

Submission 896 (Gilbert A. Cedillo, City of Los Angeles, September 1, 2020)

Burbank - Los Angeles - RECORD #896 DETAIL

Status : Action Pending
Record Date : 9/3/2020
Submission Date : 9/1/2020
Interest As : Local Agency
First Name : Gilbert A.
Last Name : Cedillo
Attachments : CHSRA DRAFT EIR EIS COMMENT LETTER Council Member Gil Cedillo 083120.pdf (236 kb)

Stakeholder Comments/Issues :

Diane:

On behalf of Council Member Gil Cedillo, I am forwarding the attached letter providing comment on the Draft EIR / EIS.

Please contact me if you have questions or need more information.

Best Regards,

Gerald

Gerald G. Gubat
Senior Planning Deputy
Office of Council Member Gilbert Cedillo
Council District 1
City Hall, Room 460
Los Angeles, CA 90012
Tel: 213.473.7001
gerald.gubatan@lacity.org <gerald.gubatan@lacity.org>
<http://cd1.lacity.org/>



GILBERT A. CEDILLO
COUNCILMEMBER
FIRST DISTRICT

August 31, 2020

Mr. Brian P. Kelly
Chief Executive Officer
California High-Speed Rail Authority
355 South Grand Avenue
Los Angeles, CA 90071

Re: Burbank to Los Angeles Project Section Draft Environmental Impact Report / Environmental Impact Statement

Dear Mr. Kelly:

The alignment of the proposed High-Speed Rail (HSR) Project, Burbank to Los Angeles Union Station section, sponsored by the California High Speed Rail Authority (CHSRA), would traverse local neighborhoods and City assets I represent, extending from the Glendale Freeway to the entrance to Union Station for an estimated length of 4.5 miles. These areas include Taylor Yard, the Los Angeles River, Glassell Park, Cypress Park, Elysian Park, Chinatown, Lincoln Heights and the William Meade Homes.

The HSR train would travel on tracks within an existing Metro right-of-way, cross over the Los Angeles River on to its west bank at the base of Elysian Park as it approaches Union Station, and would navigate an at-grade crossing at the intersection of North Main Street and the Los Angeles River.

My office and the City of Los Angeles have been engaged in multiple planning efforts in order to enhance these local neighborhoods through which the HSR train will traverse. The multi-year collaboration of the City and State in long-term planning for multi-beneficial uses at the G1 and G2 Parcels totaling close to 100 acres in Taylor Yard has continued to advance. A phased mixed-income residential subdivision at Taylor Yard continues to build-out with housing units serving a full spectrum of household incomes with both moderate and market-rate homeownership and affordable senior and family rental units. The City is seeking to revitalize the City-owned Lincoln Heights Jail property next to the River. My office and the Housing Authority of the City of Los Angeles (HACLA) are engaged in a process to formulate a revitalization plan for the 15+-acre William Mead Homes property abutting LA Union Station. Open space acquisitions, including the Los Angeles State Historical Park and Albion

Submission 896 (Gilbert A. Cedillo, City of Los Angeles, September 1, 2020) - Continued

Mr. Brian P. Kelly 2 August 31, 2020

Park, both abutting the River and the HSR alignment, have provided significant public benefits. My office has advocated for new economic investment in the Cornfield Arroyo-Seco Specific Plan (“CASP”) which regulates land development at and around the River.

896-1747 | Given these critical public planning efforts, it is important that the CHSRA conduct an environmental review of potential project impacts so that the HSR Project does not adversely affect these investments, degrade environmental quality or set back advancements in public planning.

Noise, Vibrational and Air Quality Impacts on Residential Areas:

896-1748 | My office has received comments about potential noise, vibrational and air quality impacts from homeowners and tenants of a residential subdivision located at Taylor Yard and composed of 305 affordable housing units (soon to be 405 affordable units) and 95 market-rate homes. Key points include:

- 896-1749 | • More than only two receptor points should be utilized to measure noise impacts, especially along affordable housing family rental units
- 896-1750 | • Cumulative movement of a freight train, Metrolink, Amtrak and HSR trains may generate 200 trains per day, thus severely impacting both vibration and noise levels
- 896-1751 | • Transparency should be provided on how CHSRA arrived at its estimate of "no vibration impact", including a full remeasurement with multiple receptor points especially on higher residential floors, and provide more complete consideration of moving existing trains 30 ft closer to the housing units
- 896-1752 | • Cumulative air quality impacts generated from freight, Metrolink, Amtrak and HSR trains 30 ft closer to the housing units must be measured more completely
- Erecting a sound barrier only on the western end of the River would bounce more noise and vibration back to the residential subdivision

Main Street Grade Separation Build Alternative:

On page 2-68 of Chapter 2, Alternatives, a brief description is provided of the Main Street Grade Separation” Alternative, as noted below:

“Main Street is an existing at-grade crossing. It crosses the existing tracks at grade on the west bank of the Los Angeles River, crosses over the river on a bridge, and then crosses the existing tracks at grade on the east bank of the river. The existing bridge carries two traffic lanes in both directions. The HSR Build Alternative proposes a grade separation, with a new Main Street bridge spanning the tracks on the west bank, the Los Angeles River, and the tracks on the east bank. The new Main Street bridge would be 86 feet wide and 75 feet high at its highest point over the Los Angeles River and would place three columns within the river channel. Main Street would be raised in elevation starting from just east of Sotello Street on the west side of the Los Angeles River. The new bridge would come down to grade at Clover Street on the east side of the Los Angeles River. Several roadways on the east side of the Los Angeles River would be reconfigured, including Albion Street, Lamar Street, Avenue 17, and Clover Street. The existing Main Street bridge would not be modified, but it would be closed to public access.”

896-1753 | My office has reviewed the draft concept plans for a full grade separation at the Main Street bridge over the Los Angeles River in the Chinatown / Lincoln Heights area of Downtown Los Angeles. I understand that this alternative was developed as a method of providing additional vehicular/pedestrian safety at this rail crossing location. While my office completely supports the development of appropriate comprehensive safety improvements along the shared high-speed rail/conventional rail corridor, I believe that the concept plan for the overpass creates serious impacts to the adjacent communities.

CITY HALL 200 N. Spring St. Room 470 Los Angeles, CA 90012
Tel: (213) 473-7001 • Fax: (213) 473-7462

Mr. Brian P. Kelly 3 August 31, 2020

896-1753 |

I therefore respectfully request that alternative effective safety improvements be considered at this location, including a robust gate and signaling system in lieu of the current overpass build alternative studied in the Draft EIR/S.

I understand that at least six grade separations are planned within the rail segment between Burbank and Union Station. However, the particular conditions at this location and in this neighborhood warrant a different approach:

1. The rail distance from Main Street to Union Station is approximately one mile. Given this short distance, the 800-foot length of the train, the shared use with other passenger rail and the multiple curves approaching the station, we understand the speed of the train as it crosses Main Street will be limited to no faster than 25 miles per hour, and likely less.
2. The rail line for many years has experienced a high volume with freight and regional rail trains with the intersection demonstrating a positive safety record.
3. The completion of the Spring Street bridge improvements has reduced vehicular traffic volumes on the existing historic Main Street bridge.

896-1754 |

It is noteworthy to acknowledge that the Main Street bridge, built in 1910, was the subject of a three-year \$8 million renovation led by the City’s Bureau of Engineering and completed in 2015 as part of the City’s program to provide seismic and safety upgrades of several historic bridges spanning the Los Angeles River. The bridge’s historic status mandated the installation of replicas of the original bridge’s railings, lamp posts and decorative arch crown keystone. The environmental document should evaluate the proposed project’s potential impacts on the Main Street bridge as a recognized historic-cultural resource. It should also evaluate the impacts of closing the bridge to public access which presumably means pedestrian, vehicular and bicycle access.

896-1755 |

The HSR fly-over bridge structure extending over the tracks and the River, beginning on Main Street at Sotello Street and continuing to Clover Street, constitutes a distance of approximately one-quarter mile. This approach would result in severe impacts to the neighborhoods of Lincoln Heights, Chinatown and William Mead Housing site.

896-1756 |

The elimination of adjacent property access along North Main Street will result in **substantial property takings** (presumably the CHSRA may need to invoke the use of eminent domain to acquire private property, if applicable, to allow for the bridge’s footprint); seriously **impact future reuse of the Los Angeles Department of Water and Power Main Street property on Main Street** by obstructing physical access and blocking the property’s frontage; likely **reroute automobile and truck traffic into the residential community** along Albion Street and Avenue 17, and greatly hinder revitalization efforts between Spring and Main Streets, amongst other impacts. Local business and property owners have raised concerns about potential impacts on truck traffic generated from “Piggyback Yard”, an active 125-acre rail yard owned and operated by Union Pacific Railroad located 2,600-feet away, and the UPS shipping and mailing facility located 1,400-feet from the at-grade crossing; and impacts on circulation as trucks are rerouted through the residential neighborhoods

896-1757 |

896-1758 |

The draft environmental document’s traffic analyses merely pertain to selected study intersections in evaluating the grade separation alternative. Our office believes that at this juncture, **the document does not adequately disclose how vehicular and truck traffic will likely be affected by the proposed street reconfigurations required by the overpass build alternative.** It is unclear how traffic impacts

CITY HALL 200 N. Spring St. Room 470 Los Angeles, CA 90012
Tel: (213) 473-7001 • Fax: (213) 473-7462

Submission 896 (Gilbert A. Cedillo, City of Los Angeles, September 1, 2020) - Continued

Mr. Brian P. Kelly

4

August 31, 2020

896-1758 | were actually analyzed. CHSRA and the City of Los Angeles should engage in a broader discussion of the bridge alternative and its traffic impacts.

896-1759 | I am especially concerned about **potential impacts on the newly-completed City's Albion Riverside Park** which represents a public investment of \$27 million to develop urban open space next to the Los Angeles River while protecting water quality and advancing other environmental quality objectives. The bridge structure appears to encroach over the new Albion Park; therefore, the CHSRA needs to proactively engage the City's Recreation and Parks Department to fully evaluate this alternative's impact on the public park.

896-1760 | The grade separation bridge structure would be sited in close proximity to the 15.2-acre William Mead Homes site operated by HACLA. The HSR train would also travel at the site's rear on tracks as it enters into Union Station. **Potential noise, vibrational and air quality as well as Environmental Justice impacts on the low-income residents who occupy 449 units in 24 buildings constructed in the early-1940s should be fully evaluated.** My office has worked diligently with the people who live in this place to support improving their quality of life concerns.

896-1761 | In my view, in lieu of the current overpass concept alternative studied in the Draft EIR/S, the CHSRA should develop the appropriate set of public and rail safety enhancements for this unique location.

Thank you for the opportunity to provide comments on the draft environmental documents. Please contact Gerald Gubatan of my office at (213) 473-7001 or gerald.gubatan@lacity.org if you have questions or need more information.

Sincerely,



Gilbert A. Cedillo
Council Member, First District

cc: Mayor Eric Garcetti
State Senator Elena Durazo
State Assembly Member Wendy Carillo
Seleta Reynolds, General Manager, LADOT
Vince Bertoni, Director of Planning
Mike Shull, General Manager, Recreation and Parks Department

CITY HALL 200 N. Spring St. Room 470 Los Angeles, CA 90012
Tel: (213) 473-7001 • Fax: (213) 473-7462

Response to Submission 896 (Gilbert A. Cedillo, City of Los Angeles, September 1, 2020)

896-1747

The comment states that given critical public planning efforts in the city of Los Angeles along the HSR corridor, it is important that the Authority conduct an environmental review of potential project impacts so the HSR Project does not adversely affect planned projects.

As detailed throughout this Final EIR/EIS, the project incorporates project features referred to as IAMFs that will be implemented during project design, construction, and operation to avoid or reduce project effects. These features are considered part of the project, and the EIR/EIS explains how they will work and describes their effectiveness. If significant impacts are determined to occur even with the implementation of the IAMFs, feasible mitigation measures are identified and would be implemented as required under CEQA. As such, project impacts to any properties affected by the HSR project would be avoided, minimized, or mitigated.

As described in Section 3.19.6, subsequent to the publication of the Draft EIR/EIS, public comments brought forward several additional projects which have been considered in the current analysis. These projects include the future plans for the 100 Acre Partnership at Taylor Yard.

Refer to BLA-Response-Section 3.15 PROS-01: 100-Acre Partnership. The HSR project would build new infrastructure within an existing railroad corridor that already goes through the middle of the 100-Acre Partnership area, which is comprised of the 40-acre Rio de Los Angeles State Park, 10-acre proposed Bowtie Parcel (G1 Parcel) and 42-acre proposed Taylor Yard G2 River Park. However, the HSR Build Alternative would not preclude the implementation of the proposed parks and recreational resources planned as part of the 100-Acre Partnership and impacts to these resources would be less than significant under CEQA with mitigation incorporated.

The commenter states that the City of Los Angeles is seeking to revitalize the City-owned Lincoln Heights Jail and is engaged in a process to formulate a revitalization plan for the William Mead Homes property. The commenter also states that his office has advocated for new economic investment in the Cornfield Arroyo-Seco Specific Plan. Planned projects considered in this Draft EIR/EIS do not include the revitalization of the Lincoln Heights Jail Property, the revitalization plan for the William Mead Home

896-1747

property, or investments in the Cornfield Arroyo-Seco Specific Plan because these projects do not meet the definition of a planned project as outlined in Section 3.19.3, Methods for Evaluating Impacts. However, the HSR Project would not require permanent or temporary acquisition of property from the Lincoln Height Jail Property or William Mead Homes Property and any other impacts to these properties such as air quality, noise, and vibration would be avoided, minimized, or mitigated as a result of applicable IAMFs and mitigation measures. Additionally, consistency with the Cornfield Arroyo-Seco Specific Plan is analyzed in Appendix 3.1-B in Volume 2 of this Final EIR/EIS. As described in Appendix 3.1-B, the HSR project would be consistent with the Arroyo Seco Specific Plan.

Impacts to Los Angeles State Historical Park and Albion Park are described in Section 3.15.6. As described, Los Angeles State Historic Park would be approximately 105 feet from the project footprint. Construction of the HSR Project would require a permanent easement on three localized areas within a 0.12-acre portion of land in the southern corner of the Albion Riverside Park and a permanent aerial easement would also be required over 0.12 acre of land in the park for bridge access in the same area as the permanent easement. The land in this permanent impact area currently functions as a paved area with an existing cell tower; the master plan for Albion Riverside Park indicates that this area would continue to operate as a cell tower easement area. Therefore, the project would not adversely affect the activities, features, or attributes of the property.

The HSR Project's potential for construction to permanently disrupt planned development is discussed under Impact LU #3 in Section 3.13.6 of this Final EIR/EIS. As discussed in that section, the HSR Build Alternative would require the temporary use of some land for construction activities. Many of the parcels that would be used for construction and staging areas are already developed with urban uses, whereas approximately 9 acres are currently vacant. Those vacant parcels are designated in local land use planning documents for a variety of land uses, including commercial, industrial, and residential land uses. IAMFs are incorporated as part of HSR Build Alternative design to help avoid and minimize impacts. LU-IAMF#3 would minimize the HSR Build Alternative's permanent impacts related to temporary use of construction and staging areas by requiring land used temporarily during construction be returned to a

Response to Submission 896 (Gilbert A. Cedillo, City of Los Angeles, September 1, 2020) - Continued

896-1747

condition equal to the pre-construction staging condition. Implementation of this IAMF would ensure that temporary construction areas would not preclude future development. Implementation of LU-IAMF#3 during construction of the HSR Build Alternative would minimize the potential for construction of the HSR Build Alternative to permanently disrupt planned development by permanently affecting site conditions on land temporarily used for construction and staging activities.

896-1748

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter summarizes comments received from Taylor Yard residents that more than two noise measurement locations should be used to measure noise impacts in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community and BLA-Response-Section 3.4 N&V-01: Noise Impacts During Operation. No changes have been made to the Final EIR/EIS in response to this comment.

896-1749

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the noise/vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community and BLA-Response-Section 3.4 N&V-01: Noise Impacts During Operation. No changes have been made to the Final EIR/EIS in response to this comment.

896-1750

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expressed concern regarding how the vibration analysis was conducted in the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community and to Section 3.4.4.3 of this Final EIR/EIS for a description of the methodology used to analyze potential vibration impacts. No changes have been made to the Final EIR/EIS in response to this comment.

896-1751

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community.

The commenter expresses concern regarding the air quality impacts resulting from shifting the existing railroad tracks 30 feet closer to homes in the Taylor Yard Community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community which explains that the relocation of the tracks would not cause a significant air quality impact under CEQA for project level or cumulative level conditions because the project would not result in a change to the number of passenger or freight trains or the travel speed of any trains. The change in distance is not expected to result in a substantial change in emission concentrations at receptor locations. As such, cumulative impacts are not anticipated. No revisions to this Final EIR/EIS have been made in response to this comment.

896-1752

Refer to Standard Response BLA-Response-GENERAL-05: Taylor Yard Community, BLA-Response-Section 3.4 N&V-01: Noise Impacts During Operation.

The commenter expressed concern about noise reflecting off a proposed sound barrier and affecting the Taylor Yard community. Refer to BLA-Response-GENERAL-05: Taylor Yard Community and BLA-Response-Section 3.4 N&V-01: Noise Impacts During Operation. No changes have been made to the Final EIR/EIS in response to this comment.

Response to Submission 896 (Gilbert A. Cedillo, City of Los Angeles, September 1, 2020) - Continued

896-1753

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation.

The commenter states that the concept plan for the Main Street grade separation creates serious impacts on the adjacent communities. As a result of comments received on the Draft EIR/EIS, the design for the Main Street Grade Separation has been refined. Refer to BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation for a detailed discussion on how the refined design reduces impacts on the surrounding community. The commenter also requests that alternative effective safety improvements be considered at the Main Street grade separation. Refer to Response to Comment 896-1761 in this Chapter of this Final EIR/EIS.

896-1754

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation.

The commenter provides context for the historic Main Street Bridge and requests that the impacts of the project on the historic bridge, and the impacts of closing the bridge to vehicular, pedestrian, and bicycle access be evaluated in the final environmental document. A detailed assessment of the project's impact to the historic Main Street Bridge was included in Section 3.17.7.3 of the Draft EIR/EIS and was based on the Burbank to Los Angeles Project Section Finding of Effect (Authority, 2019). To address impacts to this historic bridge, mitigation measure CUL-MM#13 is proposed that would require the Authority to undertake a feasibility study to explore design options that would maintain the historic use of the bridge, which may also provide for pedestrian and bicycle use. Further, please refer to the Standard Response noted above for more information about impacts to the surrounding community resulting from the bridge closure. No revisions to this Final EIR/EIS have been made in response to this comment.

896-1755

The commenter expresses concern related to impacts at the Main Street bridge. As discussed in Section 3.17 of this Final EIR/EIS, the Main Street bridge is included in the analysis of historic resources as a historic property for the purposes of NEPA, Section 106, and CEQA. As described in Section 2.5.2.9 of this Final EIR/EIS, the proposed closure associated with the Main Street bridge is part of a grade separation, which is an early action project and would be made in collaboration with the City of Los Angeles as the local agency with jurisdiction over Main Street. There may be partial closures associated with construction of the project Main Street bridge and railroad grade separation for short periods of time and across some (but not all) travel lanes at a time. The existing bridge will remain open with some capacity limitations at times (reduced number of lanes, sidewalk closed on one side, or other configuration changes as needed for construction) for vehicle, pedestrian, and bicycle access until the new bridge is completed. The HSR Project, however, would never fully close access across the existing bridge for any travel modes, either during construction or for the operations phase. No revisions to this Final EIR/EIS have been made in response to this comment.

Response to Submission 896 (Gilbert A. Cedillo, City of Los Angeles, September 1, 2020) - Continued

896-1756

Refer to Standard Responses BLA-Response-Chapter 5 EJ-01: Environmental Justice Communities, BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation.

The comment states that the Main Street Grade Separation would result in severe impacts to the neighborhoods of Lincoln Heights, Chinatown, and the William Mead Housing site.

In response to public comments on the Draft EIR/EIS, design changes were made to the Main Street Grade Separation to reduce impacts to the community to the extent feasible. These changes have resulted in reduced displacement impacts, which are shown in Appendix 3.12-D of this Final EIR/EIS. Additionally, as described in Section 3.12.6.3, the HSR project would implement SOCIO-IAMF#2, which would provide relocation assistance to help all displaced residents and businesses acquire replacement properties. The HSR project would also implement SOCIO-IAMF#3, which would establish an appraisal, acquisition, and relocation process in consultation with affected cities, counties, and property owners.

Additionally, the design of the Main Street grade separation was also revised to address the concerns raised by stakeholders and the public related to access to local businesses and truck traffic. The revised design would maintain the connection between Lamar Street and Main Street, similar to the existing circulation network for trucks. Therefore, no increase in truck trips or impacts related to truck access on Albion Street or the surrounding neighborhood and Albion Riverside Park would occur as a result of the roadway reconfigurations associated with this grade separation. Additionally, implementation of TR-IAMF#2, which requires the preparation of a construction transportation plan, would minimize access disruptions on to residents, businesses, customers, delivery vehicles, and buses by limiting any road closures to the hours that are least disruptive to access for the adjacent land uses and ensuring safe vehicular and pedestrian access to local businesses and residences during construction.

As discussed in Section 3.12.4.2, Impact SOCIO#13, of this Final EIR/EIS, displacements from construction of the HSR Build Alternative, as well as temporary construction-related impacts, such as increases in dust, noise, and traffic congestion;

896-1756

visual changes; and access disruption associated with changes in circulation patterns, detours, and road closures, would have some disruptive effects on the community. However, these impacts would be temporary and would only last for the duration of construction. Therefore, temporary construction impacts are not anticipated to result in the physical deterioration of area communities, including the Lincoln Heights community in which the Main Street Grade separation is located.

896-1757

The commenter expresses concern related to truck circulation through residential neighborhoods near the proposed at-grade crossing. Chapter 2 of this Final EIR/EIS, has been revised to include an updated design for the Main Street Grade Separation Early Action Project. The design of this grade separation was revised to address the concerns raised by stakeholders and the public related to access to local businesses and truck traffic. The revised design would maintain the connection between Lamar Street and Main Street, similar to the existing circulation network for trucks. Therefore, no increase in truck trips is anticipated as a result of the roadway reconfigurations associated with this grade separation. Likewise, no increase in truck trips is anticipated as a result of the roadway reconfigurations in the vicinity of the "Piggyback Yard". Trucks would not be able to access Albion Street to cut through the residential neighborhood to access I-5. As described in Section 2.5.2.9 of this Final EIR/EIS, the Main Street bridge grade separation is an early action project and would be made in collaboration with the City of Los Angeles as the local agency with jurisdiction over Main Street.

Response to Submission 896 (Gilbert A. Cedillo, City of Los Angeles, September 1, 2020) - Continued

896-1758

The commenter expresses concern with the level of detail included related to the proposed street reconfigurations associated with the proposed grade separation. Chapter 2 of this Final EIR/EIS, has been revised to include an updated design for the Main Street Grade Separation Early Action Project. As described in Section 2.5.2.9 of this Final EIR/EIS, the Main Street bridge grade separation is an early action project and would be made in collaboration with the City of Los Angeles as the local agency with jurisdiction over Main Street. In addition, with construction of the Main Street bridge at the Los Angeles River, the existing bridge would remain open during construction. Design changes for the Main Street Grade Separation were collaboratively agreed upon between HSR and the City of Los Angeles. Further, Section 3.2.4 details the methods for analyzing traffic impacts.

896-1759

The commenter expresses concern regarding the potential impacts of the bridge structure at Albion Park. As discussed in Section 3.15.6.3 of this Final EIR/EIS, the permanent easement at Albion Riverside Park identified in the impact discussion of Impact PK#3, Permanent Easements or Acquisition of Property from Parks, Recreation, and School Play Area Resources Due to Construction, would be required for the proposed Main Street grade separation which will eliminate the existing at-grade rail crossing at Main Street. The Main Street grade separation will improve safety and accessibility for people who live and work in this area. This permanent easement is in a portion of the park that is currently used as a cell tower easement and is identified in the master plan for Albion Riverside Park to continue operating as a cell tower easement area. Therefore, the permanent easement for the proposed pier walls would not remove any existing recreational facilities or amenities and would not adversely affect the activities, features, or attributes of Albion Riverside Park. Furthermore, as part of the Section 4(f) consultation process, the Authority has consulted with the City of Los Angeles regarding the de minimis determination to obtain their concurrence that the HSR Project would not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f). The City of Los Angeles concurred with the Authority's determination on September 22, 2021.

896-1760

Refer to Standard Responses BLA-Response-Chapter 5 EJ-01: Environmental Justice Communities, BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation.

The comment states that a grade separation bridge structure would be close to the William Mead Homes site and that potential noise, vibrational, air quality, and environmental justice impacts on the low-income residents who occupy the site should be fully evaluated.

In response to public comments on the Draft EIR/EIS, design changes were made to the Main Street Grade Separation to reduce impacts to the community to the extent feasible.. Additionally, implementation of TR-IAMF#2, which requires the preparation of a construction transportation plan, would minimize access disruptions on to residents, businesses, customers, delivery vehicles, and buses by limiting any road closures to the hours that are least disruptive to access for the adjacent land uses and ensuring safe vehicular and pedestrian access to local businesses and residences during construction.

As discussed in Section 3.12.4.2, Impact SOCIO#13, of this Final EIR/EIS, displacements from construction of the HSR Build Alternative, as well as temporary construction-related impacts, such as increases in dust, noise, and traffic congestion; visual changes; and access disruption associated with changes in circulation patterns, detours, and road closures, would have some disruptive effects on the community. However, these impacts would be temporary and would only last for the duration of construction. Therefore, temporary construction impacts are not anticipated to result in the physical deterioration of area communities.

Response to Submission 896 (Gilbert A. Cedillo, City of Los Angeles, September 1, 2020) - Continued

896-1761

The commenter suggests that, in lieu of the current Main Street overpass concept alternative studied in the Draft EIR/EIS, the Authority should develop an appropriate set of public and rail safety enhancements for this unique location. The Authority determined that the grade separation is the most effective safety enhancement at this location given the projected growth of Metrolink, Amtrak, UPRR, and HSR trains using the corridor. The design of the Main Street Grade Separation has been refined to minimize impacts to the surrounding community. No revisions to this Final EIR/EIS have been made in response to this comment.

Submission 791 (Kevin De Leon, Los Angeles City Council, August 6, 2020)



PRESIDENT PRO TEMPORE EMERITUS KEVIN DE LEÓN

~~August 14, 2020~~
August 14, 2020

Ms. Diane Ricard
Project Manager
California High-Speed Rail Authority
355 S. Grand Avenue, Suite 2050
Los Angeles, CA 90071

**RE: California High Speed Rail Authority’s Burbank to Los Angeles
Draft EIR/EIS Main Street Grade Separation**

Dear Ms Ricard,

I am writing to express my concerns regarding the proposed design for the Main Street grade separation proposed in California High Speed Rail Authority’s (CAHSR) Burbank to Los Angeles Draft EIR/EIS.

As proposed in the DEIR/EIS, CAHSR is grade separating Main Street in the City of Los Angeles to prevent vehicle and pedestrian conflicts between the proposed CAHSR and Main Street traffic. CAHSR is proposing a design that begins the east approach for the grade separation project at Avenue 17, east of Albion Street, Lamar Street, Mozart Street, and Gibbon Street, which cuts the access of the four aforementioned streets to Main Street. In order to access the main road network, vehicles, pedestrians and cyclists must take an alternate indirect route to Main Street and/or Broadway. This design is problematic for multiple reasons:

Removing Access for Local Businesses

Local businesses rely on Main Street as the primary artery for employees, deliveries, and clientele. In order to access Main Street, traffic will need to use a new access road to be constructed by CAHSR to Clover Street and then to Main Street.

791-1412



PRESIDENT PRO TEMPORE EMERITUS KEVIN DE LEÓN

791-1413

Truck Traffic in Residential Neighborhoods

The proposed design would route truck traffic along Albion Street to Avenue 18 and then to Broadway. Albion Street and Avenue 18 are both designated as Local Streets in the city’s 2035 Mobility Plan. The project does not comply with Policy 2.14, which states that the city should designate a street’s functional classification based upon its current dimensions, land use context, and roles, Albion Street and Avenue 18 are designated local streets due to the adjacent land use which includes Albion Riverside Park, Albion Street Elementary School, and many residential homes. These local streets are not designed to allow for the turning radius or weight of commercial vehicles, causing major infrastructure issues post-construction.

791-1414

Environmental Concerns

By forcing trucks to use Albion Street and Avenue 18 instead of Main Street, the proposed design would increase the amount of diesel vehicles driving next to two sensitive receptors: Albion Riverside Park and Albion Street Elementary School. The state and city are aiming to reduce GHG emissions, particularly near sensitive uses, and this project does the opposite of that.

791-1415

Conflict with LA River Bike Path Project

Metro is currently performing environmental analysis for the construction of the LA River Bike Path through Downtown Los Angeles. Metro has identified three alternatives to advance for further study. Two of them take the bike path over Main Street, putting the grade separation in direct conflict with Metro’s project. Furthermore, two options have the bike path crossing the LA River immediately north of Main Street in order to connect to Albion Riverside Park. The grade separation project also goes to the north of the existing Main Street alignment, which has the potential to have two projects needing to use the same real estate.

Submission 791 (Kevin De Leon, Los Angeles City Council, August 6, 2020) - Continued



PRESIDENT PRO TEMPORE EMERITUS KEVIN DE LEÓN

791-1416

Bicycle and Pedestrian Connections

The LA River Bike Path Project is designed to provide bicycle and pedestrian connections along the LA River through Downtown. The proposed project constructs sidewalks and bike lanes over the river, but provides no access to the future LA River Bike Path. A dedicated bicycle and pedestrian connection from Main Street to the future LA River Bike Path needs to be incorporated into the design.

791-1417

The issues mentioned above highlight the flaws that are present in CAHSR's proposed Main Street Grade Separation Project. CAHSR should go back to the drawing board and design a crossing that mitigates the above concerns and builds a project that truly addresses the needs of the surrounding community.

Sincerely,

A handwritten signature in black ink that reads "Kevin De León".

KEVIN DE LEÓN

Councilmember-Elect, 14th Council District

Response to Submission 791 (Kevin De Leon, Los Angeles City Council, August 6, 2020)

791-1412

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation.

The commenter expresses concern regarding access to Main Street for local business that rely on Main Street as the primary access for employees, deliveries, and clientele. As discussed in detail in BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation, in response to public comments on the Draft EIR/EIS, design changes were made to the Main Street Grade Separation. These changes include increasing the grade of Main Street to 6 percent at the east approach to minimize traffic impacts east of Clover Street. Access to Main Street from Mozart Street and Darwin Avenue would be retained via South Avenue 17 and direct access would be provided from Lamar Street, where the majority of traffic to local business occurs. As a result of the design refinements, impacts on traffic flow to local businesses would be reduced and a new access road to Main Street would not be necessary.

791-1413

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation.

The commenter expresses concern related to truck traffic along Albion Street use of local streets by trucks. Refer to Standard Responses BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation. As stated in the standard response, the design of this grade separation was also revised to address the concerns raised by stakeholders and the public related to access to local businesses and truck traffic. The revised design would maintain the connection between Lamar Street and Main Street, similar to the existing circulation network for trucks. Therefore, no increase in truck trips or impacts related to truck access on Albion Street or the surrounding neighborhood and Albion Riverside Park would occur as a result of the roadway reconfigurations associated with this grade separation. The updated design would restrict truck traffic from Albion Street. Truck traffic would also not be affected along Avenue 18 or Broadway in conjunction with this grade separation. In addition, Chapter 2 and Volume 3 of this Final EIR/EIS has been revised to include an updated design for the Main Street Grade Separation early action project.

791-1414

This comment suggests that truck traffic would be diverted to Albion Street and Avenue 18 with implementation of the project, resulting in GHG emissions. Since the release of the Draft EIR/EIS, the design of the Main Street grade separation has been refined and would restrict truck access to Albion Street. The previous design had included cut-off access to side streets; however, under the refined design, these streets will not be cut off and truck traffic will be restricted from Albion Street. Therefore, with implementation of the refined design, the project would not increase the number of diesel vehicles driving near sensitive receptors.

Analysis of the statewide HSR system indicates that the project would reduce GHG emissions statewide as shown in Table 3.3-31 and Table 3.3-32 in the Draft EIR/EIS. No revisions to this Final EIR/EIS have been made in response to this comment.

791-1415

The commenter notes Los Angeles County Metropolitan Transportation Authority's (Metro) identified alternatives for the proposed LA River Path would conflict with the HSR Project at the Main Street Grade Separation.

Chapter 2 of this Final EIR/EIS has been revised to include an updated design of the Main Street Grade Separation Early Action Project. In addition, as discussed in Section 3.15.6.3 of this Final EIR/EIS, coordination with DPR for potential impacts on the Los Angeles River Bike Path Planned Extension would be required as part of PR-MM#4, which requires that the Authority consult with the agency with jurisdiction to identify an alternative route for the continuation of the lost use and functionality of the resource, including maintaining connectivity. Based on preliminary coordination and information available, no conflicts have been identified. The Authority will continue to coordinate with Metro and the City as designs for the proposed LA River Path are advanced to ensure no conflicts would occur.

Response to Submission 791 (Kevin De Leon, Los Angeles City Council, August 6, 2020) - Continued

791-1416

The commenter requests that the project design include a dedicated bicycle and pedestrian connection from Main Street to the future LA River Bike Path. The HSR Build Alternative does not include additional bicyclist/pedestrian improvements at this location, however, as discussed in Section 2.5.2.9 of this Final EIR/EIS, the Main Street Grade Separation is an Early Action Project that would be developed in collaboration with the City of Los Angeles as the local agency with jurisdiction over Main Street. The Authority will coordinate with the City regarding specific design improvements for the Main Street grade separation as project design progresses. No revisions to this Final EIR/EIS have been made in response to this comment.

791-1417

Refer to Standard Response BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation.

The commenter expresses concerns regarding the proposed design of the Main Street Grade Separation. Refer to responses to comments 791-1412 through 791-1416, contained in this chapter of this Final EIR/EIS, for responses to the commenter's specific comments related to the Main Street Grade Separation. Also, refer to BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation for more information on how the refined design of the Main Street Grade Separation has changed impacts to the surrounding community.

Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020)

Burbank - Los Angeles - RECORD #789 DETAIL	
Status :	Action Pending
Record Date :	8/5/2020
Submission Date :	8/5/2020
Interest As :	Local Agency
First Name :	Sharon
Last Name :	Springer
Attachments :	Burbank to LA Draft EIR EIS CommentLetter FINAL SIGNED with ATTACH.pdf (19 mb) Burbank_to_LA_Draft_EIR_EIS_CommentLetter_FINAL_SIGNED_with_ATTACH_original.pdf (27 mb)

Stakeholder Comments/Issues :

Please see the attached PDF copy of the Draft EIR/EIS Comment Letter from the City of Burbank for the Burbank to Los Angeles Section of the California High Speed Rail Project. A hard copy will follow in the mail. Please contact me if you have any questions.

Thank you,

David Kriske

[cid:image002.jpg@01D66B08.402E39D0]DAVID L. KRISKE, AICP
ASST. COMMUNITY DEVELOPMENT DIRECTOR
TRANSPORTATION DIVISION

818-238-5269 | BURBANKCA.GOV | BURBANKBUS.ORG
Working together for a safe, beautiful and thriving community.

CITY OF BURBANK
OFFICE OF THE CITY COUNCIL

July 31, 2020

California High Speed Rail Authority
Attn: Burbank to Los Angeles Draft EIR/EIS Comment
355 S. Grand Avenue, Suite 2050
Los Angeles, CA 90071

RE: City of Burbank Comments on Draft Environmental Impact Report / Draft Environmental Impact Statement for the California High Speed Rail System – Burbank to Los Angeles Section

Dear Members of the Authority,

The Burbank City Council wants to thank you for allowing the City to comment on the Draft Project Level Environmental Impact Report / Draft Environmental Impact Statement (the DEIR/DEIS) for the Burbank to Los Angeles segment of the California High Speed Train System. As the City of Burbank is located along the proposed corridor and would have a station located within the city, we are committed to ensuring that the proposed project is constructed in a manner that meets state and regional transportation objectives while ensuring that the interests of Burbank’s residents and businesses are protected from environmental impacts caused by its construction and operation. The City of Burbank has held extensive, ongoing communication with the Authority as this project has progressed from the Program EIR/EIS phase in 2004, two NOP periods in 2007 and 2014, the development of project Business Plans in 2016, and participation in several Alternatives Analyses. With the release of the DEIR/DEIS, the City would like to submit the following comments to ensure that the Project’s environmental impacts are fully analyzed, considered, and mitigated.

789-1885

Insufficient Range of Project Alternatives Analyzed

The DEIR/DEIS limits the alternatives analysis to corridor and alignment alternatives but fails to analyze reasonable alternative track profiles or cross sections within the preferred alignment that could satisfy the project objectives and reduce or avoid many significant impacts. The City of Burbank appreciates that the Authority is no longer considering proposed aerial structure alignments that would have run along San Fernando Boulevard from the northern city limits to the Downtown Burbank Metrolink Station. These aerial alignments would likely have introduced significant noise, vibration, and aesthetic impacts, and would require extensive property acquisitions along San Fernando Boulevard. An aerial structure running along San Fernando Boulevard would also have required a Burbank Airport Station location that was disconnected from the Burbank Airport’s proposed relocated Passenger Terminal and would have required constrained ground transportation connections.

275 E. Olive Avenue • P.O. Box 6459 • Burbank, California 91510-6459 • (818) 238-5751 • FAX (818) 238-5757

Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1885

Nonetheless, the City of Burbank believes that the single Project Build Alternative does not present an adequate range of alternatives required by both CEQA and NEPA to fully analyze the proposed project. The Project Build Alternative does not include a reasonable range of cross section and alignment alternatives to address potential traffic, construction, noise, vibration, and land use impacts. The Project Build alternative is proposed to be constructed mostly at grade and would therefore further divide established communities. It would greatly expand the footprint of the existing rail corridor in Downtown Burbank and further separate the Downtown Burbank Metrolink Station from existing and potential housing opportunities in Downtown Burbank. It would introduce significant and unavoidable noise and vibration impacts to established single family residential neighborhoods, and further separates communities located along the Union Pacific (UPRR) / Metrolink Coast Line by failing to grade separate existing conventional railroad tracks as part of the project. It fails to study a range of potential mitigation measures to several environmental effects. The inadequacy of the DEIR/DEIS to identify impacts and mitigations is documented in the remainder of this letter. But, specifically, the DEIR/DEIS should include a reasonable range of project alternatives that encompass the following features:

789-1886

789-1887

789-1888

- Include a project alternative or mitigation measure that extends the tunnel and trench sections further east of the planned daylighting location near Hollywood Way to 1) Victory Place and 2) south of Downtown Burbank near the I-5 rail grade separation at Providencia Avenue.
- Include a project alternative or mitigation measure that places conventional tracks adjacent to the proposed high speed tracks in the same trench or tunnel
- Include a "blended" project alternative that places high speed trains and conventional trains on the same set of tracks by electrifying the conventional trains to reduce the project's footprint and environmental impacts to Burbank
- Include a reduced station footprint design alternative that reduces private property acquisition, surface parking area, and associated urban heat island effects.

789-1889

Finally, NEPA and the Federal Railroad Administration Procedures for Considering Environmental Impacts applicable to this DEIR/DEIS require that impacts related to projects and alternatives be fully discussed under each area of impact in the NEPA analysis. This requirement was clearly not followed, as there is only one build alternative presented and analyzed. The DEIR/DEIS does not sufficiently analyze the project's potential significant impacts, and potential mitigation measures, by failing to present a reasonable range of project alternatives, such as increased tunneling, which could enhance the environmental quality or avoid some or all adverse impacts of the proposed action.

789-1890

Transportation Analysis is Internally Inconsistent

The DEIR/DEIS identifies LOS congestion impacts due to both construction and operation of the proposed project, based on LOS significance thresholds. It also identifies various feasible mitigation measures, and identifies impacts to be significant and unavoidable if mitigations are not implemented. The City of Burbank takes issue with how this analysis was conducted and believes that the DEIR/DEIS does not reveal the full scope of potential congestion impacts. The reasons for this are documented in the comments below. However, the DEIR/DEIS also includes high-level statements that indicate that LOS is no longer considered an impact under CEQA per the implementation of SB-743, and therefore these congestion effects caused by the project are not significant impacts. This

789-1890

conclusion is internally inconsistent with other portions of the DEIR/DEIS which state that these congestion effects are impacts. The DEIR/DEIS should be updated to remove this internal inconsistency because it is not clear which transportation significance thresholds are being used for different parts of the document. It is also unclear if certain portions of the transportation analysis apply only to NEPA and not to CEQA, or how certain impacts and mitigation measures might only be applied to one or the other. Further, while LOS and vehicle delay are no longer considered transportation impacts under CEQA, projects that cause intersection LOS to exceed the level specified in the Burbank 2035 General Plan may cause a significant land use impact, because this congestion is contrary to the goals and policies of the Burbank2035 General Plan. The DEIR/DEIS should be updated to reflect how increased congestion and delay may impact Burbank's General Plan.

789-1891

Transportation Analysis Assumptions, Methodology, and Thresholds are Inadequate

Traffic forecasts utilize the SCAG 2008 RTP/SCS for 2015 baseline conditions, and SCAG 2012 RTP/SCS for opening year 2029 conditions. The SCAG RTP/SCS has been updated three times since 2008 (in 2012, 2016 and 2020) and therefore the assumptions used to develop the baseline and horizon year traffic forecasts are relying on significantly outdated land use and transportation assumptions. Further, it is unclear why two versions of the SCAG RTP/SCS were used for the transportation analysis. Specifically, the 2008 and 2012 RTP/SCS do not incorporate the land use and transportation assumptions in the Burbank2035 General Plan. Therefore, the analysis of impacts and mitigation measures that rely on these old SCAG RTP/SCS versions could understate these impacts and mitigations. The DEIR/DEIS should be updated to include the 2016 or later SCAG RTP/SCS assumptions, or the City of Burbank's local land use and transportation assumptions should be used for transportation analysis in the City of Burbank.

789-1892

The report lists the following street segment capacities (Table 3.2-8):

- Two-lane road 26,400 to 30,000 vehicles per day (vpd)
- Four-lane road 65,400 to 72,000 vpd
- Five-lane road 93,600 vpd
- Six-lane road 118,200 vpd

These segment capacities are significantly higher than are typically used in a transportation analysis for urban roadways. These capacities cannot be justified for the streets in Burbank given the number and spacing of traffic signals located along the City's major corridors. Because the capacity assumptions are so high, the DEIR/DEIS under-reports the number of locations where project traffic increases congestion to levels that are inconsistent with the Burbank2035 General Plan because the DEIR/DEIS assumes that many more vehicles can be accommodated on a given street segment than can actually be given the presence of closely-spaced signalized intersections. It is likely that the locations on Table 3.2-14 that exceed the LOS threshold are under-representative of the actual locations that will see significantly-increased congestion as part of the project. In the City's 2014 Notice of Preparation comment letter, it was requested that the Authority consult with the City on the applicable significance thresholds to use for the transportation analysis in the City of Burbank so that the analysis was consistent with the City's local standards. Therefore the DEIR/DEIS analysis is insufficient to determine if the project conflicts with local plans and policies addressing the roadway circulation system.

Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1893

Page 3.2-32 of the DEIR/DEIS identifies a LOS significance threshold that is far less conservative than the significant impact criteria used by the City of Burbank (Table 3.2-2). The DEIR/DEIS does not directly disclose that it is using a more permissive LOS significance threshold than the thresholds used by all the local jurisdictions within the study area (Burbank, Glendale, Los Angeles). Because a permissive LOS significance threshold is used, the DEIR/DEIS is understating the number of locations where project traffic increases congestion to levels that are inconsistent with the Burbank2035 General Plan. The DEIR/DEIS should be updated to utilize congestion parameters that are closer to those used by the jurisdictions within the project study area. It is likely that the locations on Table 3.2-14 that exceed the LOS threshold are under-representative of the actual locations that will see significantly-increased congestion as part of the project. Therefore the DEIR/DEIS analysis is insufficient to determine if the project conflicts with local plans and policies addressing the roadway circulation system.

- Buena Vista Street at Vanowen Street
- Burbank Boulevard at I-5
- Empire Avenue west of Buena Vista Street
- Victory Place north of Burbank Boulevard

789-1897

The DEIR/DEIS and the accompanying Technical Report identifies several intersections where LOS increases to E or F during project construction, due to necessary detours needed for the project's construction. However, the manner in which this detour traffic was applied to the street network to identify construction impacts is not documented in the DEIR/DEIS. The number of street closures needed for the project is significant, and the DEIR/DEIS assumes that all street closures will occur at once (Page 3.2-60). Therefore, all of the City's north/south arterial roadways west of I-5 could be closed at once during project construction (Victory Place, Buena Vista Street, Hollywood Way), and two major east-west streets that cross I-5 will be closed at once (Empire Avenue and Burbank Boulevard). These simultaneous closures would cause extreme and unacceptable construction congestion delay and would impact the delivery of emergency services. The construction impact analysis does not clarify if multiple street closures were considered, or if closure phasing was considered, or if other means to sequence construction to minimize delays was included in the analysis. As a result, the DEIR/DEIS does not adequately study and address construction impacts.

789-1894

The study identifies that freeway off-ramps are significantly impacted if project traffic is expected to cause a ramp queue length to exceed the 95th percentile under the project build alternative when it is not exceeded under the no-project condition (Page 3.2-31). It is unclear if a project impact is identified for ramps that exceed the 95th percentile queue length under the no project condition and that condition is further exacerbated by the project build alternative. The report states that the project does not significantly impact any freeway ramps in the study area after conducting a "preliminary analysis." This is inconsistent with several traffic impact studies conducted by the City of Burbank. In particular, the I-5 SB ramp at Hollywood Way has been identified to be significantly impacted by several development projects as well as the Hollywood Burbank Airport Terminal Relocation EIR. The analysis does not provide sufficient information to determine if the project substantially increases hazards caused by stopped vehicles backing onto the mainline freeway. The DEIR/DEIS should be revised to include a more detailed analysis of ramp queues at I-5 / Hollywood Way, I-5 / Buena Vista, I-5 / Empire Avenue, and I-5 / Burbank Blvd.

The DEIR/DEIS claims that by introducing several Impact Avoidance and Mitigation Features (IAMF) to the project, the project will not have an impact on Circulation and Emergency Access. The project features considered to offset the construction impacts identified in the DEIR/DEIS consist of the project contractor developing traffic management plans, detour plans, outreach plans, staggered construction shifts, and minor roadway restriping. The DEIR/DEIS also proposes a blanket IAMF that states emergency access will be maintained at all times, but does it not document how this will occur. The DEIR/DEIS must explicitly identify how emergency access will be maintained because the nature of the road closures needed for construction (e.g. those roads that cross existing rail lines or freeways) means that reasonable detour routes to preserve emergency access may not be feasible due to the length of these required detours. Therefore, it is likely that a significant construction impact will be caused by the project. Because of this, the DEIR/DEIS did not consider an adequate range of additional mitigation measures. Additional mitigation measures that were not considered include explicitly identifying a construction phasing program to avoid multiple road closures, identifying alternative means of construction to keep roadways partially opened during construction, and providing alternative means for local agencies to redeploy their police, fire, and emergency services to account for multiple extended road closures. These should not be IAMFs but should be mitigation measures so that they may be included in the Mitigation Monitoring and Reporting Program. Further, the feasibility of each measure must be analyzed, as required by CEQA.

789-1898

789-1895

The DEIR/DEIS lists transit services near the Burbank Airport Station that were not current as of 2019, which is listed in the footnote of Table 3.2-11. In particular, there Empire-Downtown route was eliminated in 2018 and was replaced by a circulator service that operated beginning in May 2018 until November 2019. Currently there is no BurbankBus Service serving the existing Burbank Airport North Metrolink Station which is the most proximate rail station to the proposed High Speed Rail Station. In addition, the DEIR/DEIS omits the Metro 165 service, which provides frequent east-west connectivity to the Airport Station area via the Burbank Airport Regional Intermodal Transportation Center.

789-1896

Construction Impacts are not Fully Disclosed or Analyzed

The impacts of construction are measured against Year 2015 conditions. However, construction is not likely to take place until Year 2022 to 2025 or later. Thus, the base condition for the assessment of construction impacts should be updated to a more appropriate year that is closer to the actual construction. The DEIR/DEIS therefore does not adequately identify the potential for significant construction impacts.

789-1899

The DEIR/DEIS Section 3.2.6.3 refers to the separate Transportation Technical Report for the construction road closures that would be required for the Project. That report identifies that road closures would be needed on the following streets:

Table 3.2-16 of the main DEIR/DEIS only identifies a street closure at Hollywood Way near Empire Avenue, which is ostensibly needed to construct the project tunnel section between the proposed Burbank Airport Station and the existing UPRR/Metrolink Coast Line railroad tracks. However, the other street closures identified in the Technical Report (Buena Vista, Empire, Victory Place, Burbank Boulevard), are not reflected in this Table. For instance, the closure at Hollywood Way appears to assign detour traffic to intersections along Buena Vista Street, but this roadway is also subject to a street closure. This inconsistency in DEIR/DEIS suggests that the sequencing of multiple closures was

Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1899 | not addressed in the analysis, or that the assumptions used for these closures is not properly documented. Therefore the project's construction impacts are not adequately studied.

789-1900 | The project 15 percent conceptual design plans provided by the Authority require the reconstruction and re-profiling of the Burbank Boulevard / Victory Boulevard intersection to raise the roadway profile of the Burbank Bridge, which must also be demolished and reconstructed. This will likely cause full street closures of the three arterials that lead into the City's "5-points" intersection at this location. These likely closures are not identified in the DEIR/DEIS.

789-1901 | Figure 3.2-3 illustrates the street detour routes in Burbank needed to construct the project. These detour routes are not consistent with the scope of the closures required to construct the project. For instance, the detour route needed for project construction at Hollywood Way is routed to Buena Vista Street, which itself will be closed for construction. Several detour routes lead into the Burbank Blvd / Victory Blvd / Victory Place "5-Points" intersection, which will likely also need to be closed due to the reconstruction of the Burbank Boulevard Bridge. Also, several identified detour routes of major arterial streets are routed onto small collector roadways that are located in residential neighborhoods that will not be able to accommodate detour traffic (e.g. Mariposa Street, Thornton Avenue, Chandler Boulevard). This detour map also identifies a route between Empire Avenue and Victory Place, which is grade separated and has no direct access. The major inconsistencies and inadequacies of the proposed detour routes suggests that the construction impact analysis in the DEIR/DEIS is inadequate and does not properly identify construction impacts.

789-1902 | The DEIR/DEIS concludes that by introducing an IAMF for the contractor to limit construction traffic to specified detour routes, to minimize the movement of construction vehicles, and to repair pavement caused by construction, there will be no significant impact caused by construction. However, these measures should be included as mitigation measures so that they may be included in the Mitigation Monitoring and Reporting Program. The mitigation measure should identify the explicit mechanism whereby the Authority or the City may enforce the obligation for the contractor to abide by the mitigation measures and repair damaged streets. This could include requiring the contractor to be bound by permit conditions by the City of Burbank that guarantees the repair of roadways, providing a financial set-aside to repair damaged City infrastructure, or by requiring the repair or repaving of streets that will likely be damaged, particularly all streets that abut the proposed project construction footprint, and all detour routes. By including the mitigation measures as IAMFs, and by omitting an mechanism to enforce compliance by the contractor, the DEIR/DEIS does not adequately address construction impacts to city roadway infrastructure caused by construction.

Mitigations to Transit and Active Transportation Network Impacts are not Fully Documented

789-1903 | The DEIR/DEIS identifies that several transit and bicycle routes will be impacted by construction and identifies a general IAMF that includes developing a construction plan to address these disruptions. However, given the nature of the closures and lengthy detours required, the DEIR/DEIS does not demonstrate that this IAMF is feasible. The DEIR/DEIS should explicitly identify a plan for how to detour transit and cyclists during construction to ensure that the project does not cause a significant construction impact.

789-1904 | The DEIR/DEIS concludes that the project would permanently disrupt a 0.28 mile segment of the San Fernando Bikeway between Lake Street and the Downtown Burbank Metrolink Station. The San Fernando Bikeway is a regional Class I bikeway identified on the City of Burbank 2035 General Plan, Bicycle Master Plan, and Complete Streets Plan. The project is currently funded and is in the design phase. The DEIR/DEIS proposes a mitigation measure to reroute the class I bike path onto Lake Street as a class II bike path between Burbank Boulevard and Cypress Avenue. This mitigation measure is inadequate because 1) Lake Street ends at a cul-de-sac just north of the Burbank Wye freight spur and does not close the gap in the San Fernando Bikeway caused by the project and 2) replacing a protected Class I facility with an in-street Class II bike lane facility does not adequately mitigate the disruption to the City's Class I bikeway network and is therefore incompatible with Burbank's local General Plan, Bicycle Master Plan, and Complete Streets Plan. An alternative mitigation measure that should be considered in the DEIR/DEIS is to construct a Class IV raised, protected Bike Lane along Victory Boulevard in existing sidewalk right of way between Lake Street and Cypress Avenue, and a Class IV raised, protected two-way cycle track on the north side of Cypress Avenue between Victory Boulevard and the Burbank Western Channel. This alternative mitigation measure would be consistent with the City's local plans. This comment was also discussed during the City's 4(F) Consultation with the High Speed Rail Authority on June 24, 2020.

789-1905 | The DEIR/DEIS concludes that the project would temporarily disrupt the planned Chandler Bikeway Extension between Victory Boulevard and the Burbank Western Channel. The Chandler Bikeway Extension is planned to be constructed as a Class I bikeway between Mariposa Street and point midway between Mariposa Street and Victory Boulevard, where it will transition to raised, protected Class IV bikeway. The reason the proposed Chandler Bikeway transitions to an in-street facility is because a Class I bikeway would conflict with the existing Union Pacific Railroad freight spurs near Victory Boulevard. As part of the High Speed Rail Project, these freight spurs would be permanently removed. In concert with this removal, the project should reconstruct the Chandler Bikeway extension not as a Class IV facility but relocated as a separated, Class I bike path between Victory Boulevard and the Burbank Western Channel along the right of way acquired to remove the freight spurs. This would improve the City's Class I bike path network consistent with its Bicycle Master Plan and General Plan, and would provide a productive re-use of the right of way remaining after the freight spurs are removed for the High Speed Rail Project. This comment was also discussed during the City's 4(F) Consultation with the High Speed Rail Authority on June 24, 2020.

789-1906 | The DEIR/DEIS concludes that the project would permanently disrupt a small portion of the Burbank Channel Bikeway that is currently under construction. The permanent disruption is located where the bikeway intersections Flower Street at a rail bridge that is being repurposed for the Burbank Channel Bikeway Project. The disruption would block access between the bikeway and the Downtown Burbank Metrolink Station and would require a lengthy re-route of the facility on local streets. It would permanently disrupt an important link in the regional bikeway network by disconnecting the Burbank Channel Bikeway from the Downtown Metrolink Station and the Chandler Bikeway Extension. This would cause a significant impact because it would conflict with the Burbank Bicycle Master Plan, General Plan, and Complete Streets Plan. The project should ensure that the bikeway connection at Flower Street is re-routed or reconstructed as part of the project to ensure that the Class I bike path is maintained after construction.

Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1907

Proposed Project Further Divides Established Neighborhoods and Permanently Eliminates Existing and Future TOD Opportunities

Proposed project would construct a high speed train through the City of Burbank via combination of tunnel, trench, and at-grade alignments. The alignment would occur both within existing transportation corridors as well as via construction of a new corridor. The project would expand the footprint of the existing rail transportation corridor through Downtown Burbank along the existing UPRR/Metrolink rail line between Victory Place and the Southern City Limits. The expansion of this transportation corridor, both in physical size as well as intensity of use, was not studied in the DEIR/DEIS. In particular, the proposed project would exacerbate and further divide the City of Burbank, particularly in Downtown Burbank. It would further divide the Downtown Burbank Metrolink Station from the core land uses of the Downtown. The Burbank2035 General Plan and Burbank Center Specific Plan both rely on the connection between the Downtown Burbank land uses to the Downtown Burbank Metrolink Station as a means to enhance and encourage non-motorized travel. Further, the City of Burbank is required to accommodate nearly 9,000 housing units as part of the latest Regional Housing Needs Assessment in order to help address the State of California's severe housing shortage. Given existing land use plans as well as planning efforts currently underway, most of this new housing will be located in Downtown Burbank, and will need to be connected to the Downtown Burbank Metrolink Station. The DEIR/DEIS does not disclose how the construction of a surface-grade high speed train will conflict with the City's local land use policies as well as the State of California's housing mandates. It does not identify the potential for the project to permanently disrupt planned housing development in Downtown Burbank. Therefore the DEIR/DEIS does not adequately address the potential land use impacts to the City of Burbank as well as conflicts with adopted plans and documents.

789-1908

While the Project creates a new Transit Oriented Development (TOD) opportunity around the proposed Burbank Airport Station, it removes existing TOD opportunities around the existing Burbank Airport North and Downtown Burbank Metrolink Stations, which is not served by the project. It removes significant amounts of private land around the existing station, particularly undeveloped land immediately to the west of the station, as well as lower-intensity industrial uses south of the station along Flower Street that have future potential to be developed as more intense TOD. The project will also reduce TOD opportunities throughout Downtown Burbank by further dividing the Downtown Metrolink Station from the rest of Downtown Burbank. The DEIR/DEIS It does not identify the potential for the project to permanently disrupt planned TOD development in Downtown Burbank.

The project proposes to create a series of surface parking lots around the proposed Burbank Airport Metrolink Station, which significantly reduces TOD opportunities around the station and encourages more local automobile traffic to access the station. The DEIR/DEIS should identify project features or mitigation measures that can encourage TOD and discourage automobile use around the station, including constructing parking that is underground or consolidated in structures to make more land available for TOD, siting the station portal and circulation so that there is more direct access to non-motorized transportation networks on Hollywood Way, and reinforcing the connection between the proposed station and the Burbank Airport terminal. The DEIR/DEIS does not address the project's likelihood to reduce TOD opportunities in the City of Burbank, which would be inconsistent with local plans and policies.

789-1909

The project requires heavy trench and tunnel construction immediately adjacent to single and multi-family neighborhoods, particularly along Vanowen Street, Empire Avenue, Ontario Street, and the neighborhoods north of Victory Boulevard and east of Buena Vista Street. The DEIR/DEIS does not identify the potential for this construction activity to significantly impact these sensitive land uses. The DEIR/DEIS proposes general IAMFs to mitigate construction impacts, but these measures, as well as additional measures, should be identified as mitigations so that they may be included in the Mitigation Monitoring and Reporting Program.

789-1910

The DEIR/DEIS does not adequately investigate a range of potential project alternatives or mitigation measures to offset significant land use impacts to surrounding land uses, or to mitigate permanent divisions of existing and established communities. The DEIR/DEIS should include an analysis of mitigation measures or project alternatives that consider placing more of the project below grade (in a trench or tunnel section). Incorporating this project feature or mitigation measure could reduce land use, noise, and vibration impacts to less than significant. By not including this range of project alternatives or mitigation measures in the DEIR/DEIS, the document does not fully disclose the environmental effects of the project.

789-1911

The DEIR/DEIS should include an analysis of offsetting its effects on dividing the City of Burbank with project features that restore these divisions. For example, the project proposes to grade separate the High Speed Rail tracks at Buena Vista Street, but does not consider grade separating the immediately adjacent conventional rail tracks in the same grade separation. This would have the effect of offsetting the impacts caused by the project by improving the conditions of the adjacent conventional corridor. Similarly, the project proposes to construct a new grade separation at Victory Place, but does propose to reconstruct the adjoining 80-year old conventional rail grade separation nearby. The project should offset potential land use impacts that further divide established neighborhoods by consolidating these two rail lines into a single corridor that improves connectivity across the combined corridor.

789-1912

The Project DEIR/DEIS does not adequately disclose the required condemnation of single family residences immediately adjacent to the project east of Buena Vista Street. These acquisitions could cause land use impacts by disrupting established residential neighborhoods. In addition, the project would result in the demolition and condemnation of the Avion project located at the proposed Burbank Airport station. The project would result in the potential loss of 1 million square feet of industrial space; 142,000 square feet of office space; and 15,475 sq. ft. of retail space. In addition, the project may result in the loss of improvements provided by the Avion project including shade trees, bike lanes, expanded pedestrian pathways, and parking for the adjacent Metrolink Station and other publicly accessible amenities.

Mitigations to Noise and Vibration Impacts are not Identified

The DEIR/DEIS identifies moderate and severe land use impacts (due to noise), noise impacts, and vibration impacts to residential properties located adjacent to the proposed project between Buena Vista Street and Victory Place. These are residential locations adjacent to a proposed trench section and proximate to the tunnel portal of the underground portion of the project near the Burbank Airport Station. The DEIR/DEIS identifies a general mitigation measure to implement program-wide noise mitigation guidelines to attempt to mitigate these impacts, including constructing sound walls, applying noise-reducing improvements to nearby homes, or acquiring noise easements

Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1913 | or condemnations of affected properties. However, the project does not consider other reasonable project features or mitigation measures, such as constructing portions of the alignment that impact sensitive residential land uses underground. For example, given the significant number of established residential uses immediately adjacent to the project between Hollywood Way and Victory Place, the DEIR/DEIS should analyze a project alternative or mitigation measure to extend the underground or below-grade alignment eastward from Hollywood Way to at least Victory Place. The project should also analyze if the application of specific measures in the Noise Mitigation Guidelines can mitigate the specific impacts identified in the DEIR/DEIS, and include these measures as mitigations in the Mitigation Monitoring and Reporting Program, rather than deferring mitigation to a future application of the guidelines on specific properties outside of the environmental review process. Because the DEIR/DEIS does not adequately analyze an appropriate range of alternatives or mitigation measures, it is inadequate in analyzing the potential noise and vibration impacts caused by the project.

789-1914 | The DEIR/DEIS does not consider planned future residential land uses identified in Downtown Burbank that will be located immediately adjacent to the project. This includes an approved residential project planned at 777 Front Street immediately adjacent to the proposed project, as well as mixed-use projects that are allowed in the Burbank Center Specific Plan in Downtown Burbank, where the project will be constructed at-grade. The DEIR/DEIS should analyze the effects of noise on existing and planned residential developments in Downtown Burbank that are adjacent to the at-grade section of the proposed project, and consider project alternatives that place the project below grade or underground through Downtown Burbank.

789-1915 | The DEIR/DEIS does not explain why there are no identified vibration impacts to existing land uses that will be located directly on top of the proposed underground tunnel section of the project between the Burbank Airport Station and the planned tunnel portal east of Hollywood Way.

789-1916 | Per section 3.4 Noise and Vibration, impacted structures may need vibration and displacement mitigation, and since the Olive Avenue Bridge and Magnolia Boulevard Bridge columns and supports are close to the new HSR rails, vibration generated by the rail system will have great impact and is a serious concern since the bridge railings are sub-standard and will need to be upgraded by this project to keep pedestrians on the bridges safe from increased vibrations and displacements caused by the rail system.

789-1917 | Also, seismic retrofit of the bridges is highly recommended and should be completed prior to construction of the rail system. The City can provide the latest bridge inspection reports upon request. Given the age of the structures, the need to retrofit the bridges to accommodate High Speed Rail, and the project's land use impact by further dividing Downtown Burbank from its primary transit center, the Authority should consider replacing both structures as part of the project and improving the crossings of both streets for all travel modes consistent with the City's Burbank2035 General Plan and Complete Streets Plan.

Geology, Soils, Seismicity, and Paleontological Resources Analysis is Incomplete

789-1918 | Page S-59 of the DEIR/DEIS, Section S.11 claims that the project does not cause significant impacts to Geology, Soils, Seismicity and Paleontological Resources. However, the liquefaction and fault trace map shows areas of the High Speed Rail within the said map zone. The DEIR/DEIS should substantiate the claim that the project does

789-1918 | not create significant seismic impacts despite being located within these fault and liquefaction areas.

Public Infrastructure Impacts must be Addressed in DEIR/DEIS, City is Responsible Agency

789-1919 | The proposed project will heavily impact significant roadway, sewer, storm drain, and other municipal infrastructure throughout the City of Burbank. The project may result in the loss of infrastructure at the Avion project including shade trees, bike lanes, expanded pedestrian pathways, and parking for the adjacent Metrolink Station. In addition to the comments provided above, detailed comments related to city infrastructure and traffic detour phasing is included as Attachment A.

789-1920 | The City of Burbank will be a Responsible Agency under CEQA for the project for all work that occurs within City public right of way. The project will also be subject to the City's permit requirements for any work that must occur within City right of way that could include the requirement to obtain an encroachment permit and/or excavation permit. The DEIR/DEIS should disclose that the project is subject to City of Burbank construction permit requirements and should include the requirement to obtain these permits as a mitigation measure (additional detailed permit comments included in Attachment A). Note that the City as a Responsible Agency may not be able to issue these required permits if the project results in significant and unavoidable impacts that are not properly disclosed and analyzed in the DEIR/DEIS. Also, as many city right of way are owned in fee, there may be additional temporary and permanent right-of-way impacts to City streets that are not addressed in the DEIR/DEIS.

789-1921 | The project should ensure that any impacts to the City's tree canopy be fully mitigated through replacement of trees in either City right-of-way or Project right-of-way. Any tree replacements should be coordinated with the City of Burbank to ensure consistency with its Street Tree Master Plan.

Public Utility Impacts and Mitigations not Fully Disclosed

789-1922 | Based on the information contained in the DEIR/DEIS as well as the 15 percent conceptual plans provided by the Authority, the proposed project could potentially impact many Burbank Water and Power (BWP) pressurized potable and recycled water mains along the proposed train's route on both the surface portion and the underground portion. The DEIR/DEIS should identify significant impacts to public water utilities and identify mitigation measures to offset those impacts, including:

- Water mains in conflict with the proposed projects shall be relocated while the existing mains remain active in order to provide uninterrupted service.
- The preferred method for water main relocation (while maintain existing mains in service) is the Jack & Bore method per Metrolink Engineering Standard #2201.
- The HSR Authority shall prepare the plans for BWP review and approval. All design and specifications shall be per BWP and AWWA standards.
- Geotechnical report, design and construction costs for any utility relocations or modifications shall be paid for by the HSR Authority.
- Recycled water shall be used for construction purposes and dust control for all construction activities.

Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1923

Based on information contained in the DEIR/DEIS as well as the 15 percent conceptual plans provided by the Authority, the proposed project could potentially impact many BWP electrical utility systems. The DEIR/DEIS should identify potential significant impacts to public electric utilities and identify mitigation measures to offset those impacts.

The DEIR/DEIS does not disclose the electric power needs of the proposed Burbank Airport Station and therefore does not adequately identify if a significant impact to the City's electrical utility system will occur as part of the project. The DEIR/DEIS should be revised to show the electric power requirements of the project to ensure that the City's public utility can meet the demands of the proposed project.

789-1924

Further detailed project comments to aid the Authority in ensuring that project impacts and mitigations related to electrical utility systems are identified and included as Attachment B to this comment letter.

789-1925

The DEIR/DEIS should ensure that all project elements including the proposed Burbank Airport Station, are constructed in conformance with all applicable state and local fire and life safety codes. Detailed project comments related to fire life safety are included as Attachment C to this comment letter.

789-1926

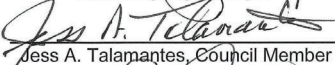
The project description studied in the DEIR/DEIS is a significant departure to the project description disclosed in the 2014 NOP for the Burbank to Los Angeles alignment. Given the size of this project, the six-year span of time between the NOP and the DEIR/DEIS, the change of alignment in the project description between the NOP and the DEIR/DEIS, and the significant breadth of DEIR/DEIS inadequacies identified in the City's comments, the City requests that the DEIR/DEIS be re-circulated after the Authority responds to all comments received on the DEIR/DEIS. If the DEIR/DEIS is recirculated, the Authority should provide stakeholders a 90-day public comment period in order to provide adequate time to review the extensive new information contained in the DEIR/DEIS. This recirculation and extended comment period will provide all stakeholders the opportunity to review the updated document to determine if the Authority has adequately addressed the deficiencies identified in the DEIR/DEIS.

Thank you again for providing an opportunity to comment on the Draft EIR/EIS for the Burbank to Los Angeles segment located in the City of Burbank. If you have any questions regarding the contents of this letter, please feel free to contact David Kriske, Assistant Community Development Director with the Community Development Department, at 818.238.5269 or via email at dkriske@burbankca.gov.

Sincerely,



Sharon Springer, Mayor



Jess A. Talamantes, Council Member



Timothy M. Murphy, Council Member



Bob Frutos, Vice Mayor



Emily Gabel-Luddy, Council Member

CITY OF BURBANK
CALIFORNIA HIGH SPEED RAIL PROJECT
BURBANK TO LOS ANGELES DEIR/DEIS
COMMENT LETTER
ATTACHMENT A

Attachments

Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

MEMORANDUM



DATE: July 10, 2020
TO: David Kriske, Assistant Community Development Director
FROM: Daniel J. Rynn, Chief Assistant Public Works Director – City Engineer
SUBJECT: California High Speed Rail Project Draft Environmental Impact Report Comment Letter

Project Description:

On May 29, 2020 the California High Speed Rail Authority released its Draft Environmental Impact Report / Draft Environmental Impact Statement (DEIR / DEIS) for the segment for the Burbank to Los Angeles Segment. The California High Speed Rail Project would construct a new, dedicated high speed rail corridor between the San Francisco Bay Area and Los Angeles, with future segments extending to Sacramento and San Diego. The California High Speed Rail Authority is performing environmental review for the project in separate segments. Two of those segments affect Burbank: 1) the Palmdale to Burbank Segment and 2) the Burbank to Los Angeles Segment. The Burbank to Los Angeles segment extends from the Hollywood Burbank Airport and extends south through Downtown Burbank to Glendale and Los Angeles Union Station. A station is proposed next to the Hollywood Burbank Airport located approximately at the intersection of Hollywood Way and San Fernando Boulevard. The proposed project would construct an entirely new rail alignment through the City of Burbank at various profiles including at-grade and below-grade and would require the construction of several new grade separations, relocation of City streets, and tunneling under public and private property.

ENGINEERING DIVISION

General Requirements:

- 789-1927 ■ Applicant shall protect in place all survey monuments (City, County, State, Federal, and private). Pursuant to California Business and Professions Code Section 8771, when monuments exist that may be affected by the work, the monuments shall be located and referenced by or under the direction of a licensed land surveyor or licensed civil engineer legally authorized to practice land surveying, prior to construction, and a corner record or record of survey of the references shall be filed with the county surveyor. A permanent monument shall be reset or a witness monument or monuments set to perpetuate the location if any monument that could be affected, and a corner record or record of survey shall be filed with the county surveyor prior to the recording of a certificate of completion for the project.
- 789-1928 ■ No building appurtenances for utility or fire service connections shall encroach or project into public right-of-way (i.e. streets and alleys). Locations of these appurtenances shall be shown on the building site plan and the off-site improvement plans [BMC 7-3-701.1].
- 789-1929 ■ No structure is permitted in any public right-of-way or any public utility easements/pole line easements [BMC 7-3-701.1, BMC 9-1-1-3203].
- 789-1930 ■ Any work within the public right-of-way must be permitted and approved by the Public Works Department before construction can commence. All construction work in the public right-of-way must comply with Burbank Standard Plans and must be constructed to the satisfaction of the City Engineer. A Public Works **EXCAVATION PERMIT** is required. The excavation permit requires a deposit acceptable to the Public Works Director to guarantee timely construction of all off-site improvements. Burbank Standard Plans can be accessed at:
<http://file.burbankca.gov/publicworks/OnlineCounter/main/index.htm>
- 789-1931 ■ Off-site improvement plans (in the public right-of-way) must be approved by the Public Works Director. Plans must be submitted in City of Burbank Standard format and as-built plans must be submitted on mylar paper.
- 789-1932 ■ Submit site drainage plans to Public Works Department for review. On-site drainage shall not flow across the public parkway (sidewalk) or onto adjacent private property. It should be conveyed by underwalk drains to the gutter through the curb face [BMC 7-1-117, BMC 7-3-102].
- 789-1933 ■ Plans should include easements, elevations, right-of-way/property lines, dedication, location of existing/proposed utilities and any encroachments.
- 789-1934 ■ Construction impacts to adjacent streets that are impacted by the high speed rail construction shall require paving restoration.

Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

For additional information or questions, please contact Anthony Roman, Civil Engineer Associate, at (818) 238-3945.

Checked by: Anthony Roman Date: July 7, 2020

WATER RECLAMATION AND SEWER

Wastewater Requirements:

- 789-1935 ■ Any City or privately owned sewer facility that needs to be relocated due to the subject project will be at the project developer's expense to the satisfaction of the respective facility owner. Please note that the majority of sewer facilities located in Burbank are gravity flow lines and as such any relocation must not negatively impact existing flow capacities. Additionally, sewer services must remain uninterrupted during all construction activities.
- 789-1936 ■ Any underground boring or tunneling activities will require both a pre-construction and post-construction Closed Circuit Televised (CCTV) inspection and potholing of any sanitary sewers crossing the project's alignment extending at least 20 feet beyond the project boundaries to ensure that no facilities are damaged during construction. The CCTV inspections must be submitted to the City for review and approval. The project's developer will be responsible for repairing any damages caused to City-owned or privately-owned sewer facilities to the satisfaction of the respective facility owner.
- 789-1937 ■ Should any sewer pump stations need to be installed for sewer facilities relocated due to the subject project, they will be constructed and maintained at the expense of the developer or project owner for the life of the project. In addition, sewer service must remain uninterrupted at all times.
- 789-1938 ■ Should any temporary or permanent construction staging or improvements impact the Burbank Water Reclamation Plant (BWRP) as a result of the subject project, then all costs will be at the expense of the developer or project owner for the life of the project. In addition, the wastewater treatment process must remain uninterrupted at all times, and the subject project must not impact the future expansion of the BWRP. In addition, the BWRP will be clearly delineated and labeled on the project drawings.
- 789-1939 ■ Landscape improvements need to take into consideration the location of sewer facilities to prevent tree/plant roots from entering/obstructing or damaging the sewer facilities. An obstructed or damaged sewer facility can result in a sanitary sewer overflow, and costly repairs, fines, and claims. It is highly recommended that either a 15-foot clearance for trees and large shrubs is maintained from the location of the City sewer main (7.5 feet on either side of the City sewer main), or a root barrier control system is employed for each tree/plant.

789-1940

- Any construction related grit, debris, or hazardous waste is prohibited from being discharged into the sanitary sewer system.

Stormwater Requirements:

789-1941

- Any City or LACFCD owned storm drain facility, including the Burbank Western Channel, that needs to be relocated due to the subject project will be at the project developer's expense to the satisfaction of the respective facility owner. Please note that the majority of storm drain facilities located in Burbank are gravity flow lines and as such any relocation must not negatively impact existing flow capacities. Additionally, storm drain services must remain uninterrupted during all construction activities.

789-1942

- Any underground boring or tunneling activities will require both a pre-construction and post-construction CCTV inspection and potholing of any storm drains crossing the project's alignment extending at least 20 feet beyond the project boundaries to ensure that no facilities are damaged from construction activities. The CCTV inspections must be submitted to the City for review and approval. The project's developer will be responsible for repairing any damages caused to City-owned or privately-owned storm drain facilities to the satisfaction of the respective facility owner.

789-1943

- Should any storm drain pump stations be required to be installed or relocated due to storm drain facilities impacted by the subject project, then they will be constructed and maintained at the expense of the developer, or project owner, for the life of the project. Storm drain service must remain uninterrupted.

789-1944

- Effective July 1, 2010, any construction activity that results in soil disturbances greater than one acre is subject to the General Permit for Storm Water Discharges Associated with Construction Activity Permit Order 2009-0009-DWQ (2009 Construction General Permit) – see:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Additionally, if the construction activity less than one acre is part of a larger common plan of development that encompasses a total of one or more acres of soil disturbance or if there is significant water quality impairment resulting from the activity, it is subject to the 2009 Construction General Permit.

789-1945

- Per BMC 9-3-407, Best Management Practices shall apply to all construction projects and shall be required from the time of land clearing, demolition or commencement of construction until receipt of a certificate of occupancy.

789-1946

- Discharges from essential non-emergency firefighting activities (i.e., fire sprinkler system testing) is a conditionally allowed non-storm water discharge into the storm

Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1947 | drain system, provided appropriate Best Management Practices (BMPs) are implemented.

789-1948 | ■ Certain construction and re-construction activities on private property will need to comply with post-construction Best Management Practices (BMPs), which include Sections 8-1-1007 and 9-3-414.D of the BMC authorizing the City to require projects to comply with the Standard Urban Stormwater Mitigation Plan provisions and the City's **Low Impact Development (LID)** ordinance. For questions on these requirements, please contact the City's Building Division at (818) 238-5220.

■ Dewatering an area where water accumulates (i.e., crawl space, foundation, or basement) is now considered a prohibited discharge into the storm drain system. As such, private property applicants have the following options for dewatering accumulated volumes of water:

- Depending on the volume and having controls in place to keep the discharge on-site, direct the dewatering discharge to a planted/vegetated area located on private property; or
- Apply for an individual NPDES permit with the Regional Board to allow the dewatering discharge into the storm drain system through [ORDER NO. R4-2013-0095](#); pages 8 and 9 of this Dewatering Order state that temporary dewatering including subterranean seepage dewatering, requires individual coverage and is no longer covered/allowed under the MS4 permit. Questions need to be directed to the Regional Board at (213) 576-6600.

For additional information or questions, please contact Kenneth Kozovich at (818) 238-3932.

Checked by: Stephen Walker Date: July 1, 2020

TRAFFIC ENGINEERING

Comments:

789-1949 | ■ The City requests to change the crossing for Metrolink and UPRR tracks to also be grade-separated and below Buena Vista Street. (Page 2-52)

789-1950 | ■ Grade separation may be accomplished using a -2.00% slope from STA 3215+72.96 to STA 3245+00. (Sheet TT-D1201, 1202, 1203)

789-1951 | ■ Grade separation may result in a -0.30% slope from STA 3245+00 to STA 3291+65.95. (Sheet TT-D1203, 1204, 1205, 1206, 1207)

789-1952 | ■ Grade separation would require construction using a joint trench for Metrolink, UPRR, and HSR tracks and therefore the shoofly must be extended to allow rail operations.

■ The shoofly extension will require additional right of way impacts, including parcels 2462002036, 2462002009, 2462002006 (Sheet RW-M4104), parcels 2462002002, 2462002003, 2462002004, 2462002005, 2462002006, and Pacific Avenue (Sheet RW-M4105), parcels 2462012900, 2462017011, and Pacific Avenue (Sheet RW-M4106, 4107).

■ The shoofly extension and additional right of way impacts would modify Construction Sequencing Phase 2, Phase 3, and Phase 4 (Sheet CV-I6107, I6110, I6113).

■ The grade separation joint trench for Metrolink, UPRR, and HSR tracks would modify Construction Sequencing Phase 4 (Sheet CV-I6113).

789-1953 | ■ Vanowen Street must be narrowed at Buena Vista Street for shoofly extension in modified Construction Sequencing Phase 2, Phase 3, and Phase 4 (Sheet CV-I6107, I6110, I6113).

789-1954 | ■ Hollywood Way northbound must be closed between Avon Street and Valhalla Drive during Construction Sequencing Phase 3 for cut and cover construction. Detour the northbound traffic to use Vanowen Street eastbound to Buena Vista Street northbound. (Sheet CV-I6110, TN-C4002, Page 3.2-54, 60)

789-1955 | ■ Avon Street must be closed between Hollywood Way and Empire Avenue during Construction Sequencing Phase 3 for cut and cover construction. Detour traffic to Vanowen Street. (Sheet CV-I6110, TN-C1003, Page 3.2-54, 60).

789-1956 | ■ Empire Avenue must be closed at Avon Street during Construction Sequencing Phase 3 for cut and cover construction. Detour traffic to Vanowen Street and Thornton Ave. (Sheet CV-I6110, TN-C1003, Page 3.2-54, 60).

789-1957 | ■ Buena Vista Street must be closed between Empire Avenue and Vanowen Street during Construction Sequencing Phase 4 and 5 for grade separation. Detour traffic to Victory Blvd, Hollywood Way, and Thornton Ave (Sheet CV-I6113, I6116, ST-H1102, ST-K1021, Page 3.2-54, 64).

789-1958 | ■ Burbank Blvd must be closed between Victory Blvd and Front Street during Construction Sequencing Phase 12, 13, 14 and 15. Detour traffic to (Sheet CV-I6137, I6140, I6143, I6146, CV-16137, Page 3.2-54, 64).

789-1959 | ■ Victory Place must be closed between Lake Street and Walmart driveway during Construction Sequencing Phase 12, 13, 14 and 15 (Sheet CV-I6137, I6140, I6143, I6146, CV-T1032, ST-K1031, Page 3.2-54, 64).

Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

- 789-1960 ■ Correct all detour routes and detoured traffic volumes based on the earlier comments (**Transportation Technical Report Page 6-63, 6-64, Appendix E-1 and E-2**)
- 789-1961 ■ **Page 3.2-56:** Correct the directionality of streets. Any street parallel to Interstate 5 is north/south and any street crossing the freeway is east/west.
- 789-1962 ■ **Page 3.2-56: Hollywood Way SB at San Fernando Road.** The mitigation measure will reduce capacity by prohibiting Right Turn on Red. Justify how capacity is increased with this measure. *[Check Technical Report analysis]*
- 789-1963 ■ **Page 3.2-56: Hollywood Way at Victory Blvd.** The mitigation measure will reduce capacity by re-stripping two left turns lanes because the protected-permissive phasing must be changed to protected only. The right turn lane has an existing green overlap. Justify how capacity is increased with this measure. *[Check Technical Report analysis]*
- 789-1964 ■ **Page 3.2-56: Buena Vista St at San Fernando Blvd.** The existing signal cycle length is 120 to 140 seconds and runs free. Correct your parameters and update your analysis.
- 789-1965 ■ **Page 3.2-56: Buena Vista St at Thornton Avenue-Provide additional minor restriping on the southbound approach.** The mitigation measure is vague. What is the recommendation? The existing curb lane is 19 feet and there is a defacto right turn lane. *[Check Technical Report analysis]*
- 789-1966 ■ **Page 3.2-56: Buena Vista St at Vanowen Street.** See comment for Page 3.2-54, Buena Vista Street will be closed for the open trench, deck, and abutment work. The City assumes Vanowen and Buena Vista will be restriped to be a continuous street. *[Check Technical Report analysis]*
- 789-1967 ■ **Page 3.2-56: Buena Vista St at Victory Blvd.** The mitigation measure will reduce capacity by re-stripping two left turns lanes because the protected-permissive phasing must be changed to protected only. In fact, the City did the opposite because average delay was reduced with single lane and protected-permissive phasing. Justify how capacity is increased with this measure. *[Check Technical Report analysis]*
- 789-1968 ■ **Page 3.2-56: Burbank Blvd at San Fernando Blvd.** The City changed the signal phasing and lane configurations of this intersection in 2019. Correct your parameters and update your analysis. *[Check Technical Report analysis]*
- 789-1969 ■ **Page 3.2-56: Burbank Blvd at Victory Blvd.** The traffic signal uses split phasing for Victory Blvd and the existing signal cycle length is 140 to 150 seconds and runs free. Southbound Victory Blvd approach already has two through lanes and one right lane. See comment for Page 3.2-54. Victory Place will be closed for the HSR

- 789-1969 bridge and re-profiling of the street. Correct your parameters and update your analysis. *[Check Technical Report analysis]*
- 789-1970 ■ **Page 3.2-56: Magnolia Blvd at First St.** The mitigation measure will reduce capacity by re-stripping two left turns lanes because the protected-permissive phasing must be changed to protected only. Justify how capacity is increased with this measure. The existing width of the receiving lanes is 30 feet, not 35 feet and therefore an additional right turn lane cannot be added. The existing signal cycle length is 120 seconds. Correct your parameters and update your analysis.
- 789-1971 ■ **Page 3.2-56: Magnolia Blvd at Victory Blvd.** The mitigation measure will reduce capacity by re-stripping two left turns lanes because the protected-permissive phasing must be changed to protected only. Justify how capacity is increased with this measure. The existing width of the receiving lanes is less than 30 feet on 3 of 4 approaches and therefore an additional lane cannot be added. The existing signal cycle length is 120 seconds. Correct your parameters and update your analysis.
- 789-1972 ■ **Page 3.2-56: Olive Ave at 1st St.** There is no right turn only lane on 1st Street westbound (City northbound). There is an existing right turn overlap on the 1st Street eastbound (City southbound). Correct your parameters and update your analysis.
- 789-1973 ■ **Page 3.2-57: Olive Ave at Victory Blvd.** The mitigation measure will reduce capacity by re-stripping two left turns lanes because the protected-permissive phasing must be changed to protected only. The geometry of the intersection also requires a lead/lag because of left turn path conflicts created by your mitigation measure. Justify how capacity is increased with this measure. A right turn overlap cannot be implemented for Olive northbound (City eastbound) because there is no right turn lane. The existing signal cycle length is 120 seconds. Correct your parameters and update your analysis.
- 789-1974 ■ **Page 3.2-59 Table 3.2-20.** Per Table 3.2-16, Hollywood Way will be closed during construction at Avon and Empire. Therefore, how can the volumes exceed capacity? Correct your parameters and update your analysis.
- 789-1975 ■ Tables 6-4, 6-6, 6-18, 6-23, 6-31, and 6-32 do not show results for all intersections. Correct the tables (**Transportation Technical Report Page 6-7, 6-15, 6-37, 6-52, 6-69, 6-70**)

For additional information or questions, please contact Jonathan Yee, Assistant Public Works Director – Traffic, at (818) 238-3969.

Checked by: Jonathan Yee Date: June 24, 2020

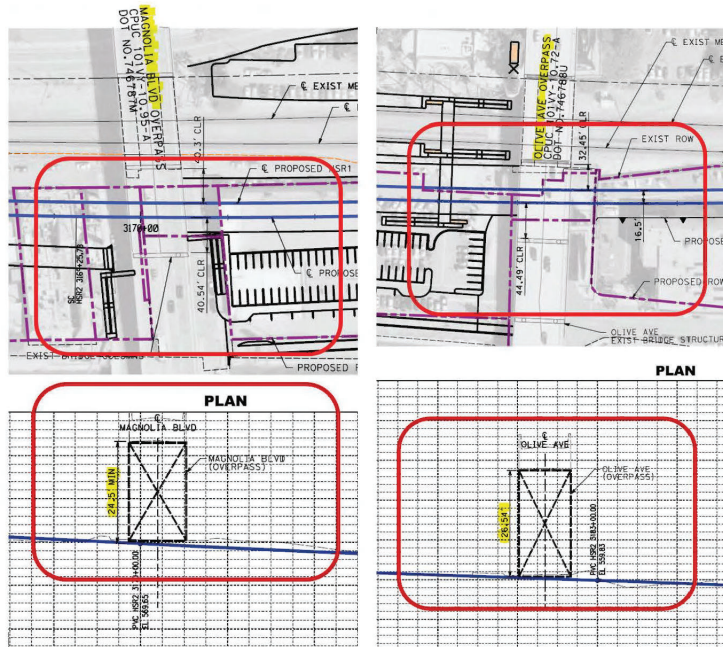
Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

CAPITAL PROJECTS

Comments:

789-1976

- The dimensions for Magnolia Blvd bridge overpass (24.5') and Olive Ave Bridge (26.54') shown below shall be confirmed in person at those exact stations, and also provide answers to the following:
 - What is the minimum clearance required (and needed during construction) at Olive Ave Bridge overpass? And at Magnolia Blvd Bridge overpass?
 - Are the existing field measured and verified clearances sufficient? If not, how will this be addressed and mitigated?



789-1977

- Per section 3.4 Noise and Vibration, impacted structures may need vibration and displacement mitigation, and since the Olive Ave Bridge and Magnolia Blvd Bridge

C:\Dkriske\Hsr\Deir\DEIR_Commentletter_07142020\Departmentcomments\ATTACHMENT A - EIR California High Speed Rail Project PW Review - Ken.Docx

789-1977

columns and supports are close to the new HSR rails, vibration generated by the rail system will have great impact and is a serious concern since the bridge railings are sub-standard and will need to be upgraded by this project to keep pedestrians on the bridges safe from increased vibrations and displacements caused by the rail system. Also, seismic retrofit of the bridges is highly recommended and should be completed prior to construction of the rail system. We can provide the latest bridge inspection reports upon request.

General Comments:

789-1978

- All construction activity within the public right-of-way to be approved by the City's Public Works Department which will assess access and service issues of that proposed project.

For additional information or questions, please contact Artin Megerdichian at (818) 238-3942.

Checked by: Omar Moheize Date: July 1, 2020

FIELD SERVICES

Comments & Questions:

789-1979

- The project will increase traffic loading on Burbank roadways. What are the projected impacts to Burbank's roadway infrastructure? In the efforts of Economic Sustainability, what will the impact be to roadway maintenance costs as a result of the project? What are the mitigating factors to offset increased costs?

789-1980

- The project will result in substantial impacts to City services. Including an increased demand for infrastructure maintenance and the potential to create the need for additional staffing or facilities. What will the projected impact be to Burbank's infrastructure maintenance? In the efforts of Economic Sustainability, what are the projected impacts to City services maintenance costs as a result of the project? What are the mitigating factors to offset increased costs?

789-1981

- Waste disposal will be significantly affected by the project. What will the projected impact be to Burbank's waste disposal staffing, infrastructure and programs, including the impact this has on State mandated programs? In the efforts of Economic Sustainability, what are the projected impacts to City waste disposal costs as a result of the project? What are the mitigating factors to offset increased costs?

789-1982

- The project will include the addition of right-of-way infrastructure such as, bike lanes, intersection improvements and pedestrian friendly infrastructure. What projected impacts do these new improvements have on Burbank's infrastructure?

C:\Dkriske\Hsr\Deir\DEIR_Commentletter_07142020\Departmentcomments\ATTACHMENT A - EIR California High Speed Rail Project PW Review - Ken.Docx

Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

CITY OF BURBANK
PUBLIC WORKS DEPARTMENT
TRAFFIC ENGINEERING DIVISION

789-1982

In the efforts of Economic Sustainability, what will the impact be to maintenance costs as a result of these new improvements? What are the mitigating factors to offset increased costs?

789-1983

- The City of Burbank maintains a separate storm water system. What is the impact on Burbank's storm water system? Is there consideration for designs to allow for the retention and infiltration of storm water on-site? What storm water infrastructure upgrades will be necessary to reduce the impacts of the project. In the efforts of Economic Sustainability, what will the impact be to maintenance costs as a result of these new improvements? What are the mitigating factors to offset increased costs?

For additional information or questions, please contact Public Works Field Services at (818) 238-3800.

Checked by: John Molinar Date: June 26, 2020

789-1984

SUBJECT: California High Speed Rail Project Draft Environmental Impact Report Letter

PLANNING NO. None

LOCATION: Citywide in Burbank, Burbank to Los Angeles HSR Section

COMMENTS:

- The City requests to change the crossing for Metrolink and UPRR tracks to also be grade-separated and below Buena Vista Street. (Page 2-52)
- Grade separation may be accomplished using a -2.00% slope from STA 3215+72.96 to STA 3245+00. (Sheet TT-D1201, 1202, 1203)
- Grade separation may result in a -0.30% slope from STA 3245+00 to STA 3291+65.95. (Sheet TT-D1203, 1204, 1205, 1206, 1207)
- Grade separation would require construction using a joint trench for Metrolink, UPRR, and HSR tracks and therefore the shoofly must be extended to allow rail operations.
- The shoofly extension will require additional right of way impacts, including parcels 2462002036, 2462002009, 2462002006 (Sheet RW-M4104), parcels 2462002002, 2462002003, 2462002004, 2462002005, 2462002006, and Pacific Avenue (Sheet RW-M4105), parcels 2462012900, 2462017011, and Pacific Avenue (Sheet RW-M4106, 4107).
- The shoofly extension and additional right of way impacts would modify Construction Sequencing Phase 2, Phase 3, and Phase 4 (Sheet CV-I6107, I6110, I6113).
- The grade separation joint trench for Metrolink, UPRR, and HSR tracks would modify Construction Sequencing Phase 4 (Sheet CV-I6113).
- Vanowen Street must be narrowed at Buena Vista Street for shoofly extension in modified Construction Sequencing Phase 2, Phase 3, and Phase 4 (Sheet CV-I6107, I6110, I6113).
- Hollywood Way northbound must be closed between Avon Street and Valhalla Drive during Construction Sequencing Phase 3 for cut and cover construction. Detour the northbound traffic to use Vanowen Street eastbound to Buena Vista Street northbound. (Sheet CV-I6110, TN-C4002, Page 3.2-54, 60)
- Avon Street must be closed between Hollywood Way and Empire Avenue during Construction Sequencing Phase 3 for cut and cover construction. Detour traffic to Vanowen Street. (Sheet CV-I6110, TN-C1003, Page 3.2-54, 60).
- Empire Avenue must be closed at Avon Street during Construction Sequencing Phase 3 for cut and cover construction. Detour traffic to Vanowen Street and Thornton Ave. (Sheet CV-I6110, TN-C1003, Page 3.2-54, 60).

For questions, please contact Traffic Engineering at 818-238-3915. JONATHAN YEE

K:\Traffic\Memos\planning conditions\Other (Special, Projects, Etc)\2020 CA HSR EIR\200624-Memo CAHSR DEIR Letter.docx

Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1984

- Buena Vista Street must be closed between Empire Avenue and Vanowen Street during Construction Sequencing Phase 4 and 5 for grade separation. Detour traffic to Victory Blvd, Hollywood Way, and Thornton Ave (Sheet CV-16113, I6116, ST-H1102, ST-K1021, Page 3.2-54, 64).
- Burbank Blvd must be closed between Victory Blvd and Front Street during Construction Sequencing Phase 12, 13, 14 and 15. Detour traffic to (Sheet CV-16137, I6140, I6143, I6146, CV-16137, Page 3.2-54, 64).
- Victory Place must be closed between Lake Street and Walmart driveway during Construction Sequencing Phase 12, 13, 14 and 15 (Sheet CV-16137, I6140, I6143, I6146, CV-T1032, ST-K1031, Page 3.2-54, 64).
- Correct all detour routes and detoured traffic volumes based on the earlier comments (Transportation Technical Report Page 6-63, 6-64, Appendix E-1 and E-2)
- Page 3.2-56: Correct the directionality of streets. Any street parallel to Interstate 5 is north/south and any street crossing the freeway is east/west.
- Page 3.2-56: **Hollywood Way SB at San Fernando Road.** The mitigation measure will reduce capacity by prohibiting Right Turn on Red. Justify how capacity is increased with this measure. [Check Technical Report analysis]
- Page 3.2-56: **Hollywood Way at Victory Blvd.** The mitigation measure will reduce capacity by re-stripping two left turns lanes because the protected-permissive phasing must be changed to protected only. The right turn lane has an existing green overlap. Justify how capacity is increased with this measure. [Check Technical Report analysis]
- Page 3.2-56: **Buena Vista St at San Fernando Blvd.** The existing signal cycle length is 120 to 140 seconds and runs free. Correct your parameters and update your analysis.
- Page 3.2-56: **Buena Vista St at Thornton Avenue-Provide additional minor restriping on the southbound approach.** The mitigation measure is vague. What is the recommendation? The existing curb lane is 19 feet and there is a defacto right turn lane. [Check Technical Report analysis]
- Page 3.2-56: **Buena Vista St at Vanowen Street.** See comment for Page 3.2-54, Buena Vista Street will be closed for the open trench, deck, and abutment work. The City assumes Vanowen and Buena Vista will be restriped to be a continuous street. [Check Technical Report analysis]
- Page 3.2-56: **Buena Vista St at Victory Blvd.** The mitigation measure will reduce capacity by re-stripping two left turns lanes because the protected-permissive phasing must be changed to protected only. In fact, the City did the opposite because average delay was reduced with single lane and protected-permissive phasing. Justify how capacity is increased with this measure. [Check Technical Report analysis]
- Page 3.2-56: **Burbank Blvd at San Fernando Blvd.** The City changed the signal phasing and lane configurations of this intersection in 2019. Correct your parameters and update your analysis. [Check Technical Report analysis]
- Page 3.2-56: **Burbank Blvd at Victory Blvd.** The traffic signal uses split phasing for Victory Blvd and the existing signal cycle length is 140 to 150 seconds and runs free. Southbound Victory Blvd approach already has two through lanes and one

For questions, please contact Traffic Engineering at 818-238-3915.

K:\Traffic\Memos\planning conditions\Other (Special, Projects, Etc)\2020 CA HSR EIR\200624-Memo CAHSR DEIR Letter.docx

789-1984

right lane. See comment for Page 3.2-54. Victory Place will be closed for the HSR bridge and re-profiling of the street. Correct your parameters and update your analysis. [Check Technical Report analysis]

- Page 3.2-56: **Magnolia Blvd at First St.** The mitigation measure will reduce capacity by re-stripping two left turns lanes because the protected-permissive phasing must be changed to protected only. Justify how capacity is increased with this measure. The existing width of the receiving lanes is 30 feet, not 35 feet and therefore an additional right turn lane cannot be added. The existing signal cycle length is 120 seconds. Correct your parameters and update your analysis.
- Page 3.2-56: **Magnolia Blvd at Victory Blvd.** The mitigation measure will reduce capacity by re-stripping two left turns lanes because the protected-permissive phasing must be changed to protected only. Justify how capacity is increased with this measure. The existing width of the receiving lanes is less than 30 feet on 3 of 4 approaches and therefore an additional lane cannot be added. The existing signal cycle length is 120 seconds. Correct your parameters and update your analysis.
- Page 3.2-56: **Olive Ave at 1st St.** There is no right turn only lane on 1st Street westbound (City northbound). There is an existing right turn overlap on the 1st Street eastbound (City southbound). Correct your parameters and update your analysis.
- Page 3.2-57: **Olive Ave at Victory Blvd.** The mitigation measure will reduce capacity by re-stripping two left turns lanes because the protected-permissive phasing must be changed to protected only. The geometry of the intersection also requires a lead/lag because of left turn path conflicts created by your mitigation measure. Justify how capacity is increased with this measure. A right turn overlap cannot be implemented for Olive northbound (City eastbound) because there is no right turn lane. The existing signal cycle length is 120 seconds. Correct your parameters and update your analysis.
- Page 3.2-59 Table 3.2-20. Per Table 3.2-16, Hollywood Way will be closed during construction at Avon and Empire. Therefore, how can the volumes exceed capacity? Correct your parameters and update your analysis.
- Tables 6-4, 6-6, 6-18, 6-23, 6-31, and 6-32 do not show results for all intersections. Correct the tables (Transportation Technical Report Page 6-7, 6-15, 6-37, 6-52, 6-69, 6-70)

For questions, please contact Traffic Engineering at 818-238-3915.

K:\Traffic\Memos\planning conditions\Other (Special, Projects, Etc)\2020 CA HSR EIR\200624-Memo CAHSR DEIR Letter.docx

Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

Hollywood Burbank Airport located approximately at the intersection of Hollywood Way and San Fernando Boulevard. The proposed project would construct an entirely new rail alignment through the City of Burbank at various profiles including at-grade and below-grade, and would require the construction of several new grade separations, relocation of city streets, and tunneling under public and private property.

The purpose of the DEIR / DEIS is for the California High Speed Rail Authority to describe the proposed project, analyze how the project would impact the environment, and identify if there are mitigations available to mitigate identified impacts. During the DEIR / DEIS comment period, stakeholders and members of the public have the opportunity to review the document and provide comments on the project, the impacts identified, and the mitigations proposed. Public comments must be received before the comment period closes on July 16, 2020. The City Council is scheduled to review a draft comment letter at their meeting of July 14, 2020.

Staff is requesting that affected Departments review relevant sections of the DEIR / DEIS and provide comments to be included in the draft comment letter. Given the short 45-day DEIR / DEIS comment period, staff requests any comments be received by **Thursday, June 25, 2020** so that they may be included in the draft comment letter reviewed by the City Council.

The City Council provided written comments to the California High Speed Rail Authority previously on August 26, 2014 during the project's Notice of Preparation. During this time, the City provide comments to the California High Speed Rail Authority regarding the issues that the City felt were important to study in the DEIR / DEIS. The issues brought up in the prior comments can be the starting point for reviewing the DEIR / DEIS. The Council's previous comments are attached to this memorandum.

COMMENTS REQUESTED:

A link to download the DEIR / DEIS is provided below:

https://www.hsr.ca.gov/programs/environmental/eis_eir/draft_burbank_los_angeles.aspx

The City Council's previous comments made during the Notice of Preparation (along with City Council Staff Report) are included below:

<https://file.burbankca.gov/outgoing/dhg0677>

Please provide your Department comments in writing **no later than Thursday, June 25, 2020**. Please send your comments/conditions via email to **David Kriske** at dkriske@burbankca.gov attached as a Word document. An IRDC meeting is being scheduled prior to the deadline for comments as an opportunity to discuss the project and any issues prior to finalizing comments. This is due to the constrained timelines afforded to the City of Burbank to comment on the project. If your Department/Division has no comments, please let me know; if no comments are received, we may assume that your Department/Division has no comments or conditions. Please feel free to contact me with any questions.

SUBMIT PROJECT COMMENTS/CONDITIONS ON OR BEFORE:
Thursday, June 25, 2020

PROJECT IDRC STAFF MEETING IS SCHEDULED FOR:
Thursday, June 18, 2020
[Note IRDC Meeting is PRIOR to the Comment Deadline Date]

Hollywood Burbank Airport located approximately at the intersection of Hollywood Way and San Fernando Boulevard. The proposed project would construct an entirely new rail alignment through the City of Burbank at various profiles including at-grade and below-grade, and would require the construction of several new grade separations, relocation of city streets, and tunneling under public and private property.

The purpose of the DEIR / DEIS is for the California High Speed Rail Authority to describe the proposed project, analyze how the project would impact the environment, and identify if there are mitigations available to mitigate identified impacts. During the DEIR / DEIS comment period, stakeholders and members of the public have the opportunity to review the document and provide comments on the project, the impacts identified, and the mitigations proposed. Public comments must be received before the comment period closes on July 16, 2020. The City Council is scheduled to review a draft comment letter at their meeting of July 14, 2020.

Staff is requesting that affected Departments review relevant sections of the DEIR / DEIS and provide comments to be included in the draft comment letter. Given the short 45-day DEIR / DEIS comment period, staff requests any comments be received by **Thursday, June 25, 2020** so that they may be included in the draft comment letter reviewed by the City Council.

The City Council provided written comments to the California High Speed Rail Authority previously on August 26, 2014 during the project's Notice of Preparation. During this time, the City provide comments to the California High Speed Rail Authority regarding the issues that the City felt were important to study in the DEIR / DEIS. The issues brought up in the prior comments can be the starting point for reviewing the DEIR / DEIS. The Council's previous comments are attached to this memorandum.

COMMENTS REQUESTED:

A link to download the DEIR / DEIS is provided below:

https://www.hsr.ca.gov/programs/environmental/eis_eir/draft_burbank_los_angeles.aspx

The City Council's previous comments made during the Notice of Preparation (along with City Council Staff Report) are included below:

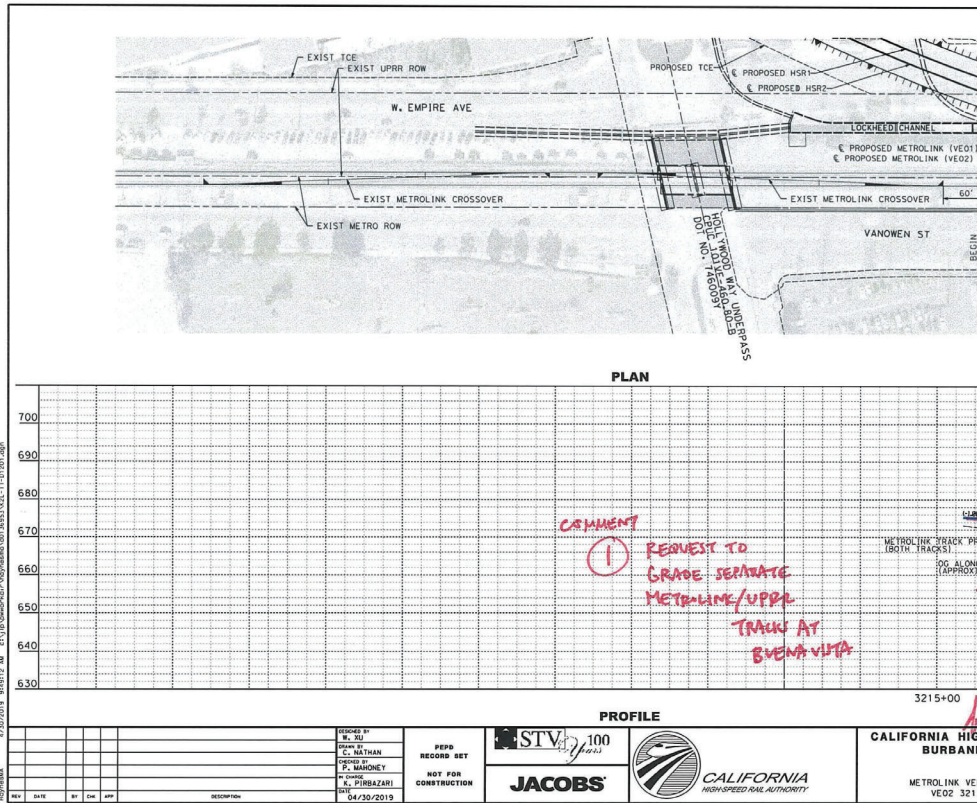
<https://file.burbankca.gov/outgoing/dhg0677>

Please provide your Department comments in writing **no later than Thursday, June 25, 2020**. Please send your comments/conditions via email to **David Kriske** at dkriske@burbankca.gov attached as a Word document. An IRDC meeting is being scheduled prior to the deadline for comments as an opportunity to discuss the project and any issues prior to finalizing comments. This is due to the constrained timelines afforded to the City of Burbank to comment on the project. If your Department/Division has no comments, please let me know; if no comments are received, we may assume that your Department/Division has no comments or conditions. Please feel free to contact me with any questions.

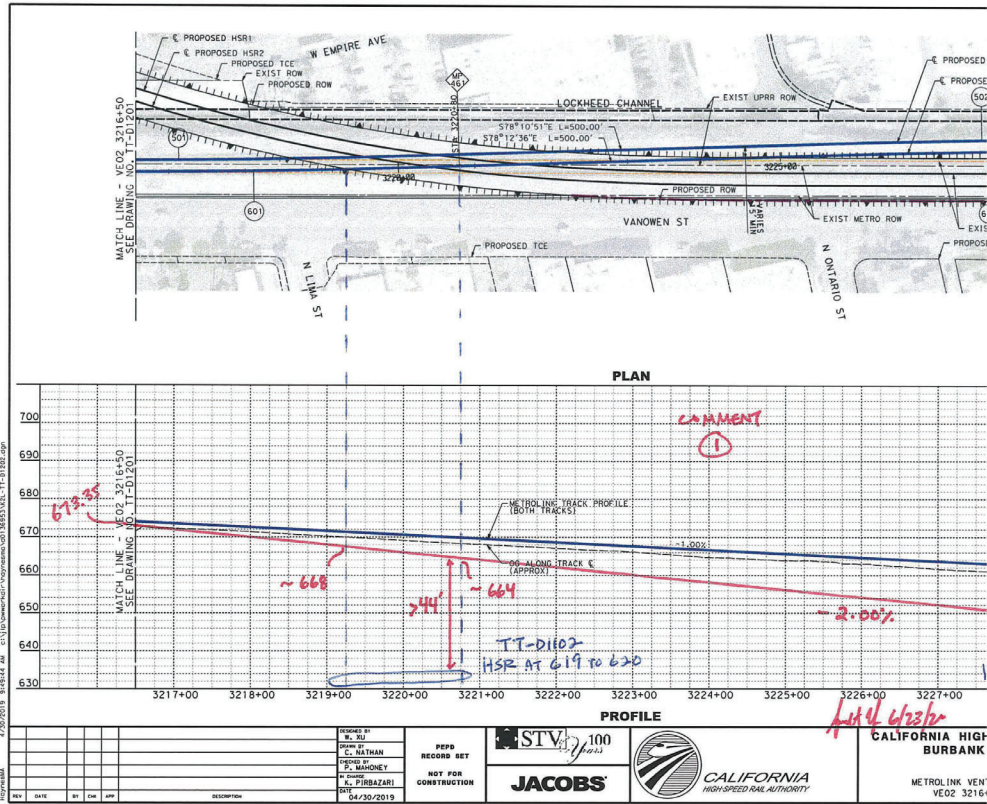
SUBMIT PROJECT COMMENTS/CONDITIONS ON OR BEFORE:
Thursday, June 25, 2020

PROJECT IDRC STAFF MEETING IS SCHEDULED FOR:
Thursday, June 18, 2020
[Note IRDC Meeting is PRIOR to the Comment Deadline Date]

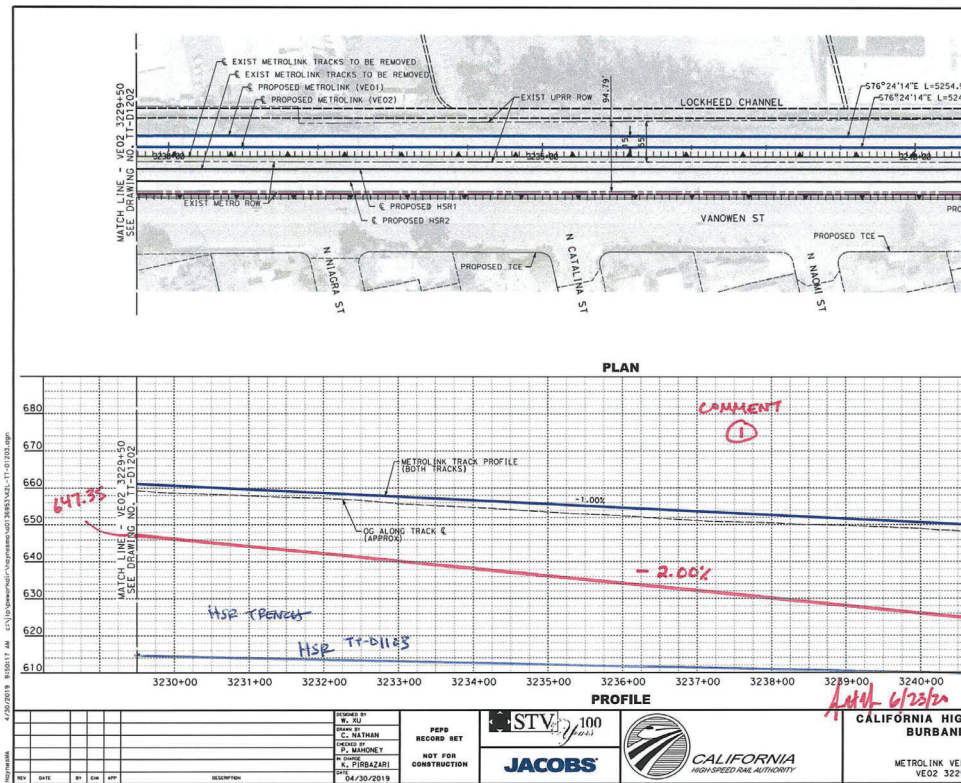
Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued



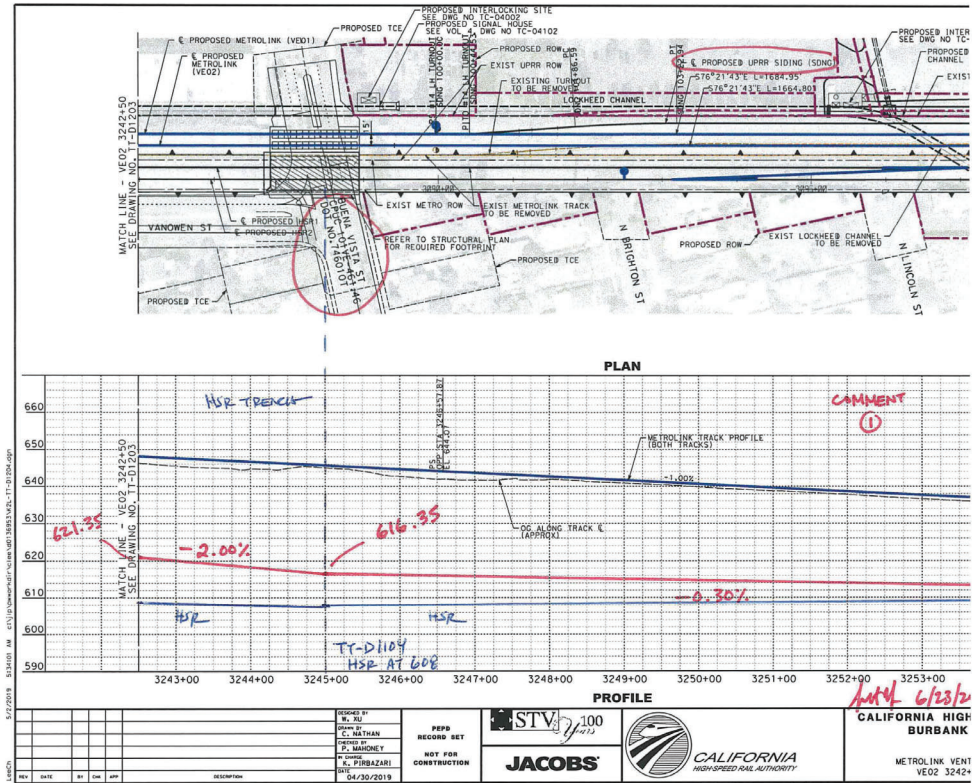
Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued



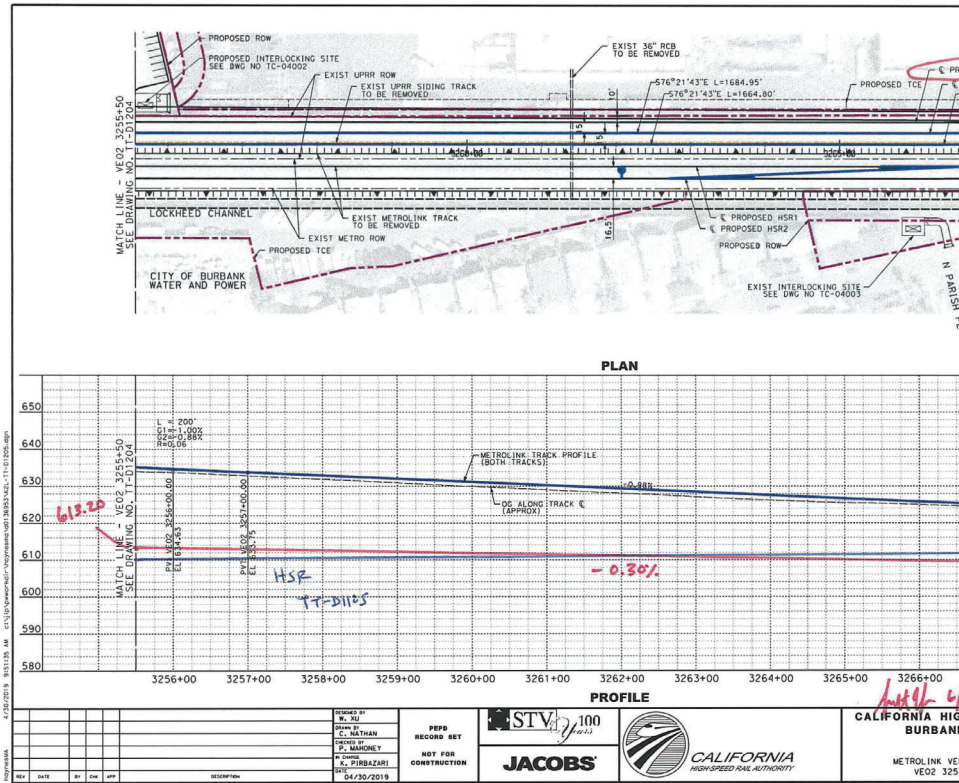
Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued



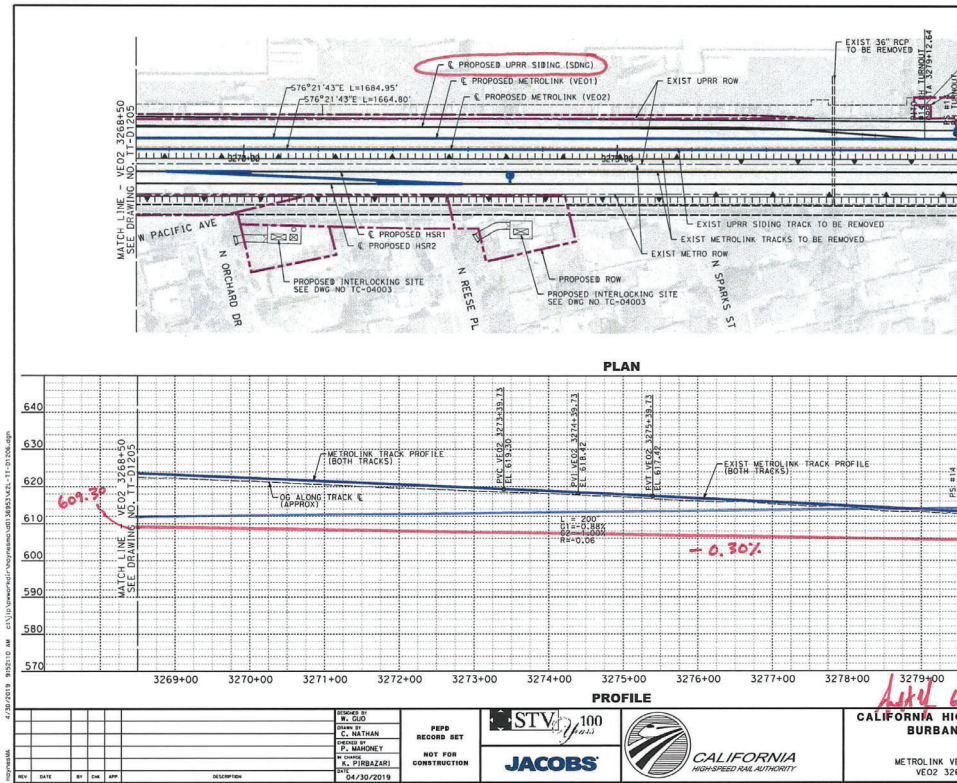
Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued



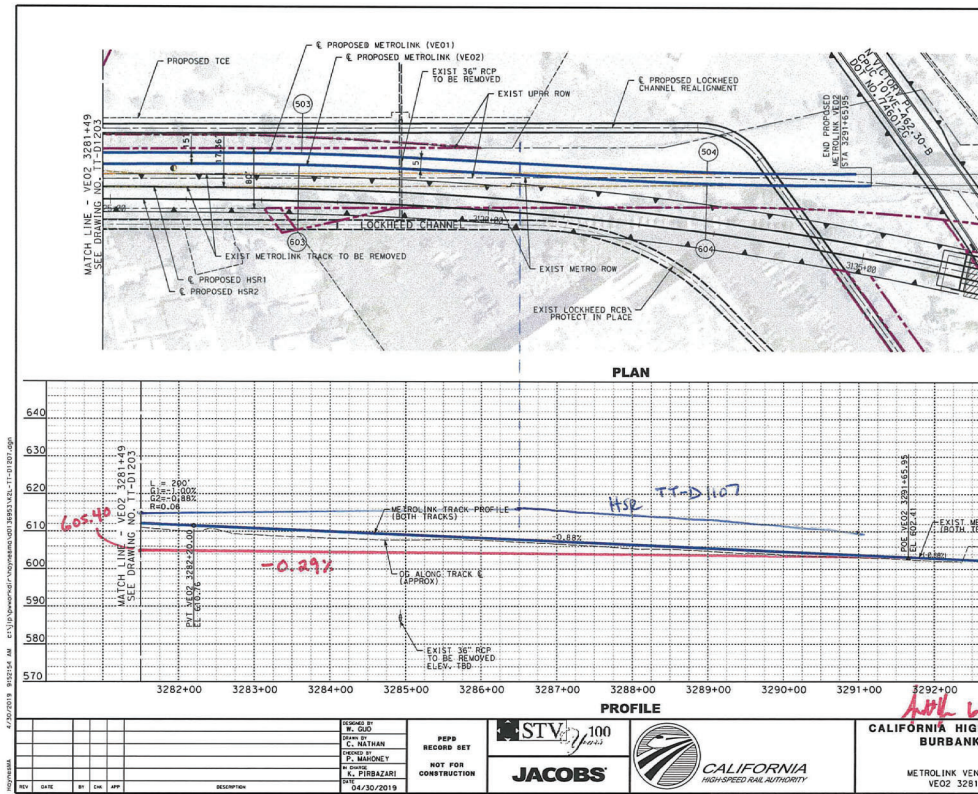
Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued



Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued



Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued



Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020)

789-1885

Refer to Standard Response BLA-Response-Chapter 2 Alt-01: Alternatives.

The commenter suggests that the Draft EIR/EIS analyzes an insufficient range of alternatives by limiting the alternatives analysis to corridor and alignment alternatives without analyzing reasonable alternative track profiles or cross sections within the preferred alignment that could satisfy the project objectives and reduce or avoid many significant impacts. The HSR alignment track profiles and cross sections evaluated in this Final EIR/EIS have been refined through the preliminary engineering analyses to reduce impacts on important existing and planned resources to the extent feasible while also meeting overall project objectives.

789-1886

The commenter states that the mostly at grade HSR Project would further divide established communities, further separate the Downtown Burbank Metrolink from existing and future housing opportunities in Downtown Burbank, introduce significant and unavoidable noise and vibration impacts to established single-family residential neighborhoods, and further separate communities located along the Union Pacific (UPRR)/Metrolink Coast Line by failing to grade separate existing conventional railroad tracks as part of the project.

As discussed in Section 3.12.6.3, the HSR Build Alternative would result in five single-family residential displacements and two multifamily residential units in the city of Burbank. No community facilities that provide public services would be displaced as a result of construction of the HSR Build Alternative. No important community facilities (e.g. public buildings, schools, places of worship, and parks) or gathering spaces would be displaced or relocated as a result of construction of the HSR Build Alternative. Therefore, there would be no substantial impacts on community cohesion during construction of the HSR Build Alternative.

Business displacements within the city of Burbank would generally occur within the following areas: in the northwest corner of the Burbank Airport Station area south of N San Fernando Road and west of the intersection of N Hollywood Way and N San Fernando Road in and around the triangular area bounded by Interstate 5 and the existing rail corridor, N Victory Place, and W Burbank Boulevard, as well as south of the existing rail corridor between W Chestnut Street and W Providencia Avenue. Most of the commercial, retail, and industrial businesses acquired and displaced by construction of the

HSR Build Alternative would occur on the periphery of the Burbank community, along frontage roads or adjacent to existing railroad right-of-way. Therefore, the acquisitions and displacements is not anticipated to change the existing community character or cohesion within the city of Burbank.

With the implementation of SOCIO-IAMF#2, which would provide relocation assistance to all residents displaced by the HSR Build Alternative, and SOCIO-IAMF#3, which would establish an appraisal, acquisition, and relocation process in consultation with

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1886

affected cities, counties, and property owners, permanent construction impacts on communities would not divide existing communities. Displacements would generally occur along an existing railroad corridor in the city of Burbank or at the edges of neighborhoods, and would not divide or isolate existing cohesive communities.

Because trains already operate within the existing rail corridor, the addition of HSR trains would not disrupt community character and cohesion in the city of Burbank. Access to the existing communities and neighborhoods would be maintained, and the function of communities would not be affected.

Although the HSR system would not serve the Downtown Burbank Metrolink Station, as described in Section 2.5.2.9 of this Final EIR/EIS, the HSR Build Alternative would construct modifications at the station to ensure continued operations of existing operators. Pedestrian bridges would be provided for passengers to cross over the HSR tracks to access the Metrolink platforms. Other accessibility improvements would include additional vehicle parking, bus parking, and bicycle pathways. These improvements would be compliant with Complete Streets and would help maintain public access to the Downtown Burbank Metrolink Station.

Refer to Response to Comment 789-1913, contained in this chapter, for a discussion on specific noise and vibration impacts to established single-family residential neighborhoods in Burbank. As discussed in Section 3.4.6.3, the HSR Build Alternative would result in significant and unavoidable noise impacts to sensitive receivers during operation but would result in less than significant vibration impacts with implementation of mitigation measures. Mitigation measures N&V-MM#3 through N&V-MM#5 would be implemented and are discussed in more detail in Section 3.4.7 of this Final EIR/EIS. These measures include the construction of sound barriers, noise insulation considerations, design, and vehicle specifications and special trackwork that would reduce noise impacts. Although the implementation of mitigation measures N&V-MM#3 through N&V-MM#5 would reduce the HSR Build Alternative operational noise impacts, noise impacts as a result of the HSR Build Alternative would still remain significant under CEQA at some locations. The sound barrier analysis in Table 3.4-21 of the Draft EIR/EIS and this Final EIR/EIS shows that even with the implementation of mitigation measures N&V-MM-#3 through N&V-MM-#5, severe residual impacts would remain at

789-1886

some locations, and these impacts would be considered significant and unavoidable.

789-1887

The commenter states that the inadequacy of the Draft EIR/EIS to identify impacts and mitigations is documented in the remainder of the letter. Refer to responses to comments 789-1888 through 789-1987 contained in this chapter of the Final EIR/EIS for responses to the detailed comments provided.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1888

The commenter states that the reasonable range of project alternatives should include several features such as an extension of the tunnel and trench sections and a reduced station footprint. Refer to response to comment 789-1885 contained in this chapter of the Final EIR/EIS regarding the range of alternatives analyzed for the HSR project. Responses are provided below regarding the specific alternatives suggested in this comment:

- A project alternative or mitigation measure that extends the tunnel and trench sections further east of the planned daylighting location near Hollywood Way to 1) Victory Place and 2) south of Downtown Burbank near the 1-5 rail grade separation at Providencia Avenue was previously analyzed by the Authority. It was determined that it was infeasible due to cost and potential subsurface impacts related to utilities, the Lockheed and Burbank Western Channel, and seismic concerns.
- A project alternative or mitigation measure that places conventional tracks adjacent to the proposed high speed tracks in the same trench or tunnel is infeasible since freight tracks have different design requirements, such as grade, and would not fit within the planned trench. In order for the planned trench to be able to accommodate conventional tracks, the footprint would have had to be expanded, resulting in additional property impacts.
- A project alternative that places high speed trains and conventional trains on the same set of tracks by electrifying the conventional trains to reduce the project's footprint and environmental impacts to Burbank is infeasible since UPRR cannot operate on shared electrified track without modifications to the overhead catenary system. Additionally, the modifications would not meet HSR design criteria.
- A reduced station footprint design alternative that reduces private property acquisition, surface parking area, and associated urban heat island effects - As stated in Section 2.6.3 of this Final EIR/EIS, in light of the uncertainty regarding the need for station-area parking, this EIR/EIS conservatively identifies parking facilities based on the maximum forecast for parking demand at each station and the local conditions affecting access planning. This approach results in providing the upper range of actual needs and the maximum potential environmental impacts of that range. The Authority has committed to developing a multi-modal access plan prior to design and construction at Burbank Airport Station. This plan will be done in coordination with the City of Burbank

789-1888

and with the Burbank-Glendale-Pasadena Airport Authority and will include a parking strategy that will inform the final location, amount, and phasing of parking.

789-1889

The commenter states that contrary to NEPA and FRA Procedures for Considering Environmental Impacts, the Draft EIR/EIS does not sufficiently analyze the HSR project's potential significant impacts, and potential mitigation measures, by failing to present a reasonable range of project alternatives, such as increased tunneling, which could enhance the environmental quality or avoid some or all adverse impacts of the proposed action. Refer to the responses to comments 789-1885 and 789-1888 contained in this chapter of the Final EIR/EIS regarding the range of alternatives analyzed for the Burbank to Los Angeles Project Section. Refer to BLA-Response-Chapter 2 Alt-01: Alternatives in Chapter 17 of this Final EIR/EIS regarding more extensive tunneling alternatives that were considered in the 2011 Supplemental Alternatives Analysis and the 2014 Supplemental Alternatives Analysis for the Palmdale to Los Angeles section of the HSR system.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1890

The commenter expresses concern related to the use of LOS in the transportation impact analysis. Refer to Standard Response BLA-Response-Section 3.2 TRAN-02: Permanent Traffic Impacts. Both LOS and VMT metrics were provided in the transportation analysis for the project. Per current CEQA guidelines, LOS metrics cannot be used to determine the significance of impacts under CEQA. The commenter correctly states that Draft EIR/EIS includes this statement for the CEQA Conclusion under Impacts TR#1, TR#2, and TR#3. However, both vehicle delay and LOS metrics are provided in the transportation analysis to show patterns of traffic impacts. For CEQA impacts, the VMT metric is analyzed, and this is provided as a region wide value for each analyzed project year, as the mobility network must be evaluated as a whole in the statewide HSR model to acknowledge shifts between auto and rail modes and travel routes and provide the resulting regional VMT change. LOS is still required for NEPA analysis to characterize the transportation setting and consequences of the action regarding vehicle delay. Level of service analysis was used in the TTR and Draft EIR/EIS to identify the local effects of the project, for local jurisdiction review and identification of potential improvements that could improve circulation in the project area and improve access to station sites. This includes consistency with local agencies plans and policies as provided in Appendix 3.1-B, Regional and Local Policy Consistency Analysis. The mitigation measures identified for Impacts TR#1, TR#2, and TR#3 are mitigation under NEPA. The LOS analysis is provided in Section 3.2.6 of the EIR/EIS and mitigation measures TRAN-MM#1 and TRAN-MM#2 which address LOS impacts are provided in Section 3.2.7 of the EIR/EIS. As described in Section 3.2.7 Mitigation Measures of this Final EIR/EIS, for both TRAN-MM#1 and TRAN-MM#2, the following improvements are available for consideration to address impacts under NEPA for the project and it is explicitly stated that no mitigation is required under CEQA. Additional discussion of impacts under NEPA is provided in Section 3.2.8 NEPA Impact Summary.

The commenter also requests the DEIR/EIS be updated to reflect how increased congestion may impact intersection LOS as specified in the City of Burbank 2035 General Plan. As described above and discussed in Section 3.2.3 of this Final EIR/EIS, as a state agency, the Authority is not subject to local regulations. However, it has endeavored to design and construct the HSR project so that it is consistent with land use and zoning regulations where practicable. A total of 13 plans and 35 policies were reviewed (see Appendix 3.1-B, Regional and Local Policy Consistency Analysis, which

789-1890

identifies all the plans and policies that were reviewed as part of this analysis). Appendix 3.1-B includes an analysis of the HSR Project's consistency with the LOS specifications listed in the City's 2035 General Plan. As stated in Appendix 3.1-B, the HSR project would be compatible with the City of Burbank 2035 General Plan policies related to LOS since it does everything feasible to maintain acceptable LOS.

No revisions to this Final EIR/EIS have been made in response to this comment.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1891

The commenter expresses concern related to the existing year baseline traffic conditions and growth projections. The 2040 horizon year used in the 2012 RTP/SCS was current at the time of the transportation technical analysis conducted for the Draft EIR/EIS. The use of data available at the time the technical studies commenced is consistent with the requirements of the baseline for CEQA analysis. The baseline data is a snapshot of existing and future baseline conditions that is defined at the start of the environmental analysis, and the transportation analysis is synched with the assumptions of the overall environmental review effort. Traffic counts were conducted when studies for the Burbank to Los Angeles Project Section were initiated in 2015. In addition, the TTR (Authority 2020) includes additional data and analysis on traffic effects for the assumed 2029 opening year of Phase 1 HSR service. The Draft and Final EIR/EIS include the 2040 analysis, but any differences for 2029 are footnoted in the tables. No revisions to this Final EIR/EIS have been made in response to this comment.

To verify if any analysis changes might be warranted by an evaluation of future-year conditions using the 2016 RTP/SCS growth factors, a sampling analysis was conducted for the Burbank portion of the RSA. Using the same methodology applied in the analysis of future period growth rates from the 2012 RTP, roadway link volumes were extracted from the 2016 RTP/SCS model and growth rates were calculated. The horizon year of 2040 was used for this analysis. Sampled locations included study intersections near the planned Burbank HSR station location and some locations with LOS at values of D or worse. The analysis was conducted in this manner to determine if worsening of LOS values and/or new project impacts might result. The following was found from this analysis:

- In the AM peak hour, changes in volume range from negative 0.8% to positive 7.8% for most locations. At other locations, the increase would be higher:

- The positive increase at the high end of the range (7.8%) is not a full level of service change, so for most locations the traffic study conclusions would not change based on the impact thresholds that are based on incremental changes at specific LOS values.

- Hollywood Way/I-5 Northbound Ramps: The increase in analyzed volumes would be 10.3%. The intersection is at LOS C in the current study, and a potential worsening of

789-1891

LOS based on the 10 percent increase (approximately one level of service value change) would not trigger impacts as significance standards are based on LOS E or F values.

- Buena Vista/San Fernando Road: The increase in analyzed volumes would be 11.8%. With poor LOS projected there in the current analysis, project incremental impacts would remain roughly the same and the mitigation need would not change.

- In the PM peak hour, changes in volumes range from negative 2.5% to positive 8.78% for most locations.

- The positive increase at the high end of the range (8.78%) is not a full level of service change, so for most locations the traffic study conclusions would not change based on the impact thresholds that are based on incremental changes at specific LOS values.

- Buena Vista/San Fernando intersection: The volume increase would be 21.9% in the PM peak hour, but with poor LOS projected there in the current analysis, project incremental impacts would remain roughly the same and the mitigation need would not change.

- Buena Vista/Empire intersection: The volume increase would be 13.9% in the PM peak hour, but with poor LOS projected there in the current analysis, project incremental impacts would also remain roughly the same and the mitigation need would not change.

The analysis of volume percentage changes between the 2012 RTP and the 2016 RTP/SCS growth sources is provided in the table below. Based on the analysis of the volume growth increase above, the significant impact determinations from the traffic analysis would remain unchanged with the application of these volumes.

Analysis of Growth Differences between 2012 and 2016 RTP Sources

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1891

N/S Street	E/W Street	AM LOS		PM LOS		Impact Significant in DEIS/DEIR
		2040 with Project - Draft EIS/EIR	AM Percent Change - 2016 versus 2012 RTP - Year 2040	2040 with Project - Draft EIS/EIR	PM Percent Change - 2016 versus 2012 RTP - Year 2040	
Sunland Blvd	San Fernando Road North	C	3.8%	F	0.7%	Yes
Sunland Blvd	San Fernando Road South	E	4.5%	F	5.7%	Yes
Lockheed Drive	San Fernando Road	A	-0.8%	A	8.8%	No
Hollywood Way	I-5 ramps NB	C	10.3%	C	1.3%	No
Hollywood Way	I-5 ramps SB	F	7.8%	F	-2.5%	Yes
Hollywood Way	Thornton Avenue	C	3.3%	E	1.9%	Yes
Hollywood Way	Victory Blvd.	D	7.5%	D	8.1%	No
Buena Vista	San Fernando Road	F	11.8%	E	21.9%	No
Buena Vista	Empire	F	5.4%	F	13.9%	No

789-1892

The commenter expresses concern regarding the segment capacities and thresholds utilized to determine significance for transportation impacts. As a State agency, the Authority is not subject to local regulations or thresholds. Instead the Authority, as the Lead Agency, has developed impact analysis guidelines and thresholds of significance that are consistent for all HSR project segments throughout the State of California. In addition, the hourly and daily volume capacities applied to the included RSA segment analysis locations were defined by the Southern California Association of Governments (SCAG) regional travel demand model, as documented in the introduction to Table 4-4 of the TTR. Refer to response to comment 789-1890 for a discussion of the HSR Project’s consistency with the City of Burbank 2035 General Plan. No revisions to this Final EIR/EIS have been made in response to this comment.

789-1893

The commenter expresses concern regarding the segment capacities and thresholds used to determine significance for transportation impacts. Refer to response to comment 789-1890 contained in this chapter for a discussion of the HSR Project’s consistency with the City of Burbank 2035 General Plan and response to comment 789-1892 contained in this chapter for a discussion of the Authority’s guidelines and thresholds developed for all HSR segments consistent across the state of California. No revisions to this Final EIR/EIS have been made in response to this comment.

789-1894

The commenter expresses concern with the ramp analysis provided in the Draft EIR/EIS. The Authority has developed guidelines that define a project-related ramp vehicle volume that is applied to determine the inclusion of ramp locations in the impact analysis. The included ramp locations are listed and analyzed using the traffic study count data and methodology in Table 6-8 (Burbank Station-area no-project conditions), and Table 6-26 (Burbank Station-area project impacts) of the TTR. No revisions to this Final EIR/EIS have been made in response to this comment.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1895

The commenter states the transit services listed in Table 3.2-11 of the Draft EIR/EIS are not current and should be updated to reflect existing services.

In accordance with CEQA Guidelines, the EIR baseline conditions reflect those at the vicinity time when the Notice of Preparation was published (2015). The description of bus services is accurate for the period in question. Since publication of the Draft EIR/EIS in May 2020, updates have been made for some projects and plans based upon information provided in public comments on the Draft EIR/EIS; however, updating the list of transit services near Burbank Airport Station would not result in any change to either the project description or the analysis of project impacts. Therefore, no change was made to the Final EIR/EIS in response to this comment.

789-1896

The comment expresses concern that 2015 was used for the baseline conditions and construction impact analysis. CEQA allows for the baseline to be set at the time of the issuance of the Notice of Preparation. As the NOP was issued in 2014 and the technical analysis for the TTR was initiated in 2015, this provided the appropriate baseline conditions for the analysis. Refer to response to comment 789-1891 contained in this chapter for a discussion of the baseline, opening, and horizon year analysis for transportation impacts.

789-1897

The commenter expresses concern for detours required for construction and the resulting LOS impacts. As stated in the EIR/EIS, the assumption that all grade separations would be constructed concurrently was used in order to consider a worst-case scenario in the traffic impact analysis for construction. The worst case for CEQA purposes does not represent what is likely to occur because it does not take into account implementation of the Authority's impact avoidance policies. Specific detour routes and the duration of street closures will be identified during final design. The Authority would identify specific detour routes and the duration of street closures as part of the Construction Transportation Plan required by TR-IAMF #2 during final design. The Construction Transportation Plan would include provisions to minimize access disruption to residents, businesses, customers, delivery vehicles, and buses to the extent practicable. Where road closures are required during construction, these closures will be limited to the hours that are least disruptive to access for the adjacent land uses. A full closure of the Hollywood Way roadway at the project alignment would be required during tunnel construction. At other north-south roadways in the area, the closures would be partial where some lanes would be open during a phased approach to construction. Project features SS-IAMF#1, TR-IAMF#1, TR-IAMF#2, TR-IAMF#3, TR-IAMF#6, and TR-IAMF#7 would avoid and minimize construction impacts on circulation and emergency access because the Construction Transportation Plan and Construction Safety Transportation Management Plan would include provisions to maintain circulation and emergency access and reduce construction-related traffic. TR-IAMF#2 and SS-IAMF#1 would maintain emergency access during construction. These measures would also reduce construction impacts such that construction of the HSR Build Alternative would not conflict with a program, plan, ordinance, or policy addressing the circulation system. Therefore, CEQA does not require mitigation. No revisions to this Final EIR/EIS have been made in response to this comment.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1898

The commenter expresses concern with use of IAMFs and states the Draft EIR/EIS should explicitly identify how emergency access will be maintained with detours. IAMFs are included as a part of the project description and they are part of the basis of the impact analysis. Furthermore, as described in response to comment 789-1897 contained in this chapter, specific detour routes and the duration of street closures will be identified during final design when more specific construction durations can be defined. This will provide an opportunity for input from local officials and for incorporation of any field conditions that may have changed before construction begins. As stated in SS-IAMF#1, the Construction Safety Transportation Management Plan would be developed in coordination with local jurisdictions such as the City of Burbank. Like the mitigation measures provided in the EIR/EIS, the IAMFs are a condition of project approval and must be implemented by the Authority during design, construction, and operation of the project. With the inclusion of these IAMFs as part of the project description, additional mitigation measures are not required and no revisions to the Final EIR/EIS have been made in response to this comment.

789-1899

The commenter expresses concern as to whether simultaneous road closures would block each other's detour routes during construction. Refer to response to comment 789-1897 contained in this chapter for a discussion of detour routes and phasing. As discussed in response to comment 789-1897, at Hollywood Way, a full closure is required for tunnel construction, which would make this the most intense phase of construction. For this phase other parallel north-south roadways would remain open. At other locations, only partial closures would be required at various times during project construction and therefore some lanes would remain open at the other roadways that cross the project alignment in the area. No revisions to this Final EIR/EIS have been made in response to this comment.

789-1900

The commenter expresses concern that the reconstruction of Burbank Boulevard/Victory Boulevard Intersection will require closures of three arterials. The Burbank Boulevard overhead bridge structure replacement at the I-5 freeway does not require full closure of the Victory Boulevard intersection to the west and the five points intersection location mentioned in the comment; therefore, no detours related to full street closures would be required. The Burbank Boulevard overhead bridge structure replacement at the I-5 freeway requires a re-profiling of the Victory Boulevard intersection to the west and the five points intersection location mentioned in the comment, which can be constructed with partial closures in phases.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1901

The commenter expresses concern for detours required for construction. Refer to response to comment 789-1897 contained in this chapter for a discussion of detour routes. The traffic analysis focused on detour routes along major roadways and where detour routes were generally feasible to provide routes back to primary routes. Local roadways such as Mariposa Street were not included in the analyzed detour routes.

Multiple routes were included in the detour analysis for the Hollywood Way full roadway closure, including a western route and an eastern route. The connection from Victory Place to Empire Avenue would be provided by a new connection to Old Empire Avenue (replacing the previous at-grade intersection) with the new roadway grade separation.

In addition, as discussed in Section 3.2, Transportation, of this EIR/EIS, the HSR Build Alternative would be built at varying locations during different time periods over an anticipated 8-year period; therefore, the access restrictions and other circulation impacts discussed above would occur within the project vicinity over that period. Although the preliminary construction schedule assumes the grade separations would all be constructed simultaneously, this is a worst-case scenario and alternative access would be provided. Furthermore, SS-IAMF#1 would require the contractor to develop a detailed CSTMP that would include a traffic control plan that establishes procedures for temporary road closures (including access to residences and businesses during construction), lane closures, signage and flagpersons, temporary detour provisions, alternative bus and delivery routes, emergency vehicle access, and alternative access locations .

No revisions to this Final EIR/EIS have been made in response to this comment.

789-1902

The commenter expresses concern that the requirements of the IAMFs do not have a mechanism for enforcement and requirements should be included as mitigation measures to ensure compliance. As described in Section 2.5.2.10 of this Final EIR/EIS, as part of the Tier 1 decision, the Authority and FRA committed to integrate programmatic impact avoidance and minimization features (IAMF) into the HSR project. The Authority has developed IAMFs that are applicable to this project section. IAMFs include standard engineering or industry practices, actions, and design features that the Authority has employed during the design of the project section or would employ as part of standard agency requirements during design and construction. Appendix 2-B, Impact Avoidance and Minimization Features, presents descriptions of the IAMFs appropriate to this project section. This EIR/EIS describes IAMFs applicable to each resource section in Chapter 3, Affected Environment, Environmental Consequences, and Mitigation Measures. Like the mitigation measures described in Chapter 3 of this Final EIR/EIS, the project IAMFs are a condition of project approval and must be implemented by the Authority during design, construction, and operation of the Project.

With regard to the commenter's request for a measure to ensure repair of any City streets damaged during construction, TR-IAMF#1 specifically requires that the Authority's Contractor would be responsible for the repair of any structural damage to public roadways caused by HSR construction or construction access, returning any damaged sections to the equivalent of their original pre HSR construction structural condition or better.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1903

The commenter expresses concern for how the detours for transit and bicycle paths will be implemented. As described in SS-IAMF#1, the Construction Safety Transportation Management Plan would be developed in coordination with local jurisdictions, such as the City of Burbank. Similarly, TR-IAMF#5: Maintenance of Bicycle Access would require the preparation of specific construction management plans to address maintenance of bicycle access during the construction period. All construction management plans would be developed in coordination with the Authority and agencies with jurisdiction. The duration of any closures of transit or bicycle routes will be identified during final design when more specific construction durations can be defined. With the inclusion of these IAMFs as part of the project description, additional mitigation measures are not required and no revisions to the Final EIR/EIS have been made in response to this comment.

789-1904

The commenter expresses concern with the impacts to a proposed section of the San Fernando Bikeway. As discussed in the Draft Section 4(f) Evaluation in Chapter 4 of the Draft EIR/EIS, the HSR Build Alternative would require a 0.28-mile permanent easement within the alignment of the planned Phase 3 of the San Fernando Bike Path. o accommodate the construction of electrified tracks within the existing railroad right-of-way, this 0.28-mile portion of the planned Class I bike path would be rerouted as a Class IV separated bikeway along Victory Boulevard, approximately 600 feet to the west of the Burbank Water Reclamation Plant.

The Authority also initiated consultation with the City of Burbank on June 24, 2020 to discuss the preliminary Section 4(f) determination.

The Authority continues to review the HSR Project design near the San Fernando Bikeway and will coordinate with the City to obtain their concurrence on an alternative route for the bikeway such that the HSR Project would not adversely affect the activities, features, or attributes that qualify the resource for protection under Section 4(f). As described in PR-MM#4, the Authority will consult with the City to identify an alternative route for the continuation of the lost use and functionality of existing or planned bicycle routes permanently impacted by the HSR Build Alternative, including maintaining connectivity. Conversations between the Authority and the City of Burbank to provide connectivity for the San Fernando Bikeway will continue during consultation in fulfillment of the requirements of Mitigation Measure PR-MM#4 and for the final determination for impacts under Section 4(f).

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1905

As discussed in the Draft Section 4(f) Evaluation in Chapter 4 of the Draft EIR/EIS, the Authority made a preliminary determination that the HSR Project would meet the five conditions under 23 C.F.R. 774.13(d); therefore, the temporary occupancy of the planned Chandler Bikeway extension would not constitute a use under Section 4(f).

The Authority initiated consultation with the City of Burbank on June 24, 2020 to discuss the preliminary Section 4(f) determination. The City advised the Authority that the original design of the path was to go around the freight spurs. The impact analysis provided in this Final EIR/EIS describes the potential impact to the planned extension of the Chandler Roadway Bikeway as currently planned. While there is no nexus between the temporary construction easement and the requested Class I bike path, the Authority will continue to review the HSR Project design near this resource and will continue to coordinate with the City to obtain their concurrence that the HSR Project would meet the five conditions under 23 C.F.R. 774.13(d).

789-1906

The commenter requests the bikeway connection for the Burbank Western Channel Bike Path be re-routed or reconstructed to ensure the Class I bike path is maintained during and after construction. The commenter incorrectly states that the Draft EIR/EIS identifies a permanent impact to the Burbank Western Channel Bike Path. As described in the Draft EIR/EIS, construction of the HSR Build Alternative would require a 20-foot long temporary construction easement on the alignment of the planned Burbank Western Bike Path requiring a temporary detour, but access would be fully restored after construction is completed. Therefore, the Draft EIR/EIS identifies a temporary impact on the Burbank Western Channel Bike Path during construction.

However, following an initial Section 4(f) consultation meeting that the Authority held with the City of Burbank on June 24, 2020, the Authority has determined that this temporary impact can be avoided. The temporary impact area is located where the path overlaps with a trench that would be used to relocate utilities underground. The design has been modified to shift the construction trench further south to avoid conflicts with the bike path. Section 3.15.6.3 of this Final EIR/EIS has been revised to reflect that there would no longer be a temporary construction easement resulting in a potentially significant impact for temporary access for the Burbank Western Channel Bike Path requiring mitigation. In addition, Chapter 4 of the Final EIR/EIS have been revised to incorporate this updated information stating that the HSR Build Alternative would no longer result in a use of the Burbank Western Channel Bike Path. All of the improvements associated with the HSR Build Alternative would be completed outside the resource boundaries; therefore, Chapter 4 has been revised to state that the HSR Build Alternative would not result in a Section 4(f) use of this resource. No additional analysis or consultation are required under the requirements of Section 4(f).

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1907

The commenter states that the alignment would occur both within an existing transportation corridor as well as via construction of a new corridor. However, the commenter also states that the expansion of the transportation corridor, both in physical size as well as intensity of use, was not studied in the Draft EIR/EIS. The commenter states that the HSR Project would further divide the Downtown Burbank Metrolink Station from the core land uses of the Downtown.

Refer to Response to Comment 1886-789, contained in this chapter, for a discussion on the division of existing communities and the Downtown Burbank Metrolink Station. The physical size and footprint of the proposed improvements were considered and analyzed throughout the Draft EIR/EIS and this Final EIR/EIS.

The commenter also states that the Draft EIR/EIS does not disclose how the construction of the HSR Project would conflict with the City's local land use policies as well as the State of California's housing mandates.

The project is being undertaken by a state agency (the Authority). The project must conform to the policies and objectives of the statutes and regulations under which the Authority and FRA operate. Since an agency of the State of California is the project proponent, the project is not subject to local government general plan policies or zoning regulations. The state's immunity from local regulations is an extension of the concept of sovereign immunity. HSRA, as the proponent of a "sovereign activity of the State," is not subject to local land use regulations (see, e.g., *Town of Atherton v. Superior Court* (1958) 159 Cal.App.2d 417, 428, citing to *Hall v. Taft* (1956) 47 Cal.2d 177, 183; *Lawler v. City of Redding* (1992) 7 Cal.App.4th 778, 784.) Unless the Legislature expressly waives this immunity in a statute, which it has not done here, the general rule is that a local agency cannot regulate State activities (See *Del Norte Disposal, Inc. v. Department of Corrections* (1994) 26 Cal.App.4th 1009, 1013). Moreover, although CEQA requires that EIRs discuss inconsistencies with applicable plans, even then, an inconsistency by itself is not considered an environmental impact.

Nevertheless, the Authority recognizes that the project would be most successful if designed in a manner that is as sensitive as possible to the local environment through which it must travel, while still meeting the unique design constraints of HSR service.

789-1907

Through meetings with local agency staff and direct discussions with individual local government officials and staff, the Authority has endeavored to develop a project design that minimizes local impacts and is made as consistent with local plans as possible.

Consistent with CEQA and NEPA requirements, the project's consistency with local general plans and zoning regulations, including the City of Burbank's General Plan is discussed in the EIR/EIS in Section 3.13, Station Planning, Land Use, and Development, and further in Appendix 3.1-B Regional and Local Policy Consistency Analysis. Where the project is inconsistent with a local land use plan, Appendix 3.1-B also contains a discussion of the extent to which the Authority would reconcile the project with the plan as required by 40 C.F.R. 1506.2(d).

The potential for construction of the HSR Project to permanently disrupt planned development is discussed in the EIR/EIS in Section 3.13, Impact #3. The HSR Build Alternative would not result in the permanent disruption of any planned housing developments in Downtown Burbank. As described in that section, implementation of LU-IAMF#3 would minimize the HSR Build Alternative's permanent impacts related to temporary use of construction and staging areas by requiring land used temporarily during construction be returned to a condition equal to the pre-construction staging condition. The permanent impacts associated with the construction of the HSR Build Alternative related to altering planned land uses would be less than significant under CEQA because the HSR Build Alternative would not cause a substantial change in land use patterns that would be incompatible with adjacent land uses. Therefore, CEQA does not require any mitigation.

No revisions have been made to this Final EIR/EIS in response to this comment.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1908

This comment states that while the HSR Project creates a new Transit Oriented Development (TOD) opportunity around the proposed Burbank Airport Station, it removes existing TOD opportunities around the existing Burbank Airport North and Downtown Burbank Metrolink Stations, which is not served by the project. The commenter also states that the Draft EIR/EIS does not identify the potential for the project to permanently disrupt planned TOD development in Downtown Burbank.

The City of Burbank and the Authority are working together to develop a station area plan. This joint effort will guide land use changes in the station area, and the improvements associated with HSR, to promote economic development, encourage station accessibility, and enhance regional mobility.

The HSR Project would result in the acquisition of parcels west of the Downtown Burbank Metrolink Station and around the Burbank Airport North Station as shown on Appendix 3.12-D, Property Acquisitions and Easements.

Although the proposed HSR Project would result in the acquisition of two industrial properties adjacent to the alignment on the west of the Downtown Burbank Metrolink Station and industrial and commercial properties along Flower Street, these properties are already developed with existing uses and the HSR Project would only require the acquisition of parcels directly adjacent to the alignment. Along an existing transportation corridor. Land use changes in the Downtown Burbank Metrolink area are already limited because the Downtown Metrolink Station is also located in a built out area directly south of the I-5.

Although the HSR system would not serve the Downtown Burbank Metrolink Station, as described in Section 2.5.2.9 of this Final EIR/EIS, the HSR Build Alternative would construct modifications at the station to ensure continued operations of existing operators. Pedestrian bridges would be provided for passengers to cross over the HSR tracks to access the Metrolink platforms. Other accessibility improvements would include additional vehicle parking, bus parking, and bicycle pathways. These improvements would maintain public access to the Downtown Burbank Metrolink Station and therefore, the HSR Project would not permanently disrupt TOD development in Downtown Burbank.

789-1908

As described in Section 3.13.6, Impact LU #4, current land use trends would likely change with the presence of the HSR Build Alternative, as operation of the HSR Build Alternative and local government planning would encourage denser, more compact urban development around the Burbank Airport Station. However, the HSR Build Alternative would not affect key development constraints that affect the station site including the Burbank Airport North Station. In the area surrounding the proposed Burbank Airport Station, any future development would not include residential uses due to the area's proximity to Hollywood Burbank Airport. Residential land uses are generally incompatible with airport operation due to community noise exposure and the establishment of Safety Zones (i.e., areas near airports in which land use restrictions are established). Additionally, IAMFs would be incorporated as part of the HSR Build Alternative design to avoid and minimize land use impacts. LU-IAMF#1 would require the Authority to prepare a memorandum for the Burbank Airport Station describing how the Authority's station area development guidelines would be applied to help achieve the anticipated benefits of station area development, including TOD. Local governments would coordinate station area planning efforts to advance TOD and capture the benefits of the increased access provided by a new HSR station. LU-IAMF#1 would reduce potential land use impacts by implementing the Authority's station area development principles and guidelines. In addition to potential benefits from minimizing land-consumption needs for new growth, dense development near HSR stations would concentrate activity conveniently located near HSR stations. This would increase the use of the HSR system, generating additional HSR ridership and revenue to benefit the entire state. It also would accommodate new growth on a smaller footprint. Denser development allowances would enhance joint development opportunities at or near stations, which in turn could increase the likelihood of private financial participation in construction and operations related to the HSR system. A dense development pattern can better support a comprehensive and extensive local transit and shuttle system, bicycle and pedestrian paths, and related amenities that can serve the local communities and provide access to and egress from HSR stations. The Authority's policies would help ensure that implementation of the HSR project would maximize station area development and serve the local community and economy, while increasing HSR ridership.

No revisions have been made to this Final EIR/EIS in response to this comment.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1908

789-1909

This comment states that the HSR Project requires heavy trench and tunnel construction immediately adjacent to single and multi-family neighborhoods and that the Draft EIR/EIS does not identify the potential for this construction activity to significantly impact these sensitive land uses. The comment also states that the Draft EIR/EIS proposed general IAMFs to mitigate the construction of such impacts but states these measures, as well as additional mitigation measures, should be included in the Mitigation Monitoring and Reporting Program. IAMFs are incorporated into the project design and construction that would avoid or minimize the environmental or community impacts. Both IAMFs and mitigation measures would be included in the Mitigation Monitoring and Enforcement Plan to enhance implementation tracking, identify responsible party, and clarify implementation timing. The Mitigation Monitoring and Enforcement Plan would be included with Record of Decision, which will contain formal commitments required for project approval.

The potential impacts of the HSR project, including tunnel construction, is analyzed throughout the Draft EIR/EIS and this Final EIR/EIS. Sections of Chapter 3 discuss these impacts and the IAMFs that would be implemented to minimize or avoid project construction effects. These impacts and IAMFs are described in the following paragraphs. Refer to Appendix 2-B Project Impact Avoidance and Minimization Features Analysis, for a complete list of IAMFs.

As detailed throughout this Final EIR/EIS, the project design incorporates standardized HSR features to avoid and/or minimize project effects. These features are referred to as impact avoidance and minimization features (IAMF) and will be implemented during project design and construction, as relevant to the HSR project section. These features are considered part of the project, and the EIR/EIS explains how they would work and describes their effectiveness. The Authority, in coordination with the property owners, will implement IAMFs during project design, construction, and operation. The IAMFs are a condition of project approval and must be implemented by the Authority during design, construction, and operation of the project. Therefore, project impacts to any properties impacted by adjacent heavy trench and tunnel construction associated with the HSR project would be avoided, minimized, or mitigated as appropriate.

As described in Section 3.13.6.3, Impact LU#1, construction activities would result in

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1909

temporary increases in noise levels and dust on nearby residential uses and other uses sensitive to such impacts. These changes would temporarily inconvenience residents along the alignment of the HSR Build Alternative, especially those living within approximately 500 feet of the proposed cut-and-cover tunnel and trench segments as those areas would likely experience more severe noise and dust impacts. Here the construction activities would include demolition, excavation, and pile driving activities. Specific areas that would be most affected by the cut-and cover trench segments would be residences on the south side of Vanowen Street between Buena Vista Street and Beachwood Drive in the city of Burbank. Occupants of the Monterey Continuation High School at 1915 Monterey Avenue in Burbank also would be affected.

As discussed in Section 3.13.4.2, IAMFs would be incorporated as part of the HSR Build Alternative design to help avoid and minimize these impacts. LU-IAMF#3 would ensure that temporary construction and staging areas would be returned to a condition equal to the pre-construction condition. The HSR Build Alternative's temporary impacts related to noise would be minimized through implementation of NV-IAMF#1, which would require documentation of how federal guidelines for minimizing noise and vibration would be employed near sensitive receptors. The temporary impacts related to air quality also would be minimized through compliance with AQ-IAMF#1, which would require the preparation of a fugitive dust control plan identifying the minimum features that would be implemented during ground-disturbing activities, and AQ-IAMF#2, which would require the use of low-volatile-organic-compound paint during construction.

Implementation of TR-IAMF#2, which would require the preparation of a construction transportation plan, would minimize access disruptions for residents, businesses, customers, delivery vehicles, and buses by limiting any road closures to the hours that are least disruptive to access for the adjacent land uses and making detours available to affected motorists. Implementation of TR-IAMF#3 would reduce the project's potential construction parking impacts on nearby businesses and Hollywood Burbank Airport by requiring the contractor to identify adequate off-street parking for all construction-related vehicles and use these spaces throughout the construction period, thereby reducing impacts on the local parking supply. TR-IAMF#3 and TR-IAMF#4 would maintain safe pedestrian and bicycle access in areas close to construction activities. Implementation of SOCIO-IAMF#2 would also reduce potential temporary parking impacts related to the

789-1909

loss of satellite surface parking lots near Hollywood Burbank Airport by compensating owners for their loss of business; however, it is not known if these owners would be able to rebuild parking facilities in the surrounding area to replace affected satellite surface parking lots. With the implementation of these IAMFs, the construction of the HSR Build Alternative would not alter existing land use patterns or cause a substantial change in land use patterns incompatible with adjacent land uses due to the construction of cut-and-cover tunnel and trench segments adjacent to residential neighborhoods.

No revisions have been made to this Final EIR/EIS in response to this comment.

789-1910

The commenter states that the Draft EIR/EIS does not adequately investigate a range of potential project alternatives or mitigation measures to offset significant land use impacts to surrounding land uses, or to mitigate permanent divisions of existing and established communities. Refer to response to comment 789-1885 contained in this chapter of the Final EIR/EIS regarding the range of alternatives analyzed for the HSR project. Refer to response to comment 789-1886 contained in this chapter of this Final EIR/EIS for a discussion on the HSR project's impacts to surrounding land use and division of existing communities. Refer to response to comments 789-1888 and 789-1889 contained in this chapter of this Final EIR/EIS for a discussion of the consideration of more extensive tunnel alternatives. Further, the commenter states that the document does not fully disclose the environmental effects of the project. The environmental effects of the project on surrounding land uses are fully analyzed and disclosed within Chapter 3 of the Draft EIR/EIS and this Final EIR/EIS as required under both CEQA and NEPA.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1911

The commenter states that the Draft EIR/EIS should include an analysis of offsetting project effects for dividing the City of Burbank with additional grade separations in addition to those already proposed.

With regard to the commenter's suggestion to provide a grade separation for the conventional rail tracks at Buena Vista Street, the grade requirements for UPRR make a grade-separation at Buena Vista Street infeasible. Additionally, the Authority has strived to minimize impacts to surrounding residential areas, and additional properties would be needed to be impacted to grade-separate this crossing.

Refer to Response to Comment 789-1886, contained in this chapter, for a discussion on impacts on community cohesion in the city of Burbank. As described, displacements would generally occur along an existing railroad corridor in the city of Burbank and would not divide or isolate existing cohesive communities. Because trains already operate along the existing rail corridor, the addition of HSR trains would not substantially disrupt community character and cohesion in the city of Burbank. Access to the existing communities and neighborhoods would be maintained or improved (particularly at locations where the existing at-grade rail crossings would be grade-separated), and the function of communities would not be affected.

As described in Section 3.12.6 of the Draft EIR/EIS and this Final EIR/EIS, with the implementation of SOCIO-IAMF#2, which would provide relocation assistance to all residents displaced by the HSR Build Alternative, and SOCIO-IAMF#3, which would establish an appraisal, acquisition, and relocation process in consultation with affected cities, counties, and property owners, permanent construction impacts on communities would not divide existing communities.

No revisions have been made to this Final EIR/EIS in response to this comment.

789-1912

The commenter states that the Draft EIR/EIS does not adequately disclose the required condemnation of single-family residences immediately adjacent to the project east of Buena Vista Street. The commenter states that these acquisitions could cause land use impacts by disrupting established residential neighborhoods.

The Draft and Final EIR/EIS takes into account the acquisition of the single-family residences in the City of Burbank as shown on Appendix 3.12-D, Property Acquisitions and Easements. As described in Section 3.12.6, Impact SOCIO#2, the HSR Build Alternative would result in five single-family residential displacements in the city of Burbank. Construction of the HSR Build Alternative would have permanent disruptive impacts related to residential displacements. SOCIO-IAMF#2 would provide relocation assistance to all residents displaced by the HSR Build Alternative in compliance with the Uniform Act. SOCIO-IAMF#3 would establish an appraisal, acquisition, and relocation process in consultation with affected cities, counties, and property owners. These IAMFs would minimize the potential for construction of the HSR Build Alternative to relocate residents outside their existing communities.

The commenter also states that the HSR Project would result in the demolition and condemnation of the Avion project located at the proposed Burbank Airport station and that the HSR project may result in the loss of improvements provided by the Avion project including shade trees, bike lanes, expanded pedestrian pathways, and parking for the adjacent Metrolink Station.

The Authority acknowledges that the Avion Project was approved in 2019 and that all or part of that development may need to be acquired to construct the HSR Build Alternative. As discussed in Section 3.1 of the Draft EIR/EIS and this Final EIR/EIS, the existing conditions baseline year for the Draft EIR/EIS is 2015, the time when the environmental analysis for the Burbank to Los Angeles Project Section began following issuance of the federal Notice of Intent and State Notice of Preparation for the project section. However, since the Avion Burbank development will likely be completed and occupied prior to right of way acquisition and relocation activities resulting from the HSR Project, Section 3.12.6.3 of this Final EIR has been revised to account for the displacement of an estimated 53 businesses on the Avion Burbank site with implementation of the HSR Build Alternative. Any property that needs to be acquired

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1912

from the Avion Burbank Project by the Authority will be done so in accordance with impact avoidance and minimization feature SOCIO-IAMF #3 which would require establishment of an appraisal, acquisition, and relocation process in consultation with affected cities, counties, and property owner. This measure requires the Authority to provide just compensation for the losses of any property or impacts to operational uses of the Avion Project.

789-1913

The commenter states that the HSR project does not consider other reasonable project features or mitigation measures, such as constructing portions of the alignment that impact sensitive residential land uses underground. The HSR alignment evaluated in this Final EIR/EIS has been refined through the Tier 1 and Tier 2 analyses to avoid impacts on important existing and planned resources to the extent feasible while also meeting overall project objectives, as discussed in more detail in BLA-Response-Chapter2 Alt-01: Alternatives. Refer also to response to comments 789-1885, 789-1888, and 789-1889 contained in this chapter of this Final EIR/EIS for a discussion of the consideration of more extensive tunnel alternatives.

The mitigation measures and application follow the Authority's noise and vibration mitigation guidelines. Refer to BLA-Response-Section3.4 N& V-02: Sound Barriers and other Noise Abatement which explain how the noise mitigation measures described in Section 3.4.7 of this Final EIR/EIS would be implemented. This is not deferral of mitigation because the Authority is committed to meeting the required FRA noise standards, where such mitigation is feasible.

789-1914

The commenter states that the HSR project noise analysis did not take into consideration planned future residential land uses identified in Downtown Burbank and that the Authority should consider alternatives that place the HSR Build Alternative below-grade. The proposed project referenced at 777 Front Street is located between the existing train tracks and I-5. Because of the very high existing ambient noise levels, there would be no noise impact resulting from the HSR Build Alternative at that location. Refer to response to comments 789-1888 and 789-1889 contained in this chapter of this Final EIR/EIS regarding the ability to provide an alternative completely below-grade.

789-1915

The commenter states that the DEIR/DEIS does not explain why there are no vibration impacts identified between the Burbank Airport Station and the tunnel portal east of Hollywood Way. There are no sensitive receptors that exceed the vibration impact criterion in this area, as shown in Tables 3.4-9 and 3.4-10 of this Final EIR/EIS. There are very few sensitive receptors in the area above the proposed tunnel and those that are in the area are either too far away on the surface, the tunnel is too deep, or the speeds are too low for the vibration impact thresholds to be exceeded.

789-1916

The commenter states that certain structures, including bridges near the HSR alignment, may need vibration mitigation. The introduction of HSR service would not generate high enough vibration levels to affect columns, railings, and supports on bridges. As discussed under Impact N&V #5 in Section 3.4.6.3 of the Draft EIR/EIS and this Final EIR/EIS, the vibration levels generated by the HSR are significantly below the thresholds for damage, even to the most sensitive structures, such as fragile historic architecture. Bridge supports, railings, and columns are much less sensitive and there would be no effect from HSR vibration. Because vibration impacts would not affect the columns, supports, or any other structure of the bridge, the HSR project does not require an upgrade of the bridges.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1917

The commenter states that seismic retrofit of the bridges is highly recommended and should be completed prior to construction of the rail system. The design of the project does not require any modifications to the Magnolia Boulevard and Olive Avenue bridges, so there is not a plan to seismically retrofit them as part of this project. The Authority is ready to work with the City of Burbank to ensure that retrofit of these bridges by others is properly coordinated with the construction of the high-speed rail project to minimize cumulative and construction impacts to the surrounding community.

789-1918

The commenter requests further explanation on the project's lack of significant seismic impacts. Section 3.9.6.3 of this Final EIR/EIS addresses the effects of earthquakes, including surface fault rupture, liquefaction, and other seismically induced ground failure events during construction and operation of the HSR project. As discussed in this section, the probability that an earthquake, surface fault rupture, liquefaction, or other seismically induced ground failure event would occur during construction is low, although the HSR project has incorporated several project features to minimize the effects of these events during construction. Specifically, as listed in Section 3.9.4.2 of this Final EIR/EIS, GEO-IAMF#1 requires preparation of a Construction Management Plan (CMP) and GEO-IAMF#10 requires implementation of appropriate construction guidelines and standards to minimize the risks of seismic events, including earthquakes, surface fault rupture, liquefaction, and other seismically induced ground failure events, during construction. During final design, GEO-IAMF#7 requires that all components of the HSR project be evaluated and designed for large seismic ground shaking. Lastly, standard earthquake measures would be implemented during construction to protect construction workers and others living and working in the vicinity of the HSR project during construction. During operation, the impacts of earthquakes, surface fault rupture, liquefaction, and other seismically induced ground failure events would be addressed by additional project features. GEO-IAMF#6 requires the installation of early warning systems triggered by strong ground motion associated with seismic events and the monitoring of active faults during operation. GEO-IAMF#8 requires the installation of instruments monitoring ground motion and a control system to temporarily shut down operations during or after an earthquake. Slope monitoring by a Registered Engineering Geologist, as required under GEO-IAMF#2, would be performed at sites identified in the CMP where a potential for long-term instability from seismic loading exists.

789-1919

The commenter states that the proposed Project may impact roadways and municipal infrastructure in the City of Burbank and result in the loss of infrastructure at the Avion project.

The potential for damage to roadways is addressed by impact avoidance and minimization feature TR-IAMF#1, Protection of Public Roadways during Construction (refer to Appendix 2-B of this Final EIR/EIS). This measure requires the Authority's contractor to provide a photographic survey documenting the condition of the public roadways along truck routes providing access to the construction site and would be responsible for the repair of any structural damage caused by HSR Build Alternative construction. Adherence to this IAMF avoid permanent damage to existing roadways because of the Authority's commitment to restore any roadways that are damaged as a result of project implementation.

Impacts to public utilities and infrastructure are addressed under Impact PU&E #3 in Section 3.6.6.3 of the Draft EIR/EIS and this Final EIR/EIS. As stated in the EIR/EIS, the Authority would work with utility owners during final engineering design and construction of the HSR Build Alternative to relocate utilities or protect them in place. It is anticipated that all utilities can be relocated and modified within the construction footprint. If during development of final design it is determined that utilities cannot be relocated or modified within the footprint as described in Chapter 2 of this Final EIR/EIS, then additional environmental analysis would be conducted, as necessary.

The *Burbank to Los Angeles Project Section Draft High Risk and Major Utilities Report* (December 2018) has been added as Appendix 3.6-C in Volume II of this Final EIR/EIS, and identifies which utility systems in the City of Burbank are currently known to be impacted by the proposed Build Alternative. As discussed in Impact PU&E#3, impacts to low risk utilities would be less than significant because they would either be relocated or protected in place to ensure no disruption of service. With adherence to PUE-IAMF#4, which includes measures to avoid utility conflicts by entering into agreements negotiated between the Authority and the utility owners prior to construction of the HSR Build Alternative, impacts to high risk and major utilities would also be less than significant because utility providers in the City of Burbank would be involved in stipulating the appropriate protocols for relocating their impacted infrastructure. If during final design, it

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1919

is determined that additional utility infrastructure within the City of Burbank would be impacted, the Authority would follow the same protocol as described here and in Section 3.6 of this Final EIR/EIS. If new impacts cannot be avoided, additional environmental evaluation would be conducted as necessary.

Section 3.6 of the Draft EIR/EIS acknowledged the extent of potential utility conflicts within the RSA, acknowledged the potential for disruptions, and provided design features that would minimize risks associated with temporary disruptions in the proposed use of the municipal utility infrastructure. The ability of the City of Burbank to meet existing and forecast needs for roadway, sanitary sewer and wastewater service would not be impacted by implementation of the HSR Build Alternative. Therefore, no additional analysis of specific utility systems is provided in this Final EIR/EIS.

The commenter also expresses concerns related to traffic detours and phasing. Refer to Standard Response BLA-Response-Section 3.2 TRAN-01: Temporary Traffic Impacts. In addition, through implementation of PR-MM#4, Replacement of Property Acquired from Existing or Planned Bicycle Routes, the Authority would provide alternative routes for the acquisition of existing or planned bicycle routes. As a result, Project implementation would not result in a meaningful loss of available bicycle routes.

With regard to evaluation of impacts to infrastructure at the Avion Project, the Notice of Preparation of the Draft EIR for the Avion Burbank Project (State Clearinghouse No. 2017061019) was published on June 9, 2017 after the time studies were initiated in 2015 for the Burbank to Los Angeles Project Section; therefore, the project was not considered reasonably foreseeable at that time. The Authority acknowledges that the Avion Burbank Project is now fully entitled and partially constructed. Any property that needs to be acquired from the Avion Burbank Project by the Authority will be done so in accordance with impact avoidance and minimization feature SOCIO-IAMF #3 which would require establishment of an appraisal, acquisition, and relocation process in consultation with affected cities, counties, and property owner. This measure requires the Authority to provide just compensation for the losses of any property or impacts to operational uses of the Avion Project.

789-1920

The commenter notes that the City of Burbank is a Responsible Agency under CEQA and states that the Draft EIR/EIS should disclose that the project is subject to City of Burbank construction permit requirements and should include the requirement to obtain these permits as a mitigation measure. The Authority acknowledges the role of the City of Burbank as a Responsible Agency under CEQA. Table 2-21 in Chapter 2 of this Final EIR/EIS has been updated to list the City as a Responsible Agency and any approval actions required from the City such as relinquishments of public right of way. The Authority acknowledges that the City of Burbank may be required to relinquish roads and other transportation facilities to the Authority in order to build the project. The Authority, as a state agency, is not required by law to obtain local government permission for work on local roads. However, as a policy matter, the Authority has generally required its contractors to obtain encroachment permits from local agencies. Any right of way owned in fee by the City that is temporarily or permanently required for the project will be acquired from the City in accordance with SOCIO-IAMF #2 (refer to Appendix 2-B in this Final EIR/EIS).

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1921

This comment states that the HSR Project should ensure that any impacts to the City's tree canopy be fully mitigated through replacement of trees in either City right-of-way or Project right-of-way. Any tree replacements should be coordinated with the City of Burbank to ensure consistency with its Street Tree Master Plan.

The construction footprint has been minimized to avoid impacts to all trees, and trees within the construction zone would be protected to the maximum extent feasible.

Impacts to protected trees are discussed in Section 3.7.6.3, Impact BIO #6, Construction Effects on Protected Trees and Impact BIO #12, Operation Effects on Protected Trees.

Construction of the HSR Build Alternative would have permanent impacts on trees covered under local ordinances, including tree removal. Implementation of BIO-IAMF#1, BIO-IAMF#3, BIO-IAMF#5, BIO-IAMF#8, BIO-IAMF#9, BIO-IAM #10, BIO-IAMF#11, HMW-IAMF#6, HYD-IAMF#1, HYD-IAMF#3, and AQ-IAMF#1 would substantially minimize these construction-related impacts. These IAMFs would effectively minimize temporary construction effects on protected trees by designating qualified biologists to implement monitoring for compliance with applicable measures and avoidance of impacts to protected trees (where feasible), training construction crews on protected trees and applicable standards/regulations, limiting construction equipment and personnel from entering areas where additional protected trees may be affected, minimizing the disturbance area needed for construction spoils and waste and the potential for construction activities to generate excessive dust and airborne soil, and ensuring BMPs are implemented to avoid soil and water contamination and hydrological alterations. Mitigation measure BIO-MM#35 would compensate for impacts on protected trees because trees would be transplanted outside of the impact area, replacement trees would be planted, or funding would be provided for a tree-planting fund. BIO-MM#35 would provide for consistency with local regulations and laws pertaining to protected trees through compensation (translocation, replacement plantings, or contribution to a tree planting fund), where required, based on requirements set out in applicable local government ordinances, policies, and regulations.

Additionally, operation and maintenance activities associated with the HSR Build Alternative may result in limited temporary impacts on trees covered under local ordinances. BIO-IAMF#4 and BIO-IAMF#5 would minimize or avoid temporary

789-1921

operations effects on protected trees. These IAMFs would involve training maintenance crews on applicable standards/regulations pertaining to protected trees, and they would specify applicable BMPs to avoid soil and water contamination and hydrological alterations that could affect protected trees adjacent to the maintenance areas.

No revisions have been made to this Final EIR/EIS in response to this comment.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1922

The commenter states that the proposed Project could potentially impact BWP pressurized potable and recycled water mains along the alignment. The commenter requests that the Draft EIR/EIS identify significant impacts to public water utilities and identify mitigation measures.

The *Burbank to Los Angeles Project Section Draft High Risk and Major Utilities Report* (December 2018) has been added as Appendix 3.6-C in Volume II of this Final EIR/EIS, and identifies which utility systems in the City of Burbank are currently known to be impacted by the Build Alternative. As discussed in Impact PU&E#3, impacts to low risk utilities would be less than significant because they would either be relocated or protected in place to ensure no disruption of service. With adherence to PUE-IAMF#4, which includes measures to avoid utility conflicts by entering into agreements negotiated between the Authority and the utility owners prior to construction of the HSR Build Alternative, impacts to high risk and major utilities would also be less than significant because utility providers in the City of Burbank would be involved in stipulating the appropriate protocol for relocating their impacted infrastructure. If during final design, it is determined that additional utility infrastructure within the City of Burbank would be impacted, the Authority would follow the same protocol as described here and in Section 3.6 of this Final EIR/EIS. If new impacts cannot be avoided, additional environmental evaluation would be conducted as necessary.

Refer to response to comment 789-1919 contained in this chapter for a discussion of the Authority's commitment to coordinate with utility owners during final engineering design and construction of the HSR Build Alternative to relocate utilities or protect them in place.

As discussed in Impact PU&E#1, design characteristics of the HSR Build Alternative would include effective measures to minimize temporary interruption of utility service by adhering to PUE-IAMF#3 and PUE-IAMF#4. PUE-IAMF#3 would require the construction contractor to notify the public of any planned outages through a combination of media. As described in PUE-IAMF#4, prior to construction, the contractor would prepare a technical memorandum documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions. At the time that this memorandum would be prepared in coordination with BWP, BWP would have the

789-1922

opportunity to review all plans and provide standards and specifications for construction of the HSR Build Alternative in the area under BWP jurisdiction. As discussed in Impact PU&E#2, the potential for accidental disruption of utility systems, is low due to the established practices of utility identification and notification.

Section 3.6 of the Draft EIR/EIS sufficiently acknowledged the extent of potential utility conflicts within the RSA, acknowledged the potential for disruptions, and provided design features that would adequately minimize risks associated with temporary disruptions in the proposed use of the BWP's transmission line system. The ability of BWP to meet electric power needs would not be impacted by implementation of the HSR Build Alternative. Therefore, no additional analysis of specific utility systems in this Final EIR/EIS have been made in response to this comment.

With regard to the commenter's request that recycled water be used for construction purposes and dust control for all construction activities, mitigation measure PUE-MM#1 in Section 3.6.7 of this Final EIR/EIS requires the Authority to conduct a detailed construction water supply analysis and coordinate with water agencies. The availability of recycled water would be evaluated as part of that analysis. The water supply analysis would be conducted during final design when construction water demand can be more definitively estimated.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1923

The commenter states that the proposed Project could potentially impact BWP electrical utility systems and that the Draft EIR/EIS should identify significant impacts to public electric utilities and identify mitigation measures. The commenter also states that the Draft EIR/EIS does not disclose the electric power needs of the proposed Burbank Airport Station and therefore does not adequately identify if a significant impact to the City's electrical utility system will occur as part of the project.

As described in PUE-IAMF#1, Design Measures (refer to Appendix 2-B of this Final EIR/EIS), the HSR Build Alternative design incorporates utilities and design elements that minimize electricity consumption. Design elements to be included in the design-build contract to minimize electricity consumption could include: using regenerative braking, energy-saving equipment on rolling stock and at station facilities, implementing energy-saving measures during construction, and automatic train operations to maximize energy efficiency during operations.

Impact PU&E #16 in this Final EIR/EIS includes a discussion of the Operational Energy Demand for The Burbank to Los Angeles Section and describes how the HSR system's operational energy impacts are evaluated against existing conditions and expected 2040 background (No Project) conditions, with additional consideration of impacts in the HSR opening year. Analysts calculated operational energy consumption for medium and high ridership scenarios. All applicable scenarios are based on the level of ridership as presented in the Authority's 2016 Business Plan (Authority 2016a), which was the adopted Business Plan at the time the studies were performed. The complete statewide analysis is included in Appendix 3.6-A, with detailed calculations on the reduction in energy consumption from transportation.

As described in Section 3.6.6 of this Final EIR/EIS, the proposed HSR system would obtain electricity from the statewide grid. The HSR Build Alternative would not involve construction of a separate power source, but rather would include the extension of existing power lines to a series of traction power substations positioned along the HSR corridor. Any potential impacts on electrical production that might result from the proposed HSR system could affect statewide electricity reserves and, to a lesser degree, transmission capacity. In September 2008, the Authority adopted a policy goal of utilizing renewable energy for all traction power. Subsequent planning identified the

789-1923

preferred strategy for realizing this goal— that is, procuring or producing on-site, where feasible, enough renewable energy to feed into the California grid to offset the energy required for traction power (Authority 2008c). An industry survey in April 2013 indicated that there is sufficient renewable energy capacity to meet the system demand (Authority 2014c). In summary, the HSR system's electrical requirements would be met through the state's electrical grid, and no single generation source for the electrical power requirements can be positively identified. Energy changes from power generation can therefore be predicted on a statewide level only,

Therefore, the ability of BWP to meet electric power needs would not be impacted by implementation of the HSR Build Alternative and has been considered in this Final EIR/EIS. No revisions to the Final EIR/EIS have been made in response to this comment.

789-1924

The commenter states that further detailed project comments are included as Attachment B to this comment letter. Refer to Response to Comments 789-1985 through 789-1987 for responses to these additional comments. No revisions to the Final EIR/EIS have been made in response to this comment.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1925

The commenter requests that the Draft EIR/EIS ensure that all project elements including the proposed Burbank Airport Station are constructed in conformance with all applicable state and local fire and life safety codes. Sections 3.11.2 and 3.11.3 of the Draft EIR/EIS and this Final EIR/EIS discuss the applicable federal, state, regional, and local laws, regulations, orders, and plans that are relevant to safe construction and operations of the HSR Build Alternative. More specifically for the Burbank Airport Station, the Authority will consult with the Burbank-Glendale-Pasadena Airport Authority regarding any construction or operational issues with the Build Alternative, consistent with the Irregular Operations Emergency Contingency Plan (2012). In addition, the HSR Project would be consistent with the City of Burbank General Plan: Safety Element (2013), which states “Coordinate disaster response with Bob Hope Airport Fire Department.” As required by SS-IAMF#1, the Authority will prepare a Construction Safety Transportation Plan, which will describe the Contractor’s coordination efforts with local jurisdictions for maintaining emergency vehicle access during construction. SS-IAMF#2 requires the preparation of a System Safety and Security Management Plan, which will include construction safety and security plans to establish minimum safety and security guidelines during construction. Additionally, the HSR Project will implement fire/life safety and security programs that address the safety of passengers and employees during emergency response.

789-1926

The commenter requests recirculation of the Draft EIR/EIS and an extended comment period based on the commenter’s claim that the project description studied in the Draft EIR/EIS is different than the description disclosed in the 2014 Notice of Preparation (NOP). The Authority disagrees that the description of the HSR Build Alternative provided in Chapter 2 of the Draft EIR/EIS and this Final EIR/EIS differs from that described in the 2014 NOP. The project was described as follows in the 2014 NOP: “HSR Alternatives to be evaluated as part of the proposed project from Burbank to Los Angeles involve various potential horizontal and vertical alignments between Burbank and Los Angeles within the horizontal corridor identified in Exhibit 1, and various potential station configurations at the Burbank Airport and Los Angeles Union Station section terminus points”. The HSR Build Alternative analyzed in the Draft EIR/EIS and this Final EIR/EIS follows the alignment presented in Exhibit 1 of the NOP. Feasible refinements to the project design have been made since the issuance of the NOP in response to public input. As discussed in Chapter 9 of this Final EIR/EIS, numerous meetings were held between 2014 and the time when the Draft EIR/EIS was circulated in May 2020 to keep the community and key stakeholders updated regarding project design and progress.

According to California Environmental Quality Act (CEQA) Guidelines Section 15088.5, recirculation of an EIR prior to certification is required when “significant new information” is added after the draft EIR is circulated for public review. Pursuant to the Council on Environmental Quality (CEQ) National Environmental Policy Act (NEPA) regulations in effect prior to September 14, 2020, “if a draft statement is so inadequate as to preclude meaningful analysis, the agency shall prepare and circulate a revised draft of the appropriate portion” (Code of Federal Regulations [C.F.R.] Title 40, Part 1502.9(a)). A supplemental EIS is required when “[t]here are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts” (40 C.F.R. 1502.9(c)(1)(ii)). Revisions to the EIR/EIS between the Draft EIR/EIS circulated for public review and this Final EIR/EIS clarify and amplify information provided in the Draft EIR/EIS and do not introduce significant new information under CEQA Guidelines Section 15088.5 5 or 40 C.F.R. 1502.9(c)(1)(ii), and do not meet the supplementation requirements under NEPA.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1927

The commenter requests that the applicant protect in place all survey monuments pursuant to California Business and Professions Code Section 8771. Although the locations of the survey monuments are unknown at this time, locations will be identified when more detailed plans are developed (final design) and additional surveying has been completed by a licensed land surveyor to identify all survey monuments. Affected survey monuments will be protected in place to the extent feasible and relocated/replaced where there is a conflict during construction consistent with all applicable regulations.

789-1928

The commenter states that no building appurtenances for utility or fire service connections shall encroach or project into public right-of-way and that locations of these appurtenances shall be shown on the building site plan and off-site improvement plans. Utility impacts and relocations will be developed in greater detail during final design and locations of appurtenances would be included on those plans when submitted for City approval nearer to construction.

789-1929

The commenter states that no structure is permitted in any public right-of-way or any public utility easements/pole line easements. Although this level of detail is not available at this stage of design, all right-of-way permanently impacted by the HSR project requiring construction of new or relocated structures would be considered an acquisition and would be determined during final design. As such, no structures would encroach into any such rights-of-way or easements after the land acquisition phase of the project.

789-1930

The commenter states that any work within the public right-of-way must be permitted and approved by the Public Works Department before construction can commence and that an excavation permit is required. Authority acknowledges the role of the City of Burbank as a Responsible Agency under CEQA. Table 2-21 in Chapter 2 of this Final EIR/EIS has been updated to list the City as a Responsible Agency and any approval actions required from the City such as relinquishments of public right of way and excavation. The Authority, as a state agency, is not required by law to obtain local government permission for work on local roads. However, as a policy matter, the Authority has generally required its contractors to obtain encroachment permits from local agencies. Any right of way owned in fee by the City that is temporarily or permanently required for the project will be acquired from the City in accordance with SOCIO-IAMF #2 (refer to Appendix 2- in this Final EIR/EIS).

789-1931

The commenter states that off-site improvement plans (in the public right-of-way) must be approved by the City of Burbank Public Works Director. Off-site improvement plans are typically in HSR standard format. The Authority will submit off-site improvement plans to City for review as required through future agreements. Refer to Response to Comment 789-1930 in this Chapter of this Final EIR/EIS for more detail on approval actions.

789-1932

The commenter states that drainage plans must be submitted to the City of Burbank Public Works Department for review and that on-site drainage shall not flow across the public parkway (sidewalk) or onto adjacent private property. The Authority will coordinate with the City of Burbank during final design for a final plan check and approval of any project elements within the City-owned right of way. The final design would also include detailed site drainage plans and a stormwater management plan as required under HYD-IAMF#1 (refer to Appendix 2-B in this Final EIR/EIS).

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1933

The commenter states that plans should include easements, elevations, right-of-way/property lines, dedication, location of existing/proposed utilities and any encroachments. The requested information is preliminarily identified in the design plans included in Volume 3 of this Final EIR/EIS, and more detailed design meeting City requirements would be provided during final design.

789-1934

The commenter states that construction impacts to adjacent streets that are impacted by construction of the HSR project shall require paving restoration. The Authority's commitment to inspect and repair any damage to public roadways as a result of construction is provided in TR-IAMF#1, Protection of Public Roadways during Construction (refer to Section 3.2.4.2 in this Final EIR/EIS). This IAMF requires the Authority's contractor to provide a photographic survey documenting the condition of the public roadways along truck routes providing access to the construction site and would be responsible for the repair of any structural damage caused by HSR Build Alternative construction.

789-1935

The commenter states that any City of Burbank or privately owned sewer facilities that need to be relocated due to the HSR project will be at the project developer's expense to the satisfaction of the respective facility owner. Sewer utilities have been identified to the extent feasible based on the as-builts provided during initial coordination by the Authority with the City of Burbank. As discussed in this Final EIR/EIS, some sewer facilities would need to be relocated and these have been identified in Volume 3, Preliminary Engineering for Project Definition. Funding for such sewer relocations have been included in the project capital cost estimate, which is discussed in Chapter 6, Project Costs and Operations, with more details provided in Appendix 6-B, Burbank to Los Angeles Project Section Project Engineering for Project Definition Record Set Capital Cost Estimate Report. The engineering design details of required sewer relocations would be developed with future coordination with applicable stakeholders during the preparation of the final engineering design. In addition, consistent with PUE-IAMF#4, Utilities and Energy, the contractor will prepare a technical memorandum documenting how construction activities would be coordinated with utility providers to minimize or avoid interruptions of service.

789-1936

The commenter states that any underground boring or tunneling activities will require both a pre-construction and post-construction Closed Circuit Televised inspection and potholing of any sanitary sewers crossing the HSR project's alignment to ensure that no facilities are damaged during construction. The commenter also states that Closed Circuit Televised inspections must be submitted to the City of Burbank for review and approval. Closed Circuit Televised surveillance and inspection protocols would be established at a later stage of project design in coordination with the City of Burbank. In addition, project contingency costs outlined in Appendix 6-B, Burbank to Los Angeles Project Section Preliminary Engineering for Project Definition Record Set Capital Cost Estimate Report, are generally higher for underground elements reflecting the additional exposure for unknowns, including the repair of any damage caused to City-owned or privately owned sewer facilities.

789-1937

The commenter states that should any sewer pump stations need to be installed for sewer facilities relocated due to the HSR project, such facilities will be constructed and maintained at the expense of the developer or project owner for the life of the project. Existing sewer pump locations have been identified to the extent feasible based on the as-builts provided during initial coordination by the Authority with the City of Burbank. The Preliminary Engineering for Project Definition is presented in Volume 3 of this Final EIR/EIS. The details of sewer facility relocations, however, will be developed during final design with additional coordination with the City of Burbank. And consistent with PUE-IAMF#4, Utilities and Energy, the contractor will prepare a technical memorandum documenting how construction activities will be coordinated with service providers to minimize or avoid interruptions.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1938

The commenter states that should any temporary or permanent construction staging or improvements impact the Burbank Water Reclamation Plant, then all costs will be at the expense of the developer or project owner for the life of the project. The commenter further states that the wastewater treatment process must remain uninterrupted at all times, and the HSR project must not impact the future expansion of the Burbank Water Reclamation Plant. More details regarding project staging and improvements related to the Burbank Water Reclamation Plant facility would be developed during final design in coordination with the City of Burbank with the goal of maintaining existing operations pre- and post-construction and avoiding impacts that could affect future expansion. Any known and unanticipated temporary or permanent impacts would be funded by the project as negotiated with the City of Burbank. In addition, consistent with PUE-IAMF#4, Utilities and Energy, the contractor will develop a technical memorandum prior to construction that will document how construction activities would be coordinated with service providers to minimize or avoid interruption of service. The Burbank Water Reclamation Plant is identified on the Preliminary Engineering for Project Definition plans found in Volume 3 of this Final EIR/EIS.

789-1939

The commenter states that landscape improvements need to take into consideration the location of sewer facilities to prevent tree/plant roots from entering/obstructing or damaging sewer facilities. At this phase of project design, the extent of landscaping improvement is preliminary and can vary given the current zoning code and general plan. However, as stated in Section 3.16.4.2, AVQ-IAMF#1 and AVQ-IAMF#2 require identification of key non-station structures recommended for aesthetic compatibility treatment, consultation with local jurisdictions on how best to involve the community in the process, solicitation of input from local jurisdictions on their aesthetic preferences, and evaluation of aesthetic preferences for potential cost, schedule, and operations impacts. These details will be developed as the design progresses to ensure consistency with the most current requirements at the time of construction.

789-1940

The commenter states that any construction related grit, debris, or hazardous waste is prohibited from being discharged into the sanitary sewer system. As stated in Section 3.6.6.3, construction BMPs, such as check dams and preserving existing vegetation, would reduce the volume and rate of stormwater runoff during construction activities. The construction SWPPP would also describe temporary drainage patterns within the construction sites and indicate stormwater discharge locations from the construction sites. These BMPs would prevent construction related grit and debris from being discharged into the sanitary sewer system. Additionally, the transportation, use, and disposal of construction-related hazardous materials and wastes would be subject to state and federal regulations described in Section 3.10.2, Laws, Regulations, and Orders, of Section 3.10, Hazardous Materials and Wastes. All hazardous materials, soils, drums, trash, and debris generated during construction would be handled and disposed of in accordance with these regulations.

789-1941

The commenter states that any City of Burbank or Los Angeles County Flood Control District owned storm drain facility, including the Burbank Western Channel that needs to be relocated due to the HSR project will be at the project developer's expense to the satisfaction of the respective facility owner. The commenter also states that storm drain services must remain uninterrupted during all construction activities. Los Angeles County Flood Control District-owned storm drains have been identified to the extent feasible based on as-builts provided during initial coordination by the Authority with the City of Burbank and County of Los Angeles. Although preliminary drainage design was developed for the HSR Build Alternative (refer to Volume 3.4 Parts 1 and 2 in this Final EIR/EIS), details of storm drain facility relocations would be prepared during final design in coordination with the City of Burbank and County of Los Angeles. Any required relocations of such facilities have been included in the project PEPD Capital Cost Estimate Report found in Appendix 6-B of this Final EIR/EIS. As stated in Section 3.6.4.2, PUE-IAMF#4 requires the contractor to prepare a technical memorandum documenting how construction activities would be coordinated with service providers to minimize or avoid interruptions. To avoid interruption in storm drain service during construction, storm drains would be relocated where impacted and proposed in a location that would allow for the efficient transition of discharge for continued operations.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1942

The commenter states that any underground boring or tunneling activities will require both a pre-construction and post-construction Closed Circuit Televised inspection and potholing of any storm drains crossing the project's alignment to ensure it does not result in any damage to facilities. Refer to Response to Comment 789-1936 in this Chapter of this Final EIR/EIS.

789-1943

The commenter states that should any storm drain pump stations be required to be installed or relocated due to storm drain facilities impacted by to the HSR project, then they will be constructed and maintained at the expense of the developer, or project owner, for the life of the project. The commenter also states that storm drain service must remain uninterrupted. Refer to Response to Comment 789-1937 in this Chapter of this Final EIR/EIS.

789-1944

The commenter states that effective July 1, 2010, any construction activity that results in soil disturbances greater than one acre is subject to the General Permit for Storm Water Discharges Associated with Construction Activity Permit Order 2009-0009-DWQ (2009 Construction General Permit). As noted in Table 2-21 of the Draft EIR/EIS and this Final EIR/EIS, the Authority will obtain authorization under Construction Activity Permit Order 2009-0009-DWQ (2009 Construction General Permit). As stated in Section 3.8.4.2, IAMF HYD-IAMF#3 requires prepare and implementation of a Construction Stormwater Pollution Prevention Plan which includes compliance with the SWRCB Construction General Permit requiring preparation and implementation of a SWPPP and erosion and sediment control BMPs to minimize potential short-term increases in sediment transport. Other BMPs would include strategies to manage the amount and quality of overall stormwater runoff and construction materials and wastes.

789-1945

The commenter states that per BMC 9-3-407, Best Management Practices shall apply to all construction projects and shall be required from the time of land clearing, demolition or commencement of construction until receipt of a certificate of occupancy. As a State agency, the Authority is not required to comply with local agency permit requirements; however, HSR will comply with Burbank Municipal Code Section 9-3-407, Best Management Practices. Additionally, as specified in HYD-IAMF#3 and HMW-IAMF#8 (see Section 3.8.6.3), construction of the HSR Build Alternative would comply with the requirements of the Construction General Permit, which include preparation of a SWPPP and identification of project-specific construction BMPs to be implemented as part of the HSR Build Alternative at all construction sites and in adjacent areas.

789-1946

The commenter states that discharges from essential non-emergency firefighting activities (i.e., fire sprinkler system testing) is a conditionally allowed non-storm water discharge into the storm drain system, provided BMPs are implemented. Refer to response to comment 789-1945 in this chapter of this Final EIR/EIS regarding implementation of BMPs as part of the HSR Build Alternative. Storm drain mitigation and related BMP selection and implementation would be developed in greater detail during final design. The Authority would coordinate with the City of Burbank as needed for the Certificate of Occupancy.

789-1947

The commenter states that certain construction and re-construction activities on private property will need to comply with post-construction BMPs authorizing the City to require projects to comply with the Standard Urban Stormwater Mitigation Plan provisions and the City's Low Impact Development ordinance. Property acquired by the Authority for the HSR Project would no longer be private property and will therefore not be subject to local government regulations. Storm drain mitigation and related BMPs including Low Impact Development selection and implementation would be developed in greater detail during final design.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1948

The commenter states that dewatering in an area where water accumulates is now considered a prohibited discharge into the storm drain system. The commenter provides two options for dewatering accumulated volumes of water. As stated in Section 3.8.8, the HSR project will comply with all applicable NPDES permits. The Authority, however, is not a private property applicant.

789-1949

The commenter requests that the HSR project alignment crossing the Metrolink and UPRR tracks be grade-separated and below grade at the Buena Vista Street crossing. The grade requirements for UPRR make a grade-separation for the UPRR and Metrolink tracks at Buena Vista Street infeasible using the same structure as the HSR tracks, as such a design would require a 2% or greater grade for the UPRR tracks when they do not allow grades higher than 1%. Additionally, the Authority has strived to minimize impacts to surrounding residential areas, and additional properties would need to be acquired to grade separate the Metrolink and HSR tracks as well as this crossing.

789-1950

The commenter states that the grade separation at Buena Vista Street (ascertained from the referenced plan sheet) may be accomplished using a -2.00% slope from STA 3215+72.96 to STA 3245+00. Refer to response 789-1949 in this chapter of this Final EIR/EIS regarding the feasibility of a grade separation at Buena Vista Street.

789-1951

The commenter states that a grade separation at Buena Vista Street (ascertained from the referenced plan sheet) may result in a -0.30% slope from STA 3245+00 to STA 3291+65.95. Refer to response 789-1949 in this chapter of this Final EIR/EIS regarding the feasibility of a grade separation at Buena Vista Street.

789-1952

The commenter states that a grade separation at Buena Vista Street (ascertained from the referenced plan sheet) would require construction using a joint trench for Metrolink, UPRR, and HSR tracks and therefore the shoofly must be extended to allow rail operations. The commenter also lists the additional right-of-way impacts that would occur as a result of the requested grade separation as well as changes to construction sequencing. Refer to response 789-1949 in this chapter of this Final EIR/EIS regarding the feasibility of a grade separation at Buena Vista Street.

789-1953

The commenter states that Vanowen Street must be narrowed at Buena Vista Street for the shoofly extension in modified Construction Sequencing Phase 2, Phase 3, and Phase 4. Refer to response 789-1949 in this chapter of this Final EIR/EIS regarding the feasibility of a grade separation at Buena Vista Street.

789-1954

The commenter states that Hollywood Way northbound must be closed between Avon Street and Valhalla Drive during Construction Sequencing Phase 3 for cut and cover construction and that the northbound traffic should be detoured to use Vanowen Street eastbound to northbound Buena Vista Street. The HSR Build Alternative currently proposes Hollywood Way to remain open during cut and cover construction by maintaining one lane in each direction. This construction phasing is preliminary and will be determined as part of the Construction Transportation Plan (see TR-IAMF#2 in Section 3.2.4.2). Details regarding detours during project construction would be provided during final design and in coordination with the City of Burbank.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1955

The commenter states that Avon Street must be closed between Hollywood Way and Empire Avenue during Construction Sequencing Phase 3 for cut and cover construction and that traffic should be detoured to Vanowen Street. The HSR Build Alternative currently proposes Hollywood Way to remain open during cut and cover construction by maintaining one lane in each direction. This phasing is preliminary and will be determined as part of the Construction Transportation Plan (see TR-IAMF#2 in Section 3.2.4.2). Details regarding detours during project construction would be provided during final design and in coordination with the City of Burbank.

789-1956

The commenter states that Empire Avenue must be closed at Avon Street during Construction Sequencing Phase 3 for cut and cover construction and that traffic should be detoured to Vanowen Street and Thornton Avenue. The HSR Build Alternative currently proposes Empire Avenue to remain open during cut and cover construction by maintaining one lane in each direction. This phasing is preliminary and will be determined as part of the Construction Transportation Plan (see TR-IAMF#2 in Section 3.2.4.2). Details regarding detours during project construction would be provided during final design and in coordination with the City of Burbank.

789-1957

The commenter states that Buena Vista Street must be closed between Empire Avenue and Vanowen Street during Construction Sequencing Phase 4 and 5 for grade separation and that traffic should be detoured to Victory Boulevard, Hollywood Way, and Thornton Avenue. Refer to Response to Comment 789-1949 regarding a potential grade separation at Buena Vista Street. The HSR Build Alternative currently proposes Buena Vista Street to remain open during cut and cover construction by maintaining one lane in each direction. This phasing is preliminary will be determined as part of the Construction Transportation Plan (see TR-IAMF#2 in Section 3.2.4.2). Details regarding detours during project construction would be provided during final design and in coordination with the City of Burbank.

789-1958

The commenter states that Burbank Boulevard must be closed between Victory Blvd and Front Street during Construction Sequencing Phase 12, 13, 14 and 15. The HSR Build Alternative currently proposes the temporary closure of Burbank Boulevard with detours along Victory Boulevard to Empire Avenue northbound and along San Fernando Road to Empire Avenue southbound. This phasing is preliminary will be determined as part of the Construction Transportation Plan (see TR-IAMF#2 in Section 3.2.4.2). Details regarding detours during project construction would be provided during final design and in coordination with the City of Burbank.

789-1959

The commenter states that Victory Place must be closed between Lake Street and the Walmart driveway during Construction Sequencing Phase 12, 13, 14 and 15. The HSR Build Alternative currently proposes the temporary closure of Victory Boulevard with detours along Victory Boulevard to Buena Vista Street southbound and along Empire Avenue to Buena Vista Street northbound. This phasing is preliminary and will be determined as part of the Construction Transportation Plan (see TR-IAMF#2 in Section 3.2.4.2). Details regarding detours during project construction would be provided during final design and in coordination with the City of Burbank.

789-1960

The commenter requested the detour routes and detour volumes included in the TTR be revised per previous comments. As discussed in response to comment 789-1897 in this Chapter, the analyzed detour route for a potential Hollywood Way closure north of Vanowen Street for project tunnel construction represents the best estimate of the worst-case construction closure in the area. Details regarding specific detour routes during project construction would be identified in coordination with the City of Burbank as part of the Construction Transportation Plan required by TR-IAMF #2 during final design. No revisions to the TTR or EIR/EIS have been made in response to this comment.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1961

The commenter requests the directionality of streets parallel to I-5 be changed to north-south in Section 3.2.

AASHTO has a convention to assign odd numbers to north-south routes and even numbers to east-west routes, so I-5 is considered a north-south route even in places such as Burbank where it runs northwest-southeast. This convention applies to Federal Highways only. The traffic analysis and mitigation measure presented in Section 3.2 of this Final EIR/EIS refers to the primary street grid in the City of Burbank and uses the directions that we believe will be easiest for the public to understand. Please note that the labeling of directions on roadways does not affect the overall effects analysis or the examination of potential mitigation measures. Therefore, no revisions to the Final EIR/EIS have been made in response to this comment.

789-1962

The commenter requests additional justification for how capacity is increased with the proposed mitigation for Hollywood Way southbound at San Fernando Road. The northbound right-turn-on-red prohibition is not necessary for the proposed lane change (left to left-right shared lane), which would fully mitigate the impact. TRAN-MM#1 (Construction) included in Section 3.2.6.3 of this Final EIR/EIS has been revised to reflect this change.

789-1963

The commenter requests additional justification for how capacity is increased with the proposed mitigation for Hollywood Way at Victory Boulevard. Adding a second northbound left-turn lane, even with the phase change, would reduce delay and fully mitigate the impact, based on the analysis of the mitigation measures provided in this Final EIR/EIS. Mitigation Measure TRAN-MM#1 (Construction) included in Section 3.2.6.3 of this Final EIR/EIS therefore continues to include this proposed second left-turn lane.

789-1964

The commenter requests an updated analysis for the signal at Buena Vista Street and San Fernando Boulevard. The traffic analysis provided in Section 3.2 utilized existing conditions at the time of traffic data collection and extrapolates existing conditions to an Opening Year-2029 and Horizon Year-2040. The traffic analysis cannot estimate the exact conditions that will be present in these future years, and the cycle length of this signal may change over time as traffic volumes change and timing plan is updated. However, the recommended measure at this intersection to recommended signal length and optimization remains valid and the traffic analysis was not updated for this intersection.

789-1965

The commenter requests additional explanation of the mitigation measure at Buena Vista Street and Thornton Avenue. The proposed mitigation measure included in TRAN-MM#1 (Construction) for Buena Vista Street at Thornton Avenue in the Draft EIR/EIS provided a dedicated right turn lane at the southbound approach. A re-analysis has shown that with application of an assumption for a de facto right-turn lane at this approach, the impact is removed and mitigation is not necessary. Section 3.2.6.3 of this Final EIR/EIS and the TTR have been revised to include this assumption and the removal of the potentially significant impact at this location. The impact as Buena Vista Street and Thornton Avenue for Impact TR#1 would be less than significant.

789-1966

The commenter states their assumption that Vanowen Boulevard and Buena Vista Street will be restriped to be a continuous street following closure for construction of the HSR alignment. As discussed in response to comment 789-1897 in this Chapter, the final phasing of construction elements and extents of road closures and number of lanes affected will not be fully known until final construction plans are completed; the road closure impacts identified in the EIR/EIS are based on the project design provided in Volume 3 of this Final EIR/EIS. It may not be necessary to fully close the roadways adjacent to this intersection during construction. The Authority will continue to coordinate with the City of Burbank as the project moves to more detailed levels of design. No revisions to the Final EIR/EIS or supplemental analysis at this location have been provided in response to this comment.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1967

The commenter requests additional justification for how capacity is increased with the proposed mitigation for Buena Vista Street at Victory Boulevard. The analysis conducted for the TTR and provided in this Final EIR/EIS indicates a slight increase in delay in the AM peak hour with a single left-turn lane and protected-permissive phasing, and a slight decrease (0.4 seconds) in the PM peak hour. The mitigation measure effectiveness is provided from the recommended overlap phasing. The mitigation measure would serve to reduce the potentially significant impact in this location and has not been modified. Mitigation Measure TRAN-MM#1 (Construction) included in Section 3.2.6.3 of this Final EIR/EIS remains unchanged related to the recommendations at Buena Vista Street at Victory Boulevard.

789-1968

The commenter requests corrections to the signal phasing and lane configurations for the mitigation measure proposed at Burbank Boulevard and San Fernando Boulevard. The baseline assumptions in the analysis conducted for the TTR and provided in this Final EIR/EIS are accurate except for one eastbound approach adjustment that has been made, based on field review and internet aerial and street view photos that show conditions before the current Burbank Boulevard bridge reconstruction. The analysis in the TTR and this Final EIR/EIS have been updated to include this protected-permissive left-turn phasing at the eastbound approach. Therefore, Mitigation Measure TRAN-MM#1 (Construction) included in Section 3.2.6.3 of this Final EIR/EIS has been revised to accurately reflect this, but the conclusions of the proposed mitigation measure have not changed.

789-1969

The commenter requests corrections for signal phasing and lane configurations for the mitigation measure proposed at Burbank Boulevard at Victory Boulevard. As described in response to comment 789-1964 in this chapter, the traffic analysis cannot estimate the exact conditions that will be present in these future years, and the cycle length of the signal may change over time as traffic volumes change and the timing plan is updated. Regarding the lane configurations, mitigation measure has been evaluated in more detail. Mitigation Measure TRAN-MM#1 (Construction) included in Section 3.2.6.3 of this Final EIR/EIS has been revised to clarify the existing lane configurations and necessary mitigation.

789-1970

The commenter requests additional justification for how capacity is increased with the proposed mitigation for Magnolia Boulevard at First Street. The intersection was re-analyzed without the second eastbound right-turn lane. Delay increases significantly when replacing the westbound protected dual-left with a single protected-permissive left-turn lane, so the westbound dual-left was maintained as a mitigation measure and the analysis indicates that it would be effective. A 120-second cycle length was used in the analysis. Based on the results of this supplemental analysis, Mitigation Measure TRAN-MM#1 (Construction) included in Section 3.2.6.3 of this Final EIR/EIS has been revised.

789-1971

The commenter requests additional justification for how capacity is increased with the proposed mitigation for Magnolia Boulevard at Victory Street. The analysis provided in this Final EIR/EIS indicates that delay increases significantly (50 seconds in the AM and 80 seconds in the PM) if the northbound and eastbound protected dual-left turns are replaced with single protected-permissive left-turn lanes. Therefore, the northbound and eastbound dual-lefts were maintained in the mitigation measure. The second southbound right-turn lane was removed from the analysis, and a 120-second cycle length was applied. Mitigation Measure TRAN-MM#1 (Construction) included in Section 3.2.6.3 of this Final EIR/EIS has been revised to include these changes.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1972

The commenter requests revisions to the existing lane configurations described in the proposed mitigation for Olive Avenue and First Street. The existing curb lane width leaves sufficient room for a de facto right turn lane in at the 1st Street westbound/northbound approach. The de facto right turn lane in the existing baseline remains in the analysis provided in this Final EIR/EIS. A right-turn overlap was added in the eastbound direction in the existing scenarios and the westbound protected left-turn was changed to protected-permissive to reflect existing conditions. In the mitigation scenario, the shared through-right lane was changed to a de facto right lane and the overlap was modified (to reflect existing conditions). The mitigation measure includes overlap phases in the southbound (existing) and westbound directions (added). Mitigation Measure TRAN-MM#1 (Construction) included in Section 3.2.6.3 of this Final EIR/EIS has been revised to provide the revised analysis. However, as described in Section 3.2.6.3 of the Draft and Final EIR/EIS, the impact remains in the PM peak hour at this location even with implementation of Mitigation Measure TRAN-MM#1.

789-1973

The commenter requests corrections to the signal phasing and lane configurations for the mitigation measure proposed at Olive Avenue at Victory Boulevard. As discussed in response to comment 789-1968 in this chapter, signal phasing recommendations were assumed for the existing setting when the traffic data was collected and the recommendations remain valid even if the phasing is different at the time of operation. However, Mitigation Measure TRAN-MM#1 (Construction) included in Section 3.2.6.3 of this Final EIR/EIS has been revised to clarify the existing lane configurations and other operational details. Switching the intersection from dual-lane protected phasing to single-lane protected permissive phasing significantly increases delay (from LOS C to LOS E in the AM peak hour, and from LOS D to LOS E in the PM peak hour). Therefore, the dual left-turn will be retained, with the addition of lead-lag phasing. The northbound right-turn overlap was removed, per the comment. The existing and existing-with-construction cycle lengths were adjusted to 120 seconds along with the re-analysis.

789-1974

The commenter inquires how capacity is increased at Avon and Empire is exceeded if Hollywood Way is closed at these intersections during construction. As described in response to comment 789-1960 above, the analyzed detour route for a potential Hollywood Way closure north of Vanowen Street for project tunnel construction represents the best estimate of the worst-case construction closure in the area. Details regarding specific detour routes during project construction would be identified during final design and in coordination with the City of Burbank as part of the Construction Transportation Plan required by TR-IAMF #2. Therefore, with the potential closures at these intersections identified in Table 3.2-16, the corresponding roadway segments may exceed capacity as identified in Table 3.2-20 as a result of re-routed traffic.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1975

The commenter requests the tables in the TTR be revised to include all intersections. The tables in the TTR have been reviewed. The Burbank area intersection analysis tables in terms of intersections included match those of the Palmdale to Burbank HSR Project Section TTR. Resource area figure discrepancies have been noted and these figures have been updated and included in Section 3.2 of this Final EIR/EIS for the Burbank to Los Angeles Project Section. The intersection analysis tables and the related numbering are correct and no changes to the traffic analysis tables are required.

789-1976

The commenter states that the dimensions for the Magnolia Bridge overpass and Olive Avenue Bridge shall be confirmed in person at the exact stations and requests the minimum clearance required at the Olive Avenue and Magnolia bridges. The commenter also requests information to confirm the existing field measurements and verify clearances are sufficient and if not, how that will be addressed and mitigated. According to HSR design criteria, the minimum vertical clearance above an HSR track to an existing overhead structure is 24.5 feet, which is met with the proposed HSR Build Alternative preliminary design. Additional field survey would be conducted at a later stage of design to verify accuracy and sufficiency.

789-1977

The commenter states that since the Olive Avenue Bridge and Magnolia Boulevard Bridge columns and supports are close to the new HSR rails, vibration generated by the rail system will have great impact and is a serious concern since the bridge railings are sub-standard and will need to be upgraded by the HSR project to keep pedestrians on the bridges safe from increased vibrations and displacements caused by the rail system. See response to comment 789-1916 and 789-1917 in this chapter of this Final EIR/EIS regarding vibration impacts related to the HSR Build Alternative.

789-1978

The commenter states that all construction activity within the public right-of-way be approved by the City of Burbank's Public Works Department which will assess access and service issues of the HSR project. Refer to Response to Comment 789-1920 in this Chapter of this Final EIR/EIS.

789-1979

The commenter requests information on the projected impacts to the City of Burbank's roadway infrastructure, specifically the impacts to roadway maintenance costs as a result of the HSR project and any mitigating factors to offset increased costs. With regard to damage to roadway infrastructure during project construction, TR-IAMF#1 specifically requires that the Authority's Contractor would be responsible for the repair of any structural damage to public roadways caused by HSR construction or construction access, returning any damaged sections to the equivalent of their original pre HSR construction structural condition or better. Mitigating factors for roadway maintenance costs that may occur as a result of increased traffic from the HSR Build Alternative include the benefits of having a high-speed rail station located within the City of Burbank which benefits residents and businesses in the City with improved mobility.

789-1980

The commenter requests information on the projected impact to the City of Burbank's infrastructure maintenance and what the impact would be to City services maintenance costs as a result of the HSR project. Refer to response to comment 789-1979 regarding potential increased costs of City infrastructure maintenance resulting from the HSR Build Alternative and the offsetting benefits of having a high-speed rail station located within the City of Burbank. Residents and businesses in the City benefit from improved mobility due to their access to a nearby HSR station.

789-1981

The commenter requests information on the projected impact to the City of Burbank's waste disposal staffing and infrastructure and programs and what the impact would be to City's waste disposal costs as a result of the HSR project. Refer to response to comment 789-1979 regarding potential increased costs of City infrastructure maintenance resulting from the HSR Build Alternative and the offsetting benefits of having a high-speed rail station located within the City of Burbank. Residents and businesses in the City benefit from improved mobility due to their access to a nearby HSR station.

Response to Submission 789 (Sharon Springer, Office of the Burbank City Council, August 5, 2020) - Continued

789-1982

The commenter requests information on the projected impact to the City of Burbank's right-of-way infrastructure such as bike lanes, intersection improvements, and pedestrian-friendly infrastructure. The commenter also requests information on what the impact would be to City's maintenance costs as a result of the HSR project. Refer to response to comment 789-1979 regarding potential increased costs of City infrastructure maintenance resulting from the HSR Build Alternative and the offsetting benefits of having a high-speed rail station located within the City of Burbank. Residents and businesses in the City benefit from improved mobility due to their access to a nearby HSR station.

789-1983

The commenter requests information on the projected impact to the City of Burbank's storm water system and what the impact would be to City's maintenance costs as a result of the HSR project. Refer to response to comment 789-1979 regarding potential increased costs of City infrastructure maintenance resulting from the HSR Build Alternative and the offsetting benefits of having a high-speed rail station located within the City of Burbank. Residents and businesses in the City benefit from improved mobility due to their access to a nearby HSR station.

789-1984

This comment is duplicative of comments 789-1475 through 789-1501. Refer to responses to comments 789-1475 through 789-1501 for detailed responses to those comments.

789-1985

This commenter requests specific information be included on construction plans for the HSR project. The requested level of detail is not available at this phase of project design. The current level of design is the Preliminary Engineering for Project Definition, which is contained in Volume 3 of this Final EIR/EIS. The comment outlines plan design issues that are not found in the current level of design, but would be included in final design. However, as a State agency, the Authority is not required to comply with local agency permit requirements.

789-1986

This comment outlines the necessary work involving the construction of the electrical underground conduit system. The Authority would continue to coordinate with the City of Burbank throughout the design process and would resolve items prior to construction.

789-1987

This comment provides information regarding the detail to be shown on the HSR project design plans to be submitted to the Burbank Fire Department for approval. The Authority will continue to coordinate with the City of Burbank and the Burbank Fire Department throughout the design process and would resolve all items prior to construction.

Submission 843 (Maria Elena Durazo, Twenty-Fourth Senate District, July 27, 2020)

Burbank - Los Angeles - RECORD #843 DETAIL

Status : Action Pending
Record Date : 8/20/2020
Submission Date : 7/27/2020
Interest As : State Elected
First Name : Maria Elena
Last Name : Durazo

STATE CAPITOL
 P.O. BOX 942849
 SACRAMENTO, CA 94249-0115



July 23, 2020

Brian Kelly
 Chief Executive Officer
 California High-Speed Rail Authority
 770 L Street, Suite 620
 Sacramento, CA 95814

Re: Los Angeles to Burbank EIR/EIS extension and community engagement request

843-1482

My constituents have raised a number of issues over the past few weeks about the High Speed Rail Authority's planning efforts in my district. The draft EIR/EIS for the Burbank to Los Angeles Project's 15-day extension for public comment is set to expire July 31, 2020. I am respectfully requesting a 90-day extension of the EIR/EIS process to increase stakeholder participation. I am also requesting additional community engagement with non-English speakers and other hard to reach communities.

843-1483

843-1484

In my district, communities face significant economic, social, and environmental issues, and large infrastructure projects have exacerbated these issues. For example, the 5 Freeway displaced and divided working class Los Angeles neighborhoods north of Union Station. These same neighborhoods have narrow, deteriorating streets and a complex layering of infrastructure conditions. I also want to highlight the crossing at Main Street in Lincoln Heights as well as the corridor along San Fernando Road to the 2 Freeway. These communities are crisscrossed by the River, Metrolink, local Metro rail, utility lines and the 5 Freeway among other things. Large scale infrastructure planning must account for negative impacts to local working class neighborhoods.

843-1485

COVID-19 has created unprecedented challenges. This area of my district is experiencing high rates of unemployment, disproportionate rates of COVID infection, and closed schools and other public facilities. While I acknowledge the efforts to offer a telephonic town-hall and an online public hearing, these working class neighborhoods have limited Internet access. I would recommend investing in safe and intentional community outreach that is accessible to non-English speakers and other hard to reach communities.

843-1486

Community members have been essential to local decision-making. Over the past decade, the State has made significant investments in improving park and open space, facilitating collaboration between residents, community based organizations, and state and local governments. This is an opportunity for the High Speed Rail Authority to collaborate with key organizations and residents. Just like in other parts of the state, the High Speed Rail Authority

Submission 843 (Maria Elena Durazo, Twenty-Fourth Senate District, July 27, 2020) - Continued

843-1486

has facilitated substantial dialogue and committed to community benefits like local hire and training opportunities among other benefits. Beyond not causing further harm, the State must ensure that High Speed Rail brings multiple benefits to all communities.

I look forward to working with you to resolve these concerns. Should you have any questions, do not hesitate to contact Steve Veres, my District Director at 213-493-9300. Thank you for your time and consideration.

Sincerely,



MARÍA ELENA DURAZO
State Senator
Twenty-Fourth Senate District



WENDY CARRILLO
State Assemblymember
Fifty-First Assembly District

Response to Submission 843 (Maria Elena Durazo, Twenty-Fourth Senate District, July 27, 2020)

843-1482

The commenter requests an extension of the public comment period. In response to agency and stakeholder requests and in consideration of limitations caused by the novel coronavirus pandemic, the Authority elected to extend the initial 45-day public review period for 15 days to July 31, 2020, and then for another 30 days to August 31, 2020.

Therefore, the comment period provided was a total of 94 days, which is twice the minimum requirement, pursuant to CEQA and NEPA, of 45 days.

843-1483

The commenter is requesting additional community engagement with non-English-speakers and other hard-to-reach communities. The Authority is cognizant of the language diversity in the Burbank to Los Angeles Project Section area. Chapter 9 of this Final EIR/EIS provides information regarding the outreach activities undertaken, which have been ongoing since 2014. Additionally, Section 5.5 of Chapter 5, Environmental Justice, provides more detailed information on outreach to minority and low-income persons. Notification of the Draft EIR/EIS was translated and published in Spanish, Armenian, Tagalog, Arabic, Japanese, Korean, Vietnamese, and Chinese. Spanish interpretation was made available at all meetings, and Chinese interpretation was also made available at the Main Street Grade Separation Information Session on August 25, 2020. Other language interpretation services were available upon request; however, no additional requests were received. Coordination with non-English speaking communities continued during preparation of the Final EIR/EIS, particularly related to the Main Street Grade Separation.

843-1484

Refer to Standard Responses BLA-Response-Chapter 5 EJ-01: Environmental Justice Communities, BLA-Response-Section 3.12 SOCIO-03: Impacts Related to the Main Street Grade Separation.

The comment states that communities in the Twenty-Fourth Senate District face significant economic, social, and environmental issues and that large infrastructure projects have exacerbated these issues. The commenter expresses concern specifically about the improvements to Main Street in Lincoln Heights and the corridor along San Fernando Road and states that large-scale infrastructure planning must account for negative impacts to local working class neighborhoods.

In response to public comments on the Draft EIR/EIS, design changes were made to the Main Street Grade Separation to reduce impacts to the community to the extent feasible. The updated design for the grade separation are described in this Final EIR/EIS.

Chapter 5, Environmental Justice, addresses environmental justice impacts. As detailed throughout Section 5.6.3 of this Final EIR/EIS, and summarized in Section 5.7 of this Final EIR/EIS, all populations close to the project footprint, including minority and/or low-income populations, would experience impacts related to transportation, air quality, noise and vibration, parks and recreation, socioeconomics and communities, displacements and relocations, station planning land use and development, and aesthetics and visual impacts. The context and intensity of these impacts would be similar for low-income and/or minority populations, as well as nonlow-income and/or nonminority populations. Therefore, disproportionate impacts to low-income and/or minority populations would not occur.

Section 3.19.8.17 provides a discussion of cumulative environmental justice impacts. As described, with the proposed design measures, BMPs, offsetting benefits, and mitigation commitments, the Authority has concluded that the HSR Build Alternative would not result in disproportionately high and adverse environmental effects on low-income and minority populations. Therefore, the HSR Build Alternative would not contribute to disproportionate, adverse cumulative impacts on low-income and minority populations, and the HSR Build Alternative would not contribute to cumulative impacts on low-income and minority populations.

Response to Submission 843 (Maria Elena Durazo, Twenty-Fourth Senate District, July 27, 2020) - Continued

843-1484

Additionally, as detailed throughout this Final EIR/EIS and summarized in Appendix 2-B, the project incorporates standardized HSR features to avoid and minimize project effects. These features are referred to as IAMFs and will be implemented during project design, construction, and operation as relevant to the Burbank to Los Angeles Project Section, to avoid or reduce impacts. These features are considered part of the project, and the EIR/EIS explains how they will work and describes their effectiveness. If significant impacts are determined to occur even with the implementation of IAMFs, feasible mitigation measures are identified and would be implemented as required under CEQA. As such, project impacts to any properties affected by the HSR Project would be avoided, minimized, or mitigated, as appropriate.

843-1485

The commenter expressed concern about the circulation period for the Draft EIR/EIS during the safer-at-home orders required during the COVID-19 pandemic, as well as outreach to LEP and other communities.

The Authority has engaged in a robust outreach program to the Burbank to Los Angeles project section communities, including to Limited English Proficiency (LEP), minority, and low-income communities, since 2014. As described in Section 5.2.2.4 of this Final EIR/EIS, the Authority adopted a LEP policy and plan in 2012, which states that the Authority communicate effectively and provide meaningful access to LEP individuals and provide free language assistance services. The Authority is committed to continuing this assistance during preparation of the Final EIR/EIS. Outreach to LEP and EJ populations throughout the EIR/EIS process included outreach and provision of meeting notices to relevant interest groups, and providing interpreters and informational materials at public meetings and hearings in Arabic, Armenian, Chinese, Japanese, Korean, Tagalog, and Vietnamese, as appropriate and per location-specific needs.

Due to health and safety requirements, the community open house and public hearing for the Draft EIR/EIS was shifted to an online platform. In order to maximize outreach to all stakeholders and affected parties to the greatest extent practicable, the Authority extended the Draft EIR/EIS comment period through August 31, 2020, for a total public review period of 94 days. In addition, the Authority also provided a variety of forums for the public to engage directly with the project team to ask questions and discuss concerns, including virtual "office hours" meetings throughout the public review period; information meetings with the Taylor Yard community on July 20 and with the Lincoln Heights community on August 25; and, telephone town hall meetings on June 29 and August 19. The telephone town hall meetings were well attended and did not require Internet access for the public to participate. Chapter 9 of this Final EIR/EIS provides a comprehensive list of newspapers in which the availability of the Draft EIR/EIS was advertised, including eight non-English newspapers. The public notice that was published in various English and non-English language newspapers provided instructions for submitting comments via regular mail and verbal comment via telephone, in addition to via email and at the Authority's website. In addition to the publication in newspapers, the Notice of Availability of the Draft EIR/EIS and public hearings were distributed by direct mail to members of the public who subscribed to the project mailing list, attended project events or meetings, or submitted comments or questions via email or on the Authority's website. Occupants and property owners within 500 feet of the

Response to Submission 843 (Maria Elena Durazo, Twenty-Fourth Senate District, July 27, 2020) - Continued

843-1485

alignment, one-half mile from each proposed HSR station location, and one-half mile from each proposed grade separation were mailed a notice as well. Printed or electronic copies of the Burbank to Los Angeles Project Section Draft EIR/EIS were sent to federal, state, and local agencies, regional transportation agencies, and other organizations and persons who had expressed an interest in the project.

843-1486

The commenter states that the Authority has collaborated with key organizations and residents, facilitated substantial dialogue, and committed to community benefits. The commenter also states that the Authority must ensure the HSR Project brings multiple benefits to all communities.

The Authority has conducted an extensive public, stakeholder, and agency outreach program to provide opportunities for public involvement in project planning, evaluation of alternatives, and throughout the EIR/EIS process. Chapter 9, Public and Agency Involvement, in this Final EIR/EIS describes these outreach efforts, comments received, and a complete log of meetings. Volume 4 of this Final EIR/EIS also reproduces copies of all comments received on the Draft EIR/EIS and includes responses to these comments, some of which have led to project design refinement as well as revisions to the text or figures in the EIR/EIS. Furthermore, the Authority will continue to conduct public and agency outreach to provide opportunities for public involvement through the completion of the EIR/EIS process, final design, property acquisition, and construction.

The Authority will continue to work to bring benefits to all affected communities. Communities adjacent to the HSR Project would experience beneficial effects, such as sales tax gains, employment opportunities, and improvement to regional transportation, transportation safety, and regional air quality. As discussed in the 2020 Sustainability Report (Authority 2020), approximately 50 percent of the investment in the system in fiscal year 2018–2019 occurred in designated disadvantaged communities throughout California, spurring economic activity in these areas. In support of the priorities listed in the 2020 Sustainability Report, the Authority has programs (i.e., a Community Benefits Policy, a Community Benefits Agreement, a Small and Disadvantaged Business Policy, and a Targeted Worker Program) in place to ensure that low-income and minority populations would benefit from HSR construction.