>Goal 5: Maximize the productivity of our transportation system.</p>	
<p>Performance Measure for Location Efficiency Outcome: Land consumption.</p> <ul style="list-style-type: none"> Definition: Greenfield land consumed and refill land consumed. Objective: Improvement (decrease over No Project Baseline). 	
<p>Performance Measure for Safety and Health Outcome: Mode share of walking and bicycling.</p> <ul style="list-style-type: none"> Definition: Mode share of walking and biking for work trips, non-work trips and all trips. Objective: Improvement (increase) over No Project Baseline 	
<p>County of Los Angeles</p>	
<p>County of Los Angeles Bicycle Master Plan (2012) The County of Los Angeles adopted the <i>Bicycle Master Plan</i> in March 2012. The plan includes the following goals and policies:</p>	
<p>Goal 1: Expanded, improved, and interconnected system of county bikeways and bikeway support facilities to provide a viable transportation alternative for all levels of bicycling abilities, particularly for trips of less than five miles.</p>	<p>Compatible. Where existing roads cross the proposed HSR alignment, the HSR Build Alternative would replace all transportation improvements, including bike lanes, trails, sidewalks, and transportation facilities, to match the existing conditions. Those crossings would be grade-separated. In addition, HSR stations would provide bicycle parking facilities. Therefore, the HSR Build Alternative would be compatible with this goal.</p>

Policy/Goal/Objective	Compatibility
<p>Policy 1.1: Construct the bikeways proposed in 2012 County of Los Angeles Bicycle Master Plan over the next 20 years.</p>	<p>Compatible. The only bikeway included in the Bicycle Master Plan that would be impacted by the HSR Build Alternative is the proposed Verdugo Wash Bike Path. The HSR Build Alternative would include an HSR facility crossing over the Verdugo Wash where the bike path would be located. The Proposed Verdugo Wash Bike Path would experience a change in viewshed, but it would be constructed. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>IA 1.1.1: Propose and prioritize bikeways that connect to transit stations, commercial centers, schools, libraries, cultural centers, parks and other important activity centers within each unincorporated area and promote bicycling to these destinations.</p>	<p>Compatible. The HSR project would promote bicycling to transit stations by providing bike parking facilities at HSR stations. Where existing roads cross the proposed HSR alignment, the HSR Build Alternative would replace all transportation improvements, including bike lanes, to match the existing conditions. Therefore, the HSR Build Alternative would be compatible with this measure.</p>
<p>IA 1.1.3: Implement bikeways proposed in this Plan when reconstructing or widening existing streets.</p>	<p>Compatible. Where existing roads cross the proposed HSR alignment, the HSR Build Alternative would replace all transportation improvements, including bike lanes, trails, sidewalks, and transportation facilities, to match the existing conditions. Those crossings would be grade-separated. The only bikeway included in the Bicycle Master Plan that would be impacted by the HSR Build Alternative is the proposed Verdugo Wash Bike Path. The HSR Build Alternative would include an HSR facility crossing over the Verdugo Wash where the bike path would be located, which would impact the views but not preclude construction. Therefore, the HSR Build Alternative would be compatible with this measure.</p>
<p>IA 1.4.3: Ensure the provision of convenient and secure end of trip facilities at key destinations.</p>	<p>Compatible. The HSR Build Alternative would provide bike parking facilities at HSR stations. Therefore, the HSR Build Alternative would be compatible with this measure.</p>
<p>IA 2.1.3: Coordinate with the California Public Utilities Commission to consider impacts and safety mitigation measures when proposed bicycle facilities are adjacent to, near or over any railroad or rail transit right-of-way.</p>	<p>Compatible. The HSR Build Alternative would not interfere with the county's coordination efforts with the California Public Utilities Commission. In addition, the HSR Build Alternative would be built primarily within an existing rail right-of-way, and would include safety measures in the project design (refer to Chapter 2, Alternatives, for more information). Therefore, the HSR Build Alternative would be compatible with this measure.</p>
<p>Policy 2.4: Evaluate impacts on bicyclists when designing new or reconfiguring streets</p>	<p>Compatible. Impacts to bicyclists are discussed in Section 3.2, Transportation and Section 3.15, Parks, Recreation, and Open Space. Therefore, the HSR Build Alternative would be compatible with this measure.</p>

Policy/Goal/Objective	Compatibility
Los Angeles County General Plan (2015)	
Mobility Element	
<p>Policy M 2.6: Encourage the implementation of future designs concepts that promote active transportation, whenever available and feasible.</p>	<p>Compatible. Where existing roads cross the proposed HSR alignment, the HSR Build Alternative would replace all transportation improvements, including bike lanes, trails, and sidewalks, to match the existing conditions. The HSR Build Alternative would promote active transportation by incorporating bike parking facilities at HSR stations. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Policy M 2.7: Require sidewalks, trails and bikeways to accommodate the existing and projected volume of pedestrian, equestrian and bicycle activity, considering both the paved width and the unobstructed width available for walking.</p>	<p>Compatible The HSR Build Alternative would not interfere with the county's policy of accommodating existing and projected volumes of pedestrian, equestrian, and bicycle activity. Where existing roads cross the proposed HSR alignment, the HSR Build Alternative would replace all transportation improvements, including bike lanes, trails, and sidewalks, to match the existing conditions. The HSR Build Alternative would not diminish the capacity of sidewalks, trails, and bikeways, or impede the county's policy of planning for these resources. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Policy M 2.8: Connect trails and pedestrian and bicycle paths to schools, public transportation, major employment centers, shopping centers, government buildings, residential neighborhoods, and other destinations.</p>	<p>Compatible Where existing roads cross the proposed HSR alignment, the HSR Build Alternative would replace all bike lanes, trails, and sidewalks to match the existing conditions. The HSR Build Alternative would connect bicycle paths to public transportation by incorporating bike facilities at HSR stations. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Parks and Recreation Element <i>The County of Los Angeles adopted the Los Angeles County General Plan 2035 on October 6, 2015. The general plan includes the following policies:</i></p>	
<p>Goal P/R 1: Enhanced active and passive park and recreation opportunities for all users.</p>	<p>Compatible. The HSR Build Alternative would feature improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Policy P/R 1.5: Ensure that County parks and recreational facilities are clean, safe, inviting, usable and accessible.</p>	<p>Compatible. The HSR Build Alternative would feature improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Policy P/R 1.11: Provide access to parks by creating pedestrian and bicycle-friendly paths and signage regarding park locations and distances.</p>	<p>Compatible. The HSR Build Alternative would feature improvements to active transportation infrastructure, such as bike lanes and pedestrian improvements, where existing roadways cross the proposed alignment. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Policy P/R 3.1: Acquire and develop local and regional parkland to meet the following County goals: 4 acres of local parkland per 1,000 residents in the unincorporated areas and 6 acres of regional parkland per 1,000 residents of the total population of Los Angeles County.</p>	<p>Compatible. The HSR Build Alternative not would result in the loss of parkland requiring the acquisition and development of additional parkland to meet the County's per capita requirements for parkland acreage. Therefore, the HSR Build Alternative would be compatible with this policy of increasing local and regional parkland.</p>

Policy/Goal/Objective	Compatibility
<p>Policy P/R 3.2: For projects that require zone change approvals, general plan amendments, specific plans, or development agreements, work with developers to provide for local and regional parkland above and beyond their Quimby obligations.</p>	<p>Compatible The HSR Build Alternative is not a development that would subdivide lots, and it would not be subject to Quimby obligations. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Policy P/R 3.4: Expand the supply of regional parks by acquiring land that would: 1) provide a buffer from potential threats that would diminish the quality of the recreational experience; 2) protect watersheds; and 3) offer linkages that enhance wildlife movements and biodiversity.</p>	<p>Compatible. The HSR Build Alternative would not result in the acquisition of any regional parks during construction and would not result in regional parks being diminished by project operations. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Goal P/R 4: Improved accessibility and connectivity to a comprehensive trail system including rivers, greenways, and community linkages.</p>	<p>Compatible. Where existing roads cross the proposed HSR alignment, the HSR project would replace all transportation improvements, including bike lanes, trails, sidewalks, and transportation facilities, to match the existing conditions. The HSR Build Alternative would not result in any permanent barriers to accessing parks, rivers, or greenways. Therefore, the HSR Build Alternative would be compatible with this goal.</p>
<p>Policy P/R 5.1: Preserve historic resources on County park properties, including buildings, collections, landscapes, bridges, and other physical features.</p>	<p>Compatible The HSR Build Alternative would not impact historical resources on county park properties, including buildings, collections, landscapes, bridges, and other physical features. None of these county resources would be acquired during construction or diminished by project operations. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Policy P/R 5.3: Protect and conserve natural resources on County park properties, including natural areas, sanctuaries, and open space preserves.</p>	<p>Compatible. The HSR Build Alternative would not impact any county park properties, including natural areas, sanctuaries, and open space preserves. These county resources would not be acquired during construction or diminished by project operations. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Policy P/R 6.4: Ensure that new buildings on County park properties are environmentally sustainable by reducing carbon footprints, and conserving water and energy</p>	<p>Compatible. The proposed HSR Build Alternative would offer a new electric—powered transportation service, which would involve the use of state-of-the-art, energy-efficient trains. As discussed above, operation of the HSR Build Alternative would result in reductions in GHG emissions, which would help the state achieve its GHG reduction targets under AB 32 and SB 32. In addition, operation of the HSR Build Alternative would result in reductions in criteria pollutant emissions, which would help the South Coast Air Basin achieve attainment with the Clean Air Act. IAMFs would control fugitive dust and other emissions during the construction period.</p>
<p>Conservation and Natural Resources Element</p>	
<p>Policy C/NR 1.2: Protect and conserve natural resources, natural areas, and available open spaces.</p>	<p>Compatible. The HSR Build Alternative would not impact any county natural resources, natural areas, or available open spaces. None of these county resources would be acquired during construction or diminished by project operations. Therefore, the HSR Build Alternative would be compatible with this policy.</p>

Policy/Goal/Objective	Compatibility
<p>Los Angeles County Code of Ordinances <i>The County of Los Angeles adopted the most recent version of the Los Angeles County Code of Ordinances on April 11, 2017. The code includes the following policies:</i></p>	
<p>Section 17.04.260: Permission to be within the limits of any park or park waters, as defined by this chapter, or to use any facilities, is conditioned on the person present in said park or park waters complying with all applicable provisions of this chapter or any other applicable laws, ordinances, rules, and regulations. A violation of any provision of this chapter or of any order, rule, or regulation authorized by this chapter, or of any other applicable law, ordinance, rule, or regulation shall result in the person so violating being a trespasser ab initio, whether in incorporated or unincorporated territory, and the Sheriff or Director may cause any such person to be removed from a park.</p>	<p>Compatible. The HSR Build Alternative would not place station sites within the limits of park or park waters in violation of any order, rule, or regulation authorized by the Los Angeles County Code of Ordinances.</p>
<p>Section 17.04.300 Violation – Penalty: Any person who, within the incorporated or unincorporated territory of the County on park property owned, controlled, or managed by the County, violates any provisions of this chapter, the conditions of any permit issued pursuant thereto, or any rule or regulation relating to parks and recreation areas, is guilty of an infraction</p>	<p>Compatible. The HSR Build Alternative would not violate any provisions of this chapter, the conditions of any permit issued pursuant thereto, or any rule or regulation relating to parks and recreation areas.</p>
<p>City of Burbank</p>	
<p>City of Burbank 2035 General Plan (2013)</p>	
<p>Policy 1.3: Coordinate the City's open space program with regional parks, open space, and conservation plans.</p>	<p>Compatible. The Authority would not interfere with the city's relationship with regional parks, open space, and conservation plans. The HSR Build Alternative would not result in any impacts to open space, regional parks, or conservation programs in Burbank. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Policy 2.2: Provide a community or neighborhood park within 1/2 mile of all Burbank residences.</p>	<p>Compatible. The HSR Build Alternative would not remove any parks, including parks within 0.5 mile of Burbank residences. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Policy 2.3: Provide park and recreation facilities at a minimum level of 3 acres per 1,000 persons, with the goal of 5 acres per 1,000 persons.</p>	<p>Compatible. The HSR Build Alternative would result in the loss of less than 300 feet of bicycle path at the southern end of the proposed San Fernando Road Bicycle Path-Burbank. Based on a population of 103,340 in 2010, there are approximately 7.1 acres of parkland for every 1,000 Burbank residents. The acquisition of less than 300 feet of this recreation resource would not substantially diminish the park-to-resident ratio in Burbank. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Policy 3.6: Improve and maintain access to accommodate persons with disabilities at all parks.</p>	<p>Compatible. The HSR Build Alternative would not result in any permanent impacts relating to park access. Any potential temporary access impacts would not change any parks with respect to disability accommodations, because all access impacts would result in a complete barrier to access by all park users. Therefore, the HSR Build Alternative would be compatible with this policy.</p>

Policy/Goal/Objective	Compatibility
Policy 3.7: Ensure that the public transit system connects parks and recreation facilities to the rest of the community.	Compatible. The HSR Build Alternative would connect public transit to recreation facilities through the provision of bicycle parking and pedestrian infrastructure at HSR stations. Therefore, the HSR Build Alternative would be compatible with this policy.
Policy 4.5: Ensure that buildings, equipment, fields, and other recreation amenities are in full use and capable of accommodating changing program demands.	Compatible. The HSR Build Alternative would not have a permanent impact on any buildings, equipment, fields, or recreation amenities in Burbank, and would not impede full use or capacity to adjust to changing program demands. The HSR Build Alternative footprint crosses Gross Park, but at that location, the HSR Build Alternative would run through an underground tunnel below the northeast corner of the park.
Policy 6.2: Protect the ecological integrity of open spaces and maintain and restore natural habitats and native plant communities.	Compatible The HSR Build Alternative would be built primarily within an existing rail right-of-way and would not result in any impacts to any land designated as open space. Therefore, the HSR Build Alternative would be compatible with this policy.
Policy 6.3: Prohibit incompatible recreation activities that may damage open spaces or expose people to hazards.	Compatible The HSR Build Alternative would be built primarily within an existing rail right-of-way. It would not introduce any incompatible activities that may damage open spaces or expose people to hazards. Therefore, the HSR Build Alternative would be compatible with this policy.
City of Burbank Bicycle Master Plan (2009)	
Policy 1: Make bicycle travel an integral part of daily life in Burbank, particularly for trips of less than five miles, by implementing and maintaining a bikeway network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, making bicycling safer, and engaging the public in bicycling related issues and decisions.	Compatible. Where existing roads cross the proposed HSR alignment, the HSR Build Alternative would replace all bike lanes and trails to match the existing conditions. During construction, detours for bicycle infrastructure would be provided. The HSR Build Alternative would provide end-of-trip facilities through the provision of bicycle parking at HSR stations. Therefore, the HSR Build Alternative would be compatible with this policy of encouraging bicycle use.
Policy 2: Provide bicycle-friendly connections to transit centers, major employment centers, retail districts, and residential areas to make the overall road network more hospitable to bicycle travel.	Compatible. Where existing roads cross the proposed HSR alignment, the HSR Build Alternative would replace all bike lanes and trails to match the existing conditions. During construction, detours for bicycle infrastructure would be provided. The HSR Build Alternative would provide bicycle parking facilities at HSR stations. Therefore, the HSR Build Alternative would be compatible with this policy of bicycle-friendly connections to transit centers.
Objective C: Maintain and improve the quality, operation, and integrity of the Burbank bikeway network and roadways regularly used by bicyclists.	Compatible. During construction of the HSR Build Alternative, operation of the Burbank bikeway network would be maintained through construction detours. The HSR Build Alternative would not result in any permanent access disruptions to the Burbank bikeway network. Therefore, the HSR Build Alternative would be compatible with this objective.
Objective C, Policy Actions 20: Coordinate roadway improvements to provide reasonable alternate routes if necessary and minimize disruption for cyclists. This includes maintaining bikeway access through construction zones or providing bikeway detours.	Compatible. During construction of the HSR Build Alternative, bikeway access would be maintained through the use of construction detours (refer to Section 3.2, Transportation, for more information). Therefore, the HSR Build Alternative would be compatible with this objective.

Policy/Goal/Objective	Compatibility
<p>Objective E: Encourage short-term and long-term bicycle parking and other bicycle amenities in employment and commercial areas, in multi-family housing, at schools and colleges, and at transit stations.</p>	<p>Compatible. The HSR Build Alternative would provide bicycle parking facilities at HSR stations. Therefore, the HSR Build Alternative would be compatible with this objective of bicycle-friendly connections to transit centers.</p>
<p>Burbank Center Plan (1997)</p>	
<p>City Center Subarea. Therefore a major emphasis should be placed on incorporated as many of the following as possible into future development projects within this subarea: Civic plaza/amphitheater, civic auditorium/performing arts center...downtown park...</p>	<p>Compatible. The HSR Build Alternative is an infrastructure project, not a development project. The HSR Build Alternative would not have a direct or indirect impact on any park resources in the Burbank Center Plan area. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>City of Glendale</p>	
<p>City of Glendale Bicycle Transportation Plan (2012)</p>	
<p>Goal 1: Create an environment where people of all ages can circulate safely and easily in a bicycle.</p>	<p>Compatible. Where existing roads cross the proposed HSR alignment, the HSR Build Alternative would replace all transportation improvements, including bike lanes, trails, and sidewalks, to match the existing conditions. Construction detours would be provided for affected transportation improvements. Therefore, the HSR Build Alternative would be compatible with this goal.</p>
<p>Policy 1: The City will develop a complete bikeway network throughout Glendale.</p>	<p>Incompatible. The HSR Build Alternative would result in the conversion of land planned for the San Fernando Railroad Bike Path in the City of Glendale to rail right-of-way. As a result, this facility may not be built, which would change the benefits of the adopted bicycle plans. Therefore, the HSR Build Alternative may interfere with the completion of a bike network in Glendale. However, future coordination regarding impacts to the San Fernando Railroad Bike Path would occur with the City of Glendale.</p> <p>The project will incorporate the following measures to minimize impact to adopted bicycle plans and facilities:</p> <ul style="list-style-type: none"> • TR-IAMF#5, Maintenance of Bicycle Access—The contractor would prepare and implement specific construction management plans to address maintenance of bicycle access during the construction period. • TR-IAMF#12, Pedestrian and Bicycle Safety—The contractor would provide a technical memorandum describing how pedestrian and bicycle accessibility during construction would be provided and supported across the HSR corridor, to and from stations and on station property.

Policy/Goal/Objective	Compatibility
<p>Policy 7: Implement this bicycle transportation plan within 20 years.</p>	<p>Incompatible. The HSR Build Alternative would preclude the implementation of the proposed San Fernando Railroad Bike Path if the bike path does not yet exist at the time of construction. The San Fernando Railroad Bike Path is one of the priority projects listed in the Glendale Bicycle Transportation Plan. Therefore, the HSR Build Alternative would be incompatible with the policy of implementing the bicycle transportation plan.</p> <p>The project will incorporate the following measures to minimize impact to adopted bicycle plans and facilities:</p> <ul style="list-style-type: none"> • TR-IAMF#5, Maintenance of Bicycle Access—The contractor would prepare and implement specific construction management plans to address maintenance of bicycle access during the construction period. • TR-IAMF#12, Pedestrian and Bicycle Safety—The contractor would provide a technical memorandum describing how pedestrian and bicycle accessibility during construction would be provided and supported across the HSR corridor, to and from stations and on station property.
<p>City of Glendale General Plan (1996)</p>	
<p>Circulation Element</p>	
<p>Objective 3 (under Goal 2): Construct the complete bikeway system for Glendale as identified in the Bikeway Master Plan and continue to consider additions or adjustments to the planned system.</p>	<p>Incompatible. The HSR Build Alternative would preclude the implementation of the proposed San Fernando Railroad Bike Path if the bike path does not yet exist at the time of construction. The San Fernando Railroad Bike Path is one of the priority projects listed in the Glendale Bicycle Transportation Plan. Therefore, the HSR Build Alternative would be incompatible with this objective of completing the bikeway system as identified in the Bikeway Master Plan.</p> <p>The project will incorporate the following measures to minimize impact to adopted bicycle plans and facilities:</p> <ul style="list-style-type: none"> • TR-IAMF#5, Maintenance of Bicycle Access—The contractor would prepare and implement specific construction management plans to address maintenance of bicycle access during the construction period. • TR-IAMF#12, Pedestrian and Bicycle Safety—The contractor would provide a technical memorandum describing how pedestrian and bicycle accessibility during construction would be provided and supported across the HSR corridor, to and from stations and on station property.

Policy/Goal/Objective	Compatibility
Land Use Element	
<p>Community Facilities Goal 1: Promote the development of parks and other recreation facilities in accordance with the adopted plan.</p>	<p>Incompatible. The HSR Build Alternative would preclude the implementation of a proposed recreation facility, the San Fernando Railroad Bike Path if the bike path does not yet exist at the time of construction. Therefore, the HSR Build Alternative would be incompatible with this goal of developing parks and recreation facilities in accordance with the adopted plan.</p> <p>The project will incorporate the following measures to minimize impact to adopted bicycle plans and facilities:</p> <ul style="list-style-type: none"> • TR-IAMF#5, Maintenance of Bicycle Access—The contractor would prepare and implement specific construction management plans to address maintenance of bicycle access during the construction period. • TR-IAMF#12, Pedestrian and Bicycle Safety—The contractor would provide a technical memorandum describing how pedestrian and bicycle accessibility during construction would be provided and supported across the HSR corridor, to and from stations and on station property.
Open Space and Conservation Element	
<p>Policy 1: Natural resources, including open spaces, biological habitats and native plant communities should be maintained and, where necessary, restored. Natural resources contribute to the quality of community life by improving the environment and providing visual character and identity for the city.</p>	<p>Compatible. The HSR Build Alternative would not directly or indirectly impact any land designated as open space. Therefore, the HSR Build Alternative would be compatible with this policy of maintaining open spaces, biological habitats, and native plant communities.</p>
<p>Policy 8: Important open space and conservation resources should be protected and preserved through acquisition, development agreements, easements, development exactions and other regulatory strategies. Ridgelines, canyon and stream areas and ecological habitats identified as significant must be protected in accordance with State law in order to meet the policies, goals and objectives of this element.</p>	<p>Compatible. The HSR Build Alternative would not result in adverse impacts to land designated as open space or conservation resources (refer to Section 3.7, Biological Resources and Wetlands). Therefore, the HSR Build Alternative would be compatible with this policy of protecting and preserving open spaces, conservation resources, and ecological habitats identified as significant.</p>
<p>Goal 2: Protect vital or sensitive open space areas including ridgelines, canyons, streams, geologic formations, watersheds and historic, cultural, aesthetic and ecologically significant areas from the negative impacts of development and urbanization.</p>	<p>Compatible. The HSR Build Alternative would not result in adverse impacts to any and in Glendale designated as open space areas. Therefore, the HSR Build Alternative would be compatible with this goal of protecting vital or sensitive open space areas.</p>

Policy/Goal/Objective	Compatibility
<p>Goal 9: Develop and integrate a trail system consistent with scenic roadway and bikeway plans as specified in the Circulation and Scenic Highways Element of the Comprehensive General Plan.</p>	<p>Incompatible. The HSR Build Alternative would preclude the implementation of the proposed San Fernando Railroad Bike Path if the bike path does not yet exist at the time of construction. The San Fernando Railroad Bike Path is one of the projects listed in the Circulation Element. Therefore, the HSR Build Alternative would be incompatible with this goal of developing a trail system compatible with the Circulation Element of the Comprehensive General Plan.</p> <p>The project will incorporate the following measures to minimize impact to adopted bicycle plans and facilities:</p> <ul style="list-style-type: none"> • TR-IAMF#5, Maintenance of Bicycle Access—The contractor would prepare and implement specific construction management plans to address maintenance of bicycle access during the construction period. • TR-IAMF#12, Pedestrian and Bicycle Safety—The contractor would provide a technical memorandum describing how pedestrian and bicycle accessibility during construction would be provided and supported across the HSR corridor, to and from stations and on station property.
<p>Recreation Element (1996, amended 2006)</p>	
<p>Objective 1: Incrementally expand the quantity and quality of recreational experiences for residents and visitors to the City of Glendale now and far into the future.</p>	<p>Compatible. While the HSR Build Alternative would preclude the implementation of the proposed San Fernando Railroad Bike Path, the HSR Build Alternative would not interfere with the City of Glendale’s policy of incrementally expanding the quantity and quality of recreational experiences for present and future residents and visitors.</p>
<p>Objective 1, Policy 3: The City shall enhance and expand existing recreational facilities in response to community needs.</p>	<p>Compatible. While the HSR Build Alternative would preclude the implementation of the proposed San Fernando Railroad Bike Path, the HSR Build Alternative would not interfere with the City of Glendale’s policy of enhancing and expanding existing recreational facilities in response to community needs.</p>
<p>Objective 3, Policy 1: The City shall ensure that buildings, equipment, fields and other facilities are in full service and capable of accommodating changing program demands.</p>	<p>Compatible. Mitigation measures PR-MM#1, PR-MM#2, PC-MM#2, and PC-MM#2 would ensure that access and use of recreational facilities and fields are maintained during construction of the HSR Build Alternative. Therefore, the HSR Build Alternative would be compatible with this policy of ensuring that buildings, equipment, fields and other facilities are in full service.</p>
<p>Objective 4, Policy 2: The City shall develop improvements to parks, trails and bikeways for recreational applications.</p>	<p>Compatible. While the HSR Build Alternative would preclude the implementation of the proposed San Fernando Railroad Bike Path the HSR Build Alternative would not interfere with the City of Glendale’s policy of developing improvements to parks, trails and bikeways for recreational applications Therefore, the HSR Build Alternative would be compatible with this policy of developing improvements to parks, trails and bikeways for recreational applications.</p>

Policy/Goal/Objective	Compatibility
Objective 7: The City shall provide access to all recreational facilities for all residents beginning immediately.	Compatible. Mitigation measures PR-MM#1, PR-MM#2, PC-MM#1, and PC-MM#2 would ensure accessibility to recreational facilities during construction of the HSR Build Alternative. Therefore, the HSR Build Alternative would be compatible with this policy of providing access to all recreational facilities for all residents.
Objective 7, Policy 1: The City shall correct inadequacies in accessibility or visibility.	Compatible. Mitigation measure PR-MM#1 would provide detour signage, alternative access routes, and adequate lighting to meet public safety requirements during construction of the HSR Build Alternative. Therefore, the HSR Build Alternative would be compatible with this policy of correcting inadequacies in accessibility or visibility.
Objective 7, Policy 3: The City shall provide access to all park facilities for persons with disabilities.	Compatible. Mitigation measure PC-MM#2 would ensure compliance with the Americans with Disabilities Act during construction of the HSR Build Alternative. Therefore, the HSR Build Alternative would be compatible with this policy of providing access to all park facilities for persons with disabilities.
City of Los Angeles	
City of Los Angeles General Plan (2001)	
Open Space Element	
Goal 1: To insure the preservation and conservation of sufficient open space to serve the recreational, environmental, health and safety needs of the City.	Compatible. The HSR Build Alternative would not directly or indirectly impact any land in Los Angeles designated as open space. Therefore, the HSR Build Alternative would be compatible with this goal.
Public Recreation Plan	
Recreational facilities and services should be provided for all segments of the population on the basis of present and future projected needs, the local recreational standards, and the City's ability to finance.	Compatible. The HSR Build Alternative would not interfere with the city's goal of providing recreational facilities and services for all segments of the population on the basis of present and future projected needs, the local recreational standards, and the city's ability to finance.
Adelante Eastside Redevelopment Project (1999, amended 2009)	
General Objective 6: Promote the conservation of existing open space.	Compatible. The HSR Build Alternative would not directly or indirectly impact any land in the Adelante East Side Redevelopment Project area designated as open space. Therefore, the HSR Build Alternative would be compatible with this objective of conserving existing open space.
Boyle Heights Community Plan (1998, amended 2016)	
Recreation and Parks Facilities Objective 2: To conserve, maintain and better utilize existing recreation and park facilities which promote the recreational experience.	Compatible. The HSR Build Alternative would not directly or indirectly impact any parks in the Boyle Heights Community Plan area. Therefore, the HSR Build Alternative would be compatible with this objective of conserving existing recreation and park facilities.
Recreation and Parks Facilities Policy 1: Preserve and improve the existing recreation and park facilities and park space.	Compatible. The HSR Build Alternative would not directly or indirectly impact any parks in the Boyle Heights Community Plan area. Therefore, the HSR Build Alternative would be compatible with this policy of preserving existing recreation and park facilities and park space.

Policy/Goal/Objective	Compatibility
<p>Circulation Policy 4: That a bikeway system should be developed within the Community to permit safe bicycle use and to link residents to other bikeway systems which provide access to recreational facilities.</p>	<p>Compatible. The HSR Build Alternative would not directly or indirectly impact any bikeways in the Boyle Heights Community Plan area. Therefore, the HSR Build Alternative would be compatible with this policy of developing a bikeway system to permit safe bicycle use.</p>
<p>Central City Community Plan (2003, amended 2016)</p>	
<p>Policy 4.1.1: Review existing open space standards in order to expand the range of potential open space resources at the neighborhood and community levels.</p>	<p>Compatible. The HSR Build Alternative would not directly or indirectly impact any open spaces in the Central City Community Plan area. Therefore, the HSR Build Alternative would be compatible with this policy of expanding the range of potential open space resources in the plan area.</p>
<p>Policy 4.1.1, Program 1: Create or maintain public open space to serve as focal point in each of Downtown's neighborhoods and districts.</p>	<p>Compatible. The HSR Build Alternative would not directly or indirectly impact any open spaces in the Central City Community Plan area. Therefore, the HSR Build Alternative would be compatible with this policy of maintaining public open space to serve as focal point in the plan area.</p>
<p>Los Angeles Civic Center Master Development Plan (2017)</p>	
<p>Core Driver 2: Connectivity: Bridging together people and places.</p>	<p>Compatible. The HSR Build Alternative would not impact any planned urban greenways or street improvements in the Los Angeles Civic Center Master Development Plan study area. The HSR Build Alternative may result in small direct impacts to the proposed Park 101, which would run through the Master Development Plan area, but this potential impact would occur outside the plan area [update as Park 101 conceptual plan develops]. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Los Angeles River Revitalization Plan (2007)</p>	
<p>Goal: Enable Safe Public Access</p>	<p>Compatible. The HSR Build Alternative would not interfere with the plan's goal of providing safe public access to the waterfront or with any known plans to provide bikeways, multiuse paths, or open space and recreation areas in the planning area. The HSR Build Alternative may result in small direct impacts to the proposed Park 101, which would run through the Los Angeles Civic Center Master Development Plan area, but this potential impact would occur outside the plan area [update as Park 101 conceptual plan develops]. Therefore, the HSR Build Alternative would be compatible with this goal.</p>
<p>Goal: Create a Continuous River Greenway.</p>	<p>Compatible. The HSR Build Alternative would not interfere with the plans' goal of creating a continuous river greenway. Therefore, the HSR Build Alternative would be compatible with this goal.</p>

Policy/Goal/Objective	Compatibility
<p>Taylor Yard Opportunity Area Reinvestment Measure</p>	<p>Incompatible. The HSR Build Alternative would not result in a loss of parkland, but may preclude implementation of recreational resources (i.e., planned bikeways) inconsistent with the objective for increased regional recreational trails and improved recreational experience as identified in the Los Angeles River Revitalization Master Plan under objectives related to the Taylor Yard Opportunity Area. However, future coordination regarding impacts to future routes considered as part of the LARRMP would occur between the Authority and the stakeholders of the 100-Acre Partnership.</p>
<p>Los Angeles River Ecosystem Restoration Project</p>	
<p>Objective: Increase Recreation</p>	<p>Incompatible. The HSR Build Alternative would not result in a loss of parkland but may preclude implementation of recreational resources (i.e., planned bikeways) inconsistent with the objective for increased regional recreational trails and improved recreational experience. However, future coordination regarding impacts to future resources considered as part of the LARERP would occur between the Authority and stakeholders.</p>
<p>Northeast Los Angeles Community Plan (1999)</p>	
<p>Open Space Goal 4: Sufficient open space, in balance with development, to serve the recreational, environmental, and health needs of the community and to protect environmental and aesthetic resources.</p>	<p>Compatible. The HSR Build Alternative would not impact any land designated as open space during construction or project operation. Therefore, the HSR Build Alternative would be compatible with this goal.</p>
<p>Recreation and Park Facilities Goal 5: Adequate recreation and park facilities to meet the needs of the residents in the plan area. Objective 5-1: To conserve, expand, maintain, and better utilize existing recreation and park facilities to address the recreational needs of the community. Policy 5-1.1: Preserve the exiting recreational facilities and park space.</p>	<p>Compatible. This planning area is not currently meeting the county standard for acres of local parkland per capita. However, the HSR Build Alternative would not result in the loss of existing parkland in the NE Los Angeles area, which moves the NE Los Angeles Community Plan area further away from their goal. Therefore, the HSR Build Alternative would be compatible with this policy of preserving park and recreation space.</p>
<p>Recreation and Park Facilities Policy 5-1.2: Increase accessibility to park land along the Arroyo Seco and potential parkland along the Los Angeles River.</p>	<p>Compatible. The HSR Build Alternative would not interfere with access to parkland along the Arroyo Seco and Los Angeles River. Therefore, the HSR Build Alternative would be compatible with this policy.</p>
<p>Non-Motorized Transportation Goal 13: A system of safe, efficient and attractive pedestrian, bicycle and equestrian facilities.</p>	<p>Compatible. Where existing roads cross the proposed HSR alignment, the HSR Build Alternative would replace all transportation improvements, including bike lanes, trails, sidewalks, and transportation facilities, to match the existing conditions. Those crossings would be grade-separated. In addition, HSR stations would provide bicycle parking facilities. Therefore, the HSR Build Alternative would be compatible with this goal to provide safe, efficient, and attractive pedestrian, bicycle and equestrian facilities.</p>
<p>Objective 13-1: To promote an adequate system of safe bikeways for commuter, school and recreational use.</p>	<p>Compatible. The HSR Build Alternative would not result in any impacts to bikeways in the community plan area. Therefore, the HSR Build Alternative is compatible with this objective.</p>

Policy/Goal/Objective	Compatibility
Silver Lake-Echo Park-Elysian Valley Community Plan (2004)	
Recreation and Park Facilities Goal 4: Adequate recreation and park facilities which meet the needs of the residents in the plan area and create links to existing facilities to expand recreational opportunities citywide.	Compatible. The HSR Build Alternative would not result in any impacts to recreation and park facilities in the community plan area. Therefore, the HSR Build Alternative is compatible with this goal.
Objective 4-1: To conserve, maintain and better use existing recreation and park facilities.	Compatible. The HSR Build Alternative would not result in any impacts to recreation and park facilities in the community plan area. Therefore, the HSR Build Alternative is compatible with this objective.
Policy 4-1.1: Preserve the existing recreational facilities and park space.	Compatible. The HSR Build Alternative would not result in any impacts to recreational facilities and park space in the community plan area. Therefore, the HSR Build Alternative is compatible with this policy.
Open Space Goal 5: A community with sufficient open space in balance with new development to serve the recreational, environmental and health needs of the community.	Compatible. The HSR Build Alternative would not result in any impacts to open space in the community plan area. Therefore, the HSR Build Alternative is compatible with this goal.
Objective 5-1: Preserve existing and develop new open space resources.	Compatible. The HSR Build Alternative would not result in any impacts to open space resources in the community plan area. Therefore, the HSR Build Alternative is compatible with this objective.
ConnectUS Action Plan (2015)	
Objective 6: Improve access to open spaces, including the Los Angeles River, parks, plazas and public spaces in the study area.	Compatible. The HSR Build Alternative would not permanently diminish access to open spaces, including the Los Angeles River, parks, plazas, and public spaces in the ConnectUS Action Plan study area. Any potential barriers to access during project construction would be temporary. Therefore, the HSR Build Alternative is compatible with this objective.
Section 3.16: Aesthetics and Visual Quality	
County of Los Angeles	
General Plan Conservation and Natural Resources Element	
Goal C/NR 13: Protect visual and scenic resources	Compatible. Construction and operation of the HSR system within the project section would not disrupt scenic vistas, remove or destroy character-defining features, alter designated scenic corridors or views from State of California Designated Scenic Highways, or otherwise substantially compromise significant visual resources.
City of Burbank	
General Plan Land Use Element	
Policy 8.8: Ensure that new development is compatible with the topography and geology of the hillside area and is incorporated into the natural setting.	Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not conflict with the topography and geology of the hillside area.

Policy/Goal/Objective	Compatibility
<p>Policy 8.10: Consider and address the preservation of scenic views in the hillside area.</p>	<p>Compatible. Scenic vistas identified in the City of Burbank General Plan (2013) within the City of Burbank include views of the Verdugo Mountains to the northeast and views of the eastern Santa Monica Mountains to the south. Additionally, downslope views from hillside development on the Verdugo Mountains toward the City of Burbank and the Santa Monica Mountains beyond are also considered to be a valued resource. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not disrupt scenic vistas, remove or destroy character-defining features, alter designated scenic corridors or views from State of California Designated Scenic Highways, or otherwise substantially compromise significant visual resources.</p>
<p>General Plan Open Space and Conservation Element</p>	
<p>Policy 7.1: Identify visually prominent ridgelines and establish regulations to promote their preservation.</p>	<p>Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not conflict with the preservation of visually prominent ridgelines in the City of Burbank.</p>
<p>Policy 7.4: Balance both public good and private property rights when considering the restoration of viewsheds.</p>	<p>Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not disrupt scenic vistas, remove or destroy character-defining features, alter designated scenic corridors or views from State of California Designated Scenic Highways, or otherwise substantially compromise significant visual resources.</p>
<p>City of Glendale</p>	
<p>General Plan Open Space and Conservation Element</p>	
<p>Policy 4: Natural and man-made aesthetic features should be recognized and identified as important resources to the community that require proper management.</p>	<p>Compatible. The EIR/EIS discloses visual resources within the City of Glendale, thereby promoting public awareness of these resources.</p>
<p>Goal 5: Preserve prominent ridgelines and slopes in order to protect Glendale’s visual resources.</p>	<p>Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not conflict with the preservation of visually prominent ridgelines and slopes in the City of Glendale.</p>
<p>Objective 2: Establish standards and design criteria which minimize the visual intrusion/impact of development in hillside areas.</p>	<p>Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not disrupt scenic vistas in the hillside area in the City of Glendale.</p>
<p>Comprehensive Design Guidelines</p>	
<p>The intent of the Comprehensive Design Guidelines is to provide predictability for property owners and developers, as well as residents and other stakeholders in the Glendale community.</p>	<p>Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not disrupt scenic vistas in the City of Glendale.</p>

Policy/Goal/Objective	Compatibility
City of Los Angeles	
General Plan Land Use Element	
The City of Los Angeles General Plan Land Use Element consists of 35 CPAs that are the official guide to future development in the City of Los Angeles. The Burbank to Los Angeles Project Section is located in the following CPAs: the Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon CPA, the Northeast Los Angeles CPA, the Central City North CPA, and the Boyle Heights CPA.	Compatible. The EIR/EIS discloses potential impacts and mitigation measures to protect environmental and aesthetic resources in the City of Los Angeles.
Sunland-Tujunga-Lake View Terrace-Shadow Hills-East La Tuna Canyon CPA	
Open Space Goal 5: A community with sufficient open space in balance with new development to serve the recreational, environmental, and health and safety needs of the community and to protect environmental and aesthetic resources.	Compatible. The EIR/EIS discloses potential impacts and mitigation measures to protect environmental and aesthetic resources in the City of Los Angeles.
Open Space Policy 5-1.1: Encourage the retention of passive and visual open space which provides a balance to the urban development of the community.	Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not impact visual open space.
Open Space Policy 5-1.5: Protect Scenic Corridors by establishing development controls in harmony with each corridor's individual scenic character.	Compatible. The EIR/EIS includes mitigation measure #3 which prescribes the Authority to incorporate design aesthetic preferences into final design and construction of non-station structures.
Northeast Los Angeles CPA	
Open Space Goal 4: Sufficient open space, in balance with development, to serve the recreational, environmental, and health needs of the community and to protect environmental and aesthetic resources.	Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not impact visual open space.
Open Space Objective 4-1: To preserve existing views in hillside areas.	Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not conflict with the preservation of views in hillside areas in the City of Los Angeles.
Central City North CPA	
Open Space and Recreation Policy 4-2.1: To foster physical and visual links between a variety of open spaces and public spaces Downtown	Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not impact physical or visual links between visual open space.
Boyle Heights CPA	
Recreation Policy: Preserve and improve the existing recreation and park facilities and park space.	Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would preserve and improve existing recreation and park facilities and park space.
Alameda District Specific Plan urban design guidelines	
An ordinance establishing a Specific Plan, known as the Alameda District Specific Plan, for a portion of the Central City North CPA.	Compatible. Construction and operation of the HSR system within the Burbank to Los Angeles Project Section would not inhibit establishment of the Alameda District Specific Plan.

Policy/Goal/Objective	Compatibility
Los Angeles River Revitalization Master Plan Revitalization Vision and Goals	
<p>The Los Angeles River Revitalization Master Plan provides a framework for restoring the River's ecological function and for transforming it into an amenity for residents and visitors to the city</p>	<p>Compatible. The EIR/EIS discloses potential impacts and mitigation measures to protect environmental and aesthetic resources in the city of Los Angeles. The EIR/EIS also includes IAMFs, through which the Authority would incorporate design aesthetic preferences into final design and construction of station and non-station structures.</p>
City Center Redevelopment Plan Project Objectives	
<p>To further the development of Downtown as the major center of the Los Angeles metropolitan region, within the context of the Los Angeles General Plan as envisioned by the General Plan Framework, Concept Plan, City-wide Plan portions, the Central City Community Plan, and the Downtown Strategic Plan.</p>	<p>Compatible. The EIR/EIS discloses potential impacts and mitigation measures to protect environmental and aesthetic resources in the city of Los Angeles. The EIR/EIS also includes IAMFs, through which the Authority would incorporate design aesthetic preferences into final design and construction of station and non-station structures</p>
Section 3.17: Cultural Resources	
County of Los Angeles	
County of Los Angeles General Plan (October 2015)	
<p>Goal C/NR 14: Protected historic, cultural, and paleontological resources.</p>	<p>Incompatible. The EIR/EIS considers historic, cultural, and paleontological resources and sites in its analysis and would alter such resources only as necessary from the demands of the project. However, the HSR Build Alternative may result in impacts to historic and cultural resources, and therefore would not conform to the policy of protecting these resources. Refer to Section 3.9, Geology, Soils, and Paleontological Resources, for an impacts discussion regarding paleontological resources.</p> <p>Through implementation of CUL-MM#1: Mitigate Adverse Effects on Archaeological and Built Resources Identified during Phased Identification, the Authority would complete Phased Identification inventory for archaeological resources and utilize or further develop treatment plans for any identified resources that would be impaired by the project. Implementation of CUL-MM#2: Halt Work in the Event of an Archaeological Discovery, and Comply with the PA, MOA, ATP, and all State and Federal Laws, as Applicable, would train construction crews to identify archaeological resources during construction activities, provide for construction monitoring by qualified professionals in areas of archaeological sensitivity, and establish procedures to stop work in the event of a discovery. Also in accordance with CUL-MM#2, if human remains are encountered, the appropriate state and federal laws would be followed to determine whether the remains are affiliated with a Native American tribe; if so, such remains would be treated appropriately. In accordance with CUL-MM#3: Other Mitigation for Effects to Archaeological Sites, in the event that an unknown archaeological resource is encountered and cannot be avoided, mitigation measures would be applied as stipulated by the MOA and ATP. With the implementation of CUL-MM#1, CUL-MM#2, and CUL-MM#3, the inconsistency would be reconciled and the project would be consistent with these goals and policies.</p>

Policy/Goal/Objective	Compatibility
Policy C/NR 14.1: Mitigate all impacts from new development on or adjacent to historic, cultural, and paleontological resources to the greatest extent feasible.	Compatible. The EIR/EIS provides avoidance and mitigation measures in Section 3.17.8 (refer to Section 3.9.8 for mitigation measures pertaining to paleontological resources) that mitigate impacts to historic, cultural, and paleontological resources to the greatest extent feasible.
Policy C/NR 14.3: Support the preservation and rehabilitation of historic buildings.	Compatible. The EIR/EIS considers historic buildings in its analysis and would not alter such resources. The project would preserve historic buildings and rehabilitation would not be required.
Policy C/NR 14.5: Promote public awareness of historic, cultural, and paleontological resources.	Compatible. The EIR/EIS would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting public awareness of these resources.
Policy C/NR 14.6: Ensure proper notification and recovery processes are carried out for development on or near historic, cultural, and paleontological resources.	Compatible. The EIR/EIS would provide a procedure for public notification regarding the HSR Build Alternative and potential impacts to nearby historic, cultural, and paleontological resources.
City of Burbank	
City of Burbank General Plan (2013)	
Land Use Element	
Policy 3.10: Preserve historic resources, buildings, and sites, including those owned by private parties and government agencies, including the City of Burbank. Alter such resources only as necessary to meet contemporary needs and in a manner that does not affect the historic integrity of the resource.	Compatible. The EIR/EIS considers historic resources, buildings, and sites in its analysis and would not alter such resources in the City of Burbank.
Policy 3.11: Carefully consider the evolution of community character over time. Evaluate projects with regard to their impact on historic character, their role in shaping the desired future community character, and how future generations will view today's Burbank.	Compatible. The EIR/EIS considers impacts to the historic character of cultural resources, which would facilitate this policy to consider changes in community character over time.
Policy 6.1: Recognize and maintain cultural, historical, archeological, and paleontological structures and sites essential for community life and identity.	Compatible. The HSR Build Alternative would identify and recognize cultural, historical, and archaeological resources during the course of the EIR/EIS process and HSR construction activities. Although, some cultural resources may be impacted, none are essential for life and identity.

Policy/Goal/Objective	Compatibility
<p>Plan Realization Element</p>	
<p>Program LU-4: Historic Preservation Plan. To reduce impacts to both known and as-yet-unknown historical resources within Burbank, the City shall:</p> <ul style="list-style-type: none"> • Review, revise, and maintain the Historic Preservation Plan to ensure that it is informed by current resource data and its goals and policies are consistent with the Land Use Element. • Establish a list of Eligible Historic Resources to be maintained by the Community Development • Director. Update the list of Eligible Historic Resources every five (5) years to identify as-yet unknown historical resources (as defined in State CEQA Guidelines Section 15064.5) as potential resources are identified through citywide surveys and on a project-by-project basis. • Periodically review and revise the Historic Resource Management Ordinance and preservation incentives to account for new resources as they are identified. • Require evaluation by a qualified architectural historian for projects subject to CEQA involving buildings constructed more than 45 years prior to the project application. If the evaluation determines that historical resources (as defined in State CEQA Guidelines Section 15064.5) would be adversely affected, the City shall require the proposed project to comply with Section 10-1-928 of the Historic Resource Management Ordinance. • Require assessment by a qualified archeologist for projects subject to CEQA involving ground disturbing activities on previously undisturbed land to identify the potential to encounter buried historical resources (as defined in State CEQA Guidelines Section 15064.5). If the assessment determines that buried resources may be present, the City shall require preparation and implementation of a treatment plan outlining measures for monitoring, data recovery, and/or handling inadvertent discoveries. 	<p>Compatible. The EIR/EIS considers impacts to the historic character of cultural resources, which would facilitate this program to reduce impacts to historical resources. Technical studies would be conducted as part of the EIR/EIS process to identify as-yet-unknown archaeological and historic resources. This would promote the review and revision of preservation plans and facilitate the update and evaluation of historic resources within the city.</p>
<p>City of Burbank Historic Preservation Plan (1999)</p>	
<p>The City of Burbank Historic Preservation Plan, adopted in November 1999, provides further direction for implementing the ordinance, with specific guidelines and polices for historic preservation.</p>	<p>Compatible. The EIR/EIS considers impacts to the historic character of cultural resources, which would facilitate this program to reduce impacts to historical resources. Technical studies would be conducted as part of the EIR/EIS process to identify as-yet-unknown archaeological and historic resources. This would promote the review and revision of preservation plans and facilitate the update and evaluation of historic resources within the city.</p>

Policy/Goal/Objective	Compatibility
Burbank Municipal Code, Article 2, Zoning Ordinance; Article 9, Division 6, Historic Preservation Regulations	
<p>The Burbank Municipal Code provides zoning regulations to control land use and density to promote the public health, safety, peace, comfort, convenience, prosperity, and welfare of the city. Article 2 defines historic districts, and Article 9, Division 6, outlines criteria for historic resource designation and preservation.</p>	<p>Compatible. The EIR/EIS considers impacts to the historic character of cultural resources, which would facilitate this program to reduce impacts to historical resources. Technical studies would be conducted as part of the EIR/EIS process to identify as-yet-unknown archaeological and historic resources. This would promote the review and revision of preservation plans and facilitate the update and evaluation of historic resources within the city.</p>
Historic Resource Management Ordinance	
<p>This ordinance contains the procedures for designating and maintaining historic properties and establishes the duties and responsibilities of the Heritage Commission.</p>	<p>Compatible. The EIR/EIS considers impacts to the historic character of cultural resources, which would facilitate this program to reduce impacts to historical resources. Technical studies would be conducted as part of the EIR/EIS process to identify as-yet-unknown archaeological and historic resources. This would promote the review and revision of preservation plans and facilitate the update and evaluation of historic resources within the city.</p>
City of Glendale	
City of Glendale General Plan (1997)	
Historic Preservation Element	
<p>Policy Objective 1-2: Recognize archaeological and historic resources as links to community identity.</p>	<p>Compatible. The HSR Build Alternative would identify cultural, historical, and archaeological resources during the course of the EIR/EIS process and HSR construction activities.</p>
<p>Policy Objective 1-3: Encourage the protection and preservation of archaeological sites and cooperate with institutions of higher learning and interested organizations to record, preserve, or excavate sites.</p>	<p>Compatible. The HSR Build Alternative would encourage the protection of archaeological sites where possible, and the EIR/EIS process includes opportunities for interested organizations to participate in the planning process.</p>
<p>Policy Objective 1-4: Require that archaeological surveys and/or monitoring be conducted prior to the issuance of construction permits in archaeologically sensitive areas of the city.</p>	<p>Compatible. The EIR/EIS process requires the completion of technical reports that include surveys and recommend appropriate construction BMPs such as monitoring. The HSR Build Alternative would obtain necessary permits prior to the start of construction.</p>
<p>Policy Objective 1-5: Temporarily suspend construction work when archaeological sites are discovered; establish procedures which allow for the timely investigation and/or excavation of such sites by qualified professionals as may be appropriate.</p>	<p>Compatible. The EIR/EIS process requires the completion of technical reports that include surveys and recommend appropriate procedures for unanticipated discoveries.</p>
<p>Policy Objective 1-6: Discourage demolition of historic resources.</p>	<p>Compatible. The EIR/EIS process would identify historic resources and consider all impacts to historic resources in its analysis. Demolition would be discouraged as much as possible.</p>
<p>Policy Objective 1-7: Encourage the preservation and maintenance of historic landscaped areas.</p>	<p>Compatible. The EIR/EIS process would identify historic resources, including landscaped areas, and provide guidance to mitigate any potential impacts to these types of resources. The HSR Build Alternative would preserve historic resources wherever possible.</p>

Policy/Goal/Objective	Compatibility
<p>Policy Objective 1-8: Encourage the preservation of individual historic resources and historic thematic and historic geographic districts.</p>	<p>Compatible. The EIR/EIS process would identify individual historic resources and historic thematic and geographic districts, and consider these in its analysis. It would encourage preservation wherever possible.</p>
<p>Policy Objective 1-10: Support the preservation and maintenance of historic street furniture including street lights.</p>	<p>Compatible. The HSR Build Alternative would provide some upgrades to infrastructure and would support the preservation and maintenance of historic street furniture, including street lights. The EIR/EIS process would identify contributing elements to historic and cultural resources, including street furniture, and consider these in its analysis.</p>
<p>Policy Objective 1-11: Ensure protection of historic resources through enforcements of existing codes.</p>	<p>Incompatible. The EIR/EIS considers historic resources in its analysis. However, the HSR Build Alternative may result in impacts to historic resources and would therefore not conform to the policy of ensuring the protection of such resources.</p> <p>The project will incorporate the following measures to minimize impacts to historic resources:</p> <ul style="list-style-type: none"> • CUL-IAMF#6: Pre-Construction Conditions Assessment, Plan for Protection of Historic Built Resources, and Repair of Inadvertent Damage—Involves conducting a pre-construction conditions assessment and preparing a plan for protection of historic architectural resources prior to construction and repair of inadvertent damage. • CUL-IAMF#7: Built Environment Monitoring Plan—Requires preparation of a built environment monitoring plan prior to construction of any ground-disturbing activities within 1,000 feet of a historic property or resource. • CUL-IAMF#8: Implement Protection and/or Stabilization Measures—Requires implementation of the plans described in the Plan for Protection of Historic Resources and Repair of Inadvertent Damage and in the Built Environment Treatment Plan.
<p>Policy Objective 1-12: Support comprehensive studies to discover unrecorded historic resources.</p>	<p>Compatible. Technical studies would be conducted as part of the EIR/EIS process to identify unrecorded archaeological and historic resources. This would promote the discovery of historic resources within the city.</p>
<p>Policy Objective 2-2: Survey all potential historic resources in Glendale.</p>	<p>Compatible. Technical studies would be conducted as part of the EIR/EIS process and would include surveys to identify historic resources. This would promote the discovery of historic resources within the city.</p>
<p>Policy Objective 2-17: Reuse existing historic architectural elements in new construction when preservation of historic resources is not feasible.</p>	<p>Compatible. The HSR Build Alternative would preserve historic architectural elements when preservation of resources is not feasible.</p>
<p>Policy Objective 2-18: Support the preservation of street furniture in its original location.</p>	<p>Compatible. The HSR Build Alternative would support the preservation of street furniture in its original location where feasible. The EIR/EIS process would identify contributing elements to historic and cultural resources, including street furniture, and consider these in its analysis.</p>

Policy/Goal/Objective	Compatibility
<p>Policy Objective 2-27: Discourage relocation of historic resources.</p>	<p>Compatible. The EIR/EIS process would identify historic resources and provide guidance to mitigate any potential impacts. The HSR Build Alternative would avoid relocating historic resources wherever possible and would take steps to mitigate potential relocations.</p>
<p>Policy Objective 2-33: Encourage sensitivity to Native American concerns and values involving aboriginal archaeological sites; consult with representative Native American groups when prehistoric archaeological sites are discovered.</p>	<p>Compatible. The EIR/EIS process provides opportunities to consult with Native American groups and encourages these groups to participate in the planning process.</p>
<p>Open Space and Conservation Element (2014)</p>	
<p>Goal 2: Protect vital or sensitive open space areas including the ridgelines, canyons, streams, geologic formations, watersheds and historic, cultural, aesthetic and ecologically significant areas from the negative impacts of development and urbanization.</p>	<p>Incompatible. The EIR/EIS considers cultural resources in its analysis. However, the HSR Build Alternative may result in impacts to cultural resources and would therefore not conform to the policy of ensuring the protection of such resources.</p> <p>Through implementation of CUL-MM#1: Mitigate Adverse Effects on Archaeological and Built Resources Identified during Phased Identification, the Authority would complete Phased Identification inventory for archaeological resources and utilize or further develop treatment plans for any identified resources that would be impaired by the project. Implementation of CUL-MM#2: Halt Work in the Event of an Archaeological Discovery, and Comply with the PA, MOA, ATP, and all State and Federal Laws, as Applicable, would train construction crews to identify archaeological resources during construction activities, provide for construction monitoring by qualified professionals in areas of archaeological sensitivity, and establish procedures to stop work in the event of a discovery. Also in accordance with CUL-MM#2, if human remains are encountered, the appropriate state and federal laws would be followed to determine whether the remains are affiliated with a Native American tribe; if so, such remains would be treated appropriately. In accordance with CUL-MM#3: Other Mitigation for Effects to Archaeological Sites, in the event that an unknown archaeological resource is encountered and cannot be avoided, mitigation measures would be applied as stipulated by the MOA and ATP. With the implementation of CUL-MM#1, CUL-MM#2, and CUL-MM#3, the inconsistency would be reconciled and the project would be consistent with these goals and policies.</p> <p>The project will incorporate the following measures to minimize impacts to historic resources:</p> <ul style="list-style-type: none"> • CUL-IAMF#6: Pre-Construction Conditions Assessment, Plan for Protection of Historic Built Resources, and Repair of Inadvertent Damage—Involves conducting a pre-construction conditions assessment and preparing a plan for protection of historic architectural resources prior to construction and repair of inadvertent damage.

Policy/Goal/Objective	Compatibility
	<ul style="list-style-type: none"> • CUL-IAMF#7: Built Environment Monitoring Plan— Requires preparation of a built environment monitoring plan prior to construction of any ground-disturbing activities within 1,000 feet of a historic property or resource. • CUL-IAMF#8: Implement Protection and/or Stabilization Measures—Requires implementation of the plans described in the Plan for Protection of Historic Resources and Repair of Inadvertent Damage and in the Built Environment Treatment Plan.
City of Glendale Downtown Specific Plan	
<p>7.2.2 A. The restoration or rehabilitation of the historic resource must meet the Secretary of the Interior’s Standards</p>	<p>Compatible. The HSR Build Alternative would meet Section 106 requirements, and all associated reporting on cultural resources would meet the SOI’s Standards.</p>
<p>7.2.2 B. The project must be placed on the Glendale Register prior to or concurrent with design review approval.</p>	<p>Not Applicable. The EIR/EIS process provides opportunities for public participation, including cities and municipalities. This state project is not subject to local regulations and would not require listing specifically in Glendale, but public notices would be posted prior to the start of the HSR Build Alternative. Therefore, this project would not be specifically applicable to this policy, but the project would engage the public during the review process.</p>
Glendale Municipal Code, Title 30 Zoning, Chapter 30.25; Historic Preservation Ordinance, Chapter 15.20	
<p>The Glendale Municipal Code provides zoning and subdivision regulations in order to promote and protect the public health, safety, and general welfare and economic viability of the city. Chapter 30.25 of Title 30 establishes a historic district overlay zone and criteria for zone designation. The historic preservation ordinance governs only those properties officially on the Glendale Register. It also contains the eligibility criteria, incentives, designation process, design review process, de-listing process, and duty to maintain.</p>	<p>Compatible. The HSR Build Alternative would encourage the protection of archaeological sites where possible, and the EIR/EIS process includes opportunities for interested organizations to participate in the planning process. Historic built resources would be identified during the course of the EIR/EIS process. Therefore, the HSR Build Alternative would facilitate the policy of enhancing the historic pattern within the community.</p>

Policy/Goal/Objective	Compatibility
City of Los Angeles City of Los Angeles General Plan (2001)	
Conservation Element	
Objective II-9 Protect important cultural and historical sites and resources for historical, cultural, research, and community educational purpose.	<p>Incompatible. The EIR/EIS considers impacts to cultural and historical sites, and would assist in identifying and documenting resources for research and community educational purposes. However, the HSR Build Alternative may result in impacts to cultural and historical sites, which would not conform to the objective to protect these resources.</p> <p>Through implementation of CUL-MM#1: Mitigate Adverse Effects on Archaeological and Built Resources Identified during Phased Identification, the Authority would complete Phased Identification inventory for archaeological resources and utilize or further develop treatment plans for any identified resources that would be impaired by the project. Implementation of CUL-MM#2: Halt Work in the Event of an Archaeological Discovery, and Comply with the PA, MOA, ATP, and all State and Federal Laws, as Applicable, would train construction crews to identify archaeological resources during construction activities, provide for construction monitoring by qualified professionals in areas of archaeological sensitivity, and establish procedures to stop work in the event of a discovery. Also in accordance with CUL-MM#2, if human remains are encountered, the appropriate state and federal laws would be followed to determine whether the remains are affiliated with a Native American tribe; if so, such remains would be treated appropriately. In accordance with CUL-MM#3: Other Mitigation for Effects to Archaeological Sites, in the event that an unknown archaeological resource is encountered and cannot be avoided, mitigation measures would be applied as stipulated by the MOA and ATP. With the implementation of CUL-MM#1, CUL-MM#2, and CUL-MM#3, the inconsistency would be reconciled and the project would be consistent with these goals and policies.</p> <p>The project will incorporate the following measures to minimize impacts to historic resources:</p> <ul style="list-style-type: none"> • CUL-IAMF#6: Pre-Construction Conditions Assessment, Plan for Protection of Historic Built Resources, and Repair of Inadvertent Damage—Involves conducting a pre-construction conditions assessment and preparing a plan for protection of historic architectural resources prior to construction and repair of inadvertent damage. • CUL-IAMF#7: Built Environment Monitoring Plan—Requires preparation of a built environment monitoring plan prior to construction of any ground-disturbing activities within 1,000 feet of a historic property or resource. • CUL-IAMF#8: Implement Protection and/or Stabilization Measures—Requires implementation of the plans described in the Plan for Protection of Historic Resources and Repair of Inadvertent Damage and in the Built Environment Treatment Plan.

Policy/Goal/Objective	Compatibility
<p>Policy ii-9. Continue to protect historic and cultural sites and/or resources potentially affected by proposed land development, demolition, or property modification activities.</p>	<p>Incompatible. The EIR/EIS considers impacts to cultural and historical sites and/or resources. However, the HSR Build Alternative may result in impacts to cultural and historical sites, which would not conform to the policy to continue to protect these resources.</p> <p>Through implementation of CUL-MM#1: Mitigate Adverse Effects on Archaeological and Built Resources Identified during Phased Identification, the Authority would complete Phased Identification inventory for archaeological resources and utilize or further develop treatment plans for any identified resources that would be impaired by the project. Implementation of CUL-MM#2: Halt Work in the Event of an Archaeological Discovery, and Comply with the PA, MOA, ATP, and all State and Federal Laws, as Applicable, would train construction crews to identify archaeological resources during construction activities, provide for construction monitoring by qualified professionals in areas of archaeological sensitivity, and establish procedures to stop work in the event of a discovery. Also in accordance with CUL-MM#2, if human remains are encountered, the appropriate state and federal laws would be followed to determine whether the remains are affiliated with a Native American tribe; if so, such remains would be treated appropriately. In accordance with CUL-MM#3: Other Mitigation for Effects to Archaeological Sites, in the event that an unknown archaeological resource is encountered and cannot be avoided, mitigation measures would be applied as stipulated by the MOA and ATP. With the implementation of CUL-MM#1, CUL-MM#2, and CUL-MM#3, the inconsistency would be reconciled and the project would be consistent with these goals and policies.</p> <p>The project will incorporate the following measures to minimize impacts to historic resources:</p> <ul style="list-style-type: none"> • CUL-IAMF#6: Pre-Construction Conditions Assessment, Plan for Protection of Historic Built Resources, and Repair of Inadvertent Damage—Involves conducting a pre-construction conditions assessment and preparing a plan for protection of historic architectural resources prior to construction and repair of inadvertent damage. • CUL-IAMF#7: Built Environment Monitoring Plan—Requires preparation of a built environment monitoring plan prior to construction of any ground-disturbing activities within 1,000 feet of a historic property or resource. • CUL-IAMF#8: Implement Protection and/or Stabilization Measures—Requires implementation of the plans described in the Plan for Protection of Historic Resources and Repair of Inadvertent Damage and in the Built Environment Treatment Plan.

Policy/Goal/Objective	Compatibility
Sun Valley-La Tuna Canyon Community Plan (1999)	
Land Use Element	
Objective 1-4. To preserve and enhance neighborhoods with a distinctive and significant historical character.	Compatible. The EIR/EIS process would identify and document historic built resources, including neighborhoods and districts, and would provide guidance to mitigate potential impacts to these resources.
Policy 1-4.1. Protect and encourage reuse of the area's historic resources.	Compatible. The EIR/EIS process would identify distinctive and significant historical resources, including built resources, and would provide guidance to mitigate potential impacts to these resources. Therefore, the HSR Build Alternative would protect and encourage reuse of historic resources where possible.
Northeast Los Angeles Community Plan (1999)	
Land Use Policies and Programs	
Objective 1-4 To preserve and enhance neighborhoods with a distinctive and significant historical or architectural character.	Compatible. The EIR/EIS process would identify distinctive and significant historical resources, including built resources, and would provide guidance to mitigate potential impacts to these resources. Therefore, the HSR Build Alternative would preserve significant historical neighborhoods where possible.
1-4.1 Encourage identification and documentation of historic and architectural resources in the Plan area.	Compatible. The EIR/EIS process would identify and document historic built resources.
1-4.2 Protect and encourage reuse of historic resources in a manner that maintains and enhances the historic appearance of structures and neighborhoods.	Compatible. The EIR/EIS process would identify distinctive and significant historical resources and would provide guidance to mitigate potential impacts to these resources. Therefore, the HSR Build Alternative would preserve the historic appearance of resources where possible.
1-4.3 Preserve architecturally or historically significant features, such as designated trees and stone walls and incorporate such features as an integral part of new development when appropriate.	Compatible. The EIR/EIS process would identify contributing elements to historic and cultural resources, including historically significant features, and consider these in its analysis. The HSR Build Alternative supports the preservation and maintenance of historic features wherever possible.
Preservation of Historic and Cultural Amenities	
Goal 14 A community which preserves and restores the monuments, cultural resources, neighborhoods and landmarks which have historical and/or cultural significance.	Compatible. The HSR Build Alternative would identify and preserve cultural resources during the course of the EIR/EIS process. Therefore, the HSR Build Alternative would promote the goal of preserving cultural resources that have historical and/or cultural significance to the community.

Policy/Goal/Objective	Compatibility
<p>Objective 14-1 To ensure that the Plan Area's significant cultural and historical resources are protected preserved and/or enhanced.</p>	<p>Incompatible. Cultural and historical resources would be identified during the course of the EIR/EIS process. However, some resources may be impacted.</p> <p>Through implementation of CUL-MM#1: Mitigate Adverse Effects on Archaeological and Built Resources Identified during Phased Identification, the Authority would complete Phased Identification inventory for archaeological resources and utilize or further develop treatment plans for any identified resources that would be impaired by the project. Implementation of CUL-MM#2: Halt Work in the Event of an Archaeological Discovery, and Comply with the PA, MOA, ATP, and all State and Federal Laws, as Applicable, would train construction crews to identify archaeological resources during construction activities, provide for construction monitoring by qualified professionals in areas of archaeological sensitivity, and establish procedures to stop work in the event of a discovery. Also in accordance with CUL-MM#2, if human remains are encountered, the appropriate state and federal laws would be followed to determine whether the remains are affiliated with a Native American tribe; if so, such remains would be treated appropriately. In accordance with CUL-MM#3: Other Mitigation for Effects to Archaeological Sites, in the event that an unknown archaeological resource is encountered and cannot be avoided, mitigation measures would be applied as stipulated by the MOA and ATP. With the implementation of CUL-MM#1, CUL-MM#2, and CUL-MM#3, the inconsistency would be reconciled and the project would be consistent with these goals and policies.</p> <p>The project will incorporate the following measures to minimize impacts to historic resources:</p> <ul style="list-style-type: none"> • CUL-IAMF#6: Pre-Construction Conditions Assessment, Plan for Protection of Historic Built Resources, and Repair of Inadvertent Damage—Involves conducting a pre-construction conditions assessment and preparing a plan for protection of historic architectural resources prior to construction and repair of inadvertent damage. • CUL-IAMF#7: Built Environment Monitoring Plan—Requires preparation of a built environment monitoring plan prior to construction of any ground-disturbing activities within 1,000 feet of a historic property or resource. • CUL-IAMF#8: Implement Protection and/or Stabilization Measures—Requires implementation of the plans described in the Plan for Protection of Historic Resources and Repair of Inadvertent Damage and in the Built Environment Treatment Plan.

Policy/Goal/Objective	Compatibility
<p>14-1.2 Identify all designated City of Los Angeles Historic and Cultural Monuments in order to foster public appreciation of the City of Los Angeles' valuable historic resources and to promote education of the public by preserving Los Angeles' historic past and to promote that any other appropriate landmarks of unique architectural and historical significance continue to be identified for the purpose of inclusion in the list.</p>	<p>Compatible. Historical and cultural resources would be identified during the course of the EIR/EIS process. Therefore, the HSR Build Alternative promote the policy to further identify unique architectural and historical resources within the city.</p>
<p>Objective 14-2 To protect and enhance historic and architectural resources in commercial areas in a manner that will encourage revitalization and investment in these areas.</p>	<p>Incompatible. Historic built resources would be identified during the course of the EIR/EIS process. However, some resources may be impacted, including within commercial areas.</p> <p>The project will incorporate the following measures to minimize impacts to historic resources:</p> <ul style="list-style-type: none"> • CUL-IAMF#6: Pre-Construction Conditions Assessment, Plan for Protection of Historic Built Resources, and Repair of Inadvertent Damage—Involves conducting a pre-construction conditions assessment and preparing a plan for protection of historic architectural resources prior to construction and repair of inadvertent damage. • CUL-IAMF#7: Built Environment Monitoring Plan—Requires preparation of a built environment monitoring plan prior to construction of any ground-disturbing activities within 1,000 feet of a historic property or resource. • CUL-IAMF#8: Implement Protection and/or Stabilization Measures—Requires implementation of the plans described in the Plan for Protection of Historic Resources and Repair of Inadvertent Damage and in the Built Environment Treatment Plan.
<p>Policy 14-2.1 Encourage the preservation, maintenance, enhancement and adaptive reuse of existing buildings in commercial areas through the restoration of original facades and the design of new construction which complements the old in a harmonious fashion, enhancing the historic pattern.</p>	<p>Compatible. Historic built resources would be identified during the course of the EIR/EIS process. Therefore, the HSR Build Alternative would facilitate the policy of enhancing the historic pattern within the community.</p>
<p>Objective 14-3 To enhance and capitalize on the contribution of existing cultural and historical resources in the community.</p>	<p>Compatible. The EIR/EIS process would identify existing cultural and historical resources, and would consider these resources in its analysis while providing guidance for the mitigation of potential impacts. Therefore, the HSR Build Alternative would be compatible with the objective to capitalize on the contribution of these resources wherever possible.</p>

Policy/Goal/Objective	Compatibility
<p>Central City North Community Plan (2000)</p> <p>Goal 17 Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.</p>	<p>Incompatible. Cultural resources, neighborhoods, and landmarks would be identified during the course of the EIR/EIS process. However, some resources, including the historic Main Street Bridge, may be impacted by the HSR Build Alternative.</p> <p>The project will incorporate the following measures to minimize impacts to historic resources:</p> <ul style="list-style-type: none"> • CUL-IAMF#6: Pre-Construction Conditions Assessment, Plan for Protection of Historic Built Resources, and Repair of Inadvertent Damage—Involves conducting a pre-construction conditions assessment and preparing a plan for protection of historic architectural resources prior to construction and repair of inadvertent damage. • CUL-IAMF#7: Built Environment Monitoring Plan—Requires preparation of a built environment monitoring plan prior to construction of any ground-disturbing activities within 1,000 feet of a historic property or resource. • CUL-IAMF#8: Implement Protection and/or Stabilization Measures—Requires implementation of the plans described in the Plan for Protection of Historic Resources and Repair of Inadvertent Damage and in the Built Environment Treatment Plan.
<p>Objective 17-1 To ensure that the Community's historically significant resources are protected, preserved, and/or enhanced.</p>	<p>Incompatible. Historically significant resources would be identified during the course of the EIR/EIS process. However, some resources, including the historic Main Street Bridge, may be impacted by the HSR Build Alternative.</p> <p>The project will incorporate the following measures to minimize impacts to historic resources:</p> <ul style="list-style-type: none"> • CUL-IAMF#6: Pre-Construction Conditions Assessment, Plan for Protection of Historic Built Resources, and Repair of Inadvertent Damage—Involves conducting a pre-construction conditions assessment and preparing a plan for protection of historic architectural resources prior to construction and repair of inadvertent damage. • CUL-IAMF#7: Built Environment Monitoring Plan—Requires preparation of a built environment monitoring plan prior to construction of any ground-disturbing activities within 1,000 feet of a historic property or resource. • CUL-IAMF#8: Implement Protection and/or Stabilization Measures—Requires implementation of the plans described in the Plan for Protection of Historic Resources and Repair of Inadvertent Damage and in the Built Environment Treatment Plan.
<p>Policy 17-1.1 Encourage the preservation, maintenance, enhancement, and reuse of existing buildings and the restoration of original facades.</p>	<p>Compatible. The EIR/EIS process would identify significant historic buildings and provide guidance to mitigate potential impacts to these resources. Therefore, the HSR Build Alternative would encourage preservation of historic buildings wherever possible.</p>

Policy/Goal/Objective	Compatibility
<p>Objective 18-1- Adherence to the City's historic properties preservation ordinances and City's Cultural Heritage Board requirements for preservation and design; implementation of design standards.</p>	<p>Compatible. The EIR/EIS process would involve outreach to local agencies, including the City of Los Angeles Cultural Heritage Board. Therefore, the HSR Build Alternative would work toward consistency with this program.</p>
<p>Cornfield Arroyo Seco Specific Plan (2012)</p>	
<p>Zoning and Standards</p>	
<p>Section 2.6.C. When the Director determines that a Project complies with the requirements of this Specific Plan, a permit may be issued with an Administrative Clearance from the Director for the following types of Projects:[...] c. A project affecting a building identified as a historic resource, or potential historic resource with less than 50 dwelling units and/or 50,000 gross square feet that has met the Secretary of the Interior's Standards as determined by the Office of Historic Resources;</p>	<p>Compatible. The EIR/EIS process would identify significant built resources and provide guidance to mitigate potential impacts to these resources. However, the HSR Build Alternative would not be subject to the local permitting process.</p>
<p>Alameda District Specific Plan (1996)</p>	
<p>Urban Design Regulations</p>	
<p>C.1. The Applicant shall preserve and rehabilitate the significant historic elements of the Terminal Annex and Union Station buildings, except for those portions of the Union Station building known as the "altered southern service wing" and the "south ramp," and the "1960's addition to the Terminal Annex building." If required by the Los Angeles Administrative or Municipal Code, review by the Cultural Heritage Commission shall occur prior to issuance of any building or demolition permits for other significant portions of Union Station.</p>	<p>Compatible. The EIR/EIS process would provide guidance to mitigate potential impacts to historic built resources, including the Terminal Annex and LAUS buildings. The HSR Build Alternative would meet Section 106 requirements, and all associated reporting on cultural resources would meet the SOI's Standards.</p>
<p>C. 2. Rehabilitation work on the Terminal Annex and Union Station buildings shall conform to the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings specified in Appendix E.</p>	<p>Compatible. The HSR Build Alternative would conform to the SOI's Standards, and all associated reporting and mitigation on cultural resources would meet these standards. The HSR Build Alternative would meet Section 106 requirements, and all associated reporting on cultural resources would meet the SOI's Standards.</p>

Policy/Goal/Objective	Compatibility
City of Los Angeles Cultural Heritage Master Plan (2000)	
<p>Policy 1. The City of Los Angeles shall protect and utilize its cultural, architectural and historic resources.</p>	<p>Incompatible. The EIR/EIS considers historic resources, buildings, and sites in its analysis and would alter such resources only as necessary from the demands of the project. However, the HSR Build Alternative may result in impacts to historic resources, buildings, or sites and would therefore not conform to the policy of preserving such resources.</p> <p>The project will incorporate the following measures to minimize impacts to historic resources:</p> <ul style="list-style-type: none"> • CUL-IAMF#6: Pre-Construction Conditions Assessment, Plan for Protection of Historic Built Resources, and Repair of Inadvertent Damage—Involves conducting a pre-construction conditions assessment and preparing a plan for protection of historic architectural resources prior to construction and repair of inadvertent damage. • CUL-IAMF#7: Built Environment Monitoring Plan—Requires preparation of a built environment monitoring plan prior to construction of any ground-disturbing activities within 1,000 feet of a historic property or resource. • CUL-IAMF#8: Implement Protection and/or Stabilization Measures—Requires implementation of the plans described in the Plan for Protection of Historic Resources and Repair of Inadvertent Damage and in the Built Environment Treatment Plan.
<p>Policy 3. The City shall promote public awareness of its historic and cultural resources to ensure that the culture and physical environment of all its citizens are celebrated, protected and preserved.</p>	<p>Compatible. The EIR/EIS would disclose historic and cultural resources and provide measures to avoid and mitigate potential adverse impacts, thereby promoting public awareness of these resources.</p>
<p>Performance Measure for Location Efficiency Outcome: Land consumption. Definition: Greenfield land consumed and refill land consumed. Objective: Improvement (decrease over No Project Baseline).</p>	<p>Compatible. The HSR Build Alternative would not convert Greenfield or refill land to transportation uses. Therefore, the HSR Build Alternative would be compatible with this measure [confirm upon receipt of SPLUD chapter].</p>

Policy/Goal/Objective	Compatibility
<p>Performance Measure for Safety and Health Outcome: Mode share of walking and bicycling. Definition: Mode share of walking and biking for work trips, non-work trips and all trips. Objective: Improvement (increase) over No Project Baseline.</p>	<p>Compatible. The HSR Build Alternative would not reduce the mode share of walking and biking for trips compared with the No Project Alternative. The HSR Build Alternative would preserve existing bicycle and pedestrian improvements in the project section and would encourage bicycling in the region through the provision of bicycle parking at HSR stations. Therefore, the HSR Build Alternative would be compatible with this measure.</p>
<p>AASHTO = American Association of State Highway and Transportation Officials ALUC = Area Land Use Commission Amtrak = National Railroad Passenger Corporation Authority = California High-Speed Rail Authority Bgs = below ground surface CALGreen Code = California Green Building Standards Code Caltrans = California Department of Transportation CBC = City of Burbank Code CDFW = California Department of Fish and Wildlife CEQA = California Environmental Quality Act CESA = California Emergency Services Association CMF = Central Maintenance Facility CMP = Congestion Management Plan CNEL = Community Noise Equivalent Level CPA = Community Planning Area CTPED = Crime Prevention Through Environmental Design dB = decibel(s) DB = design-build dBA = A-weighted decibel(s) dBA L_{eq} = equivalent continuous noise level measured in A-weighted decibels DAS = Distributed Antenna System EIR = environmental impact report EIS = environmental impact statement EMF = electromagnetic field(s) EMI = electromagnetic interference EPA = Environmental Protection Agency FAA = Federal Aviation Administration FCC = Federal Communications Commission FEMA = Federal Emergency Management Agency FESA = Fire and Emergency Services Authority FHWA = Federal Highway Administration FRA = Federal Railroad Administration FTIP = Federal Transportation Improvement Plan GHG = greenhouse gas HSR = high-speed rail IAMF = impact avoidance and minimization feature LADWP = Los Angeles Department of Water and Power LAUS = Los Angeles Union Station LEED = Leadership in Energy and Environmental Design LID = low-impact development Link US = Link Union Station (Metro project)</p>	<p>LOS = level(s)-of-service LOSSAN = Los Angeles–San Diego–San Luis Obispo (Rail Corridor) LRTP = long-range transportation plan Metro = Los Angeles County Metropolitan Transportation Authority MS4 = municipal separate storm sewer system MSAT = Mobile Source Air Toxics MTA = Metropolitan Transit Authority NAAQS = National Ambient Air Quality Standards NEPA = National Environmental Policy Act NPDES = National Pollutant Discharge Elimination System OaERP = Operational Area Emergency Response Plan PEC = potential environmental concern RCP = Regional Comprehensive Plan RSA = resource study area RTIP = Regional Transportation Improvement Plan RTP = Regional Transportation Plan RWQCB = Regional Water Quality Control Board SCAG = Southern California Association of Governments SCAQMD = South Coast Air Quality Management District SCS = Sustainable Communities Strategy SEA = Significant Ecological Area SEMS = Standardized Emergency Management System SQMP = Stormwater Quality Management Plan SR = State Route SRTP = Short-Range Transportation Plan SSC = Species of Special Concern SSMP = Sewer System Management Plan State Rail Plan = California State Rail Plan STB = Surface Transportation Board STIP = Statewide Transportation Improvement Program SVP = Society of Vertebrate Paleontology SWG = Stakeholder Working Group SWMP = Stormwater Management Plan/Program SWPPP = Stormwater Pollution Prevention Plans SWRCB = State Water Resources Control Board UPRR = Union Pacific Railroad U.S. DOT = United States Department of Transportation UWMP = Urban Water Management Plan VMT = vehicle miles traveled</p>