January 21, 2016

Burbank Historical Society
115 N. Lomita Street
Burbank, CA 91506

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles Section – Information Sharing and Request for Input/Participation

Dear Burbank Historical Society:

The purpose of this letter is to provide local government planning departments, local government heritage/preservation commissions, and historical interest groups with current information regarding the planning and development of the high-speed rail project section being advanced along the Burbank to Los Angeles Section (please see attached map). The California High-Speed Rail Authority (Authority) and the lead federal agency, the Federal Railroad Administration (FRA), invite your participation in the cultural resources investigation that will be conducted in accordance with Section 106 of the National Historic Preservation Act, as well as the National Environmental Policy Act and the California Environmental Quality Act.

**High-Speed Rail System Overview**
The Authority, in conjunction with the FRA, is responsible for planning, designing, building and operating the first high-speed rail system in the nation. The California high-speed rail system will connect the major population centers of the state, contribute to economic development and a cleaner environment, create jobs, and preserve agricultural and other protected lands. The system will run from San Francisco to Anaheim in under three hours at speeds capable of over 220 miles per hour. The system eventually will extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations.

**Burbank to Los Angeles Project Section**
The Burbank to Los Angeles project section will connect two key multi-modal transportation hubs, Burbank (airport area) and Los Angeles Union Station, providing an additional link between Downtown Los Angeles, the San Fernando Valley and the state. The approximately 12-mile project corridor follows the existing railroad right-of-way, generally adjacent to the Los Angeles River (from the city of Glendale south to Los Angeles), through the cities of Burbank, Glendale, and Los Angeles. The project will introduce new infrastructure as well as upgrades to the existing infrastructure, and provide local safety benefits through investments in grade separations at most intersections, Positive Train Control (PTC) safety technology, and earthquake sensing technology.

**Process and Next Steps**
The Authority and FRA are committed to involving the historic preservation community throughout this process to help shape this important investment in Southern California. Because of your knowledge of the region, and as part of the Section 106 process, we are asking for your assistance in identifying architectural, archaeological, or other cultural resources that may be eligible for the National Register of Historic Places or California Register of Historical

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If you have any questions, please do not hesitate to call or email us using the contact information provided below.

More information regarding the Los Angeles to Anaheim project section can be found at: http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/burbank_losangeles.html

Thank you for your time, and we look forward to your input and participation in this transformative project.

Sincerely,

Sarah M. Allred
Cultural Resources Specialist/Tribal Liaison
High-Speed Rail Authority
(916) 403-0061
Sarah.allred@hsr.ca.gov

Meg Scantlebury
Architectural Historian
Rail Delivery Partner
WSP Parsons Brinkerhoff
(916) 403-0181
scantleburym@pbworld.com

Attachment:
Regional Vicinity Map – Los Angeles to Anaheim Section

cc: Stephanie Perez, FRA, Lead Environmental Protection Specialist
Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

CALIFORNIA
High-Speed Rail Authority



January 21, 2016

City of Burbank Community Development Department
Planning & Transportation Division
Burbank Heritage Commission
150 North Third Street
Burbank, CA 91502

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles Section – Information Sharing and Request for Input/Participation

Dear City of Burbank Community Development Department:

The purpose of this letter is to provide local government planning departments, local government heritage/preservation commissions, and historical interest groups with current information regarding the planning and development of the high-speed rail project section being advanced along the Burbank to Los Angeles Section (please see attached map). The California High-Speed Rail Authority (Authority) and the lead federal agency, the Federal Railroad Administration (FRA), invite your participation in the cultural resources investigation that will be conducted in accordance with Section 106 of the National Historic Preservation Act, as well as the National Environmental Policy Act and the California Environmental Quality Act.

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Sarah M. Allred
Cultural Resources Specialist/Tribal Liaison
High-Speed Rail Authority
(916) 403-0061
Sarah.allred@hsr.ca.gov

Meg Scantlebury
Architectural Historian
Rail Delivery Partner
WSP Parsons Brinkerhoff
(916) 403-0181
scantleburym@pbworld.com

Attachment:
Regional Vicinity Map – Los Angeles to Anaheim Section

cc: Stephanie Perez, FRA, Lead Environmental Protection Specialist
Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

January 21, 2016

City of Glendale Library, Arts & Culture
222 E. Harvard St
Glendale, CA 91205

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles Section – Information Sharing and Request for Input/Participation

Dear City of Glendale Library, Arts & Culture:

The purpose of this letter is to provide local government planning departments, local government heritage/preservation commissions, and historical interest groups with current information regarding the planning and development of the high-speed rail project section being advanced along the Burbank to Los Angeles Section (please see attached map). The California High-Speed Rail Authority (Authority) and the lead federal agency, the Federal Railroad Administration (FRA), invite your participation in the cultural resources investigation that will be conducted in accordance with Section 106 of the National Historic Preservation Act, as well as the National Environmental Policy Act and the California Environmental Quality Act.

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Sarah.allred@hsr.ca.gov

Meg Scantlebury
Architectural Historian
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Attachment:
Regional Vicinity Map – Los Angeles to Anaheim Section

cc: Stephanie Perez, FRA, Lead Environmental Protection Specialist
Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

January 21, 2016

Jay Platt
City of Glendale Historic Preservation Commission
Community Development Department
633 E Broadway, Room 103
Glendale, CA 91206

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles Section – Information Sharing and Request for Input/Participation

Dear Jay Platt:

The purpose of this letter is to provide local government planning departments, local government heritage/preservation commissions, and historical interest groups with current information regarding the planning and development of the high-speed rail project section being advanced along the Burbank to Los Angeles Section (please see attached map). The California High-Speed Rail Authority (Authority) and the lead federal agency, the Federal Railroad Administration (FRA), invite your participation in the cultural resources investigation that will be conducted in accordance with Section 106 of the National Historic Preservation Act, as well as the National Environmental Policy Act and the California Environmental Quality Act.

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Attachment:
Regional Vicinity Map – Los Angeles to Anaheim Section

cc: Stephanie Perez, FRA, Lead Environmental Protection Specialist
Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

CALIFORNIA
High-Speed Rail Authority



January 21, 2016

Sean Bersell
Executive Director
The Glendale Historical Society
PO Box 4173
Glendale, CA 91202

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles Section – Information Sharing and Request for Input/Participation

Dear Sean Bersell:

The purpose of this letter is to provide local government planning departments, local government heritage/preservation commissions, and historical interest groups with current information regarding the planning and development of the high-speed rail project section being advanced along the Burbank to Los Angeles Section (please see attached map). The California High-Speed Rail Authority (Authority) and the lead federal agency, the Federal Railroad Administration (FRA), invite your participation in the cultural resources investigation that will be conducted in accordance with Section 106 of the National Historic Preservation Act, as well as the National Environmental Policy Act and the California Environmental Quality Act.

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Attachment:
Regional Vicinity Map – Los Angeles to Anaheim Section

cc: Stephanie Perez, FRA, Lead Environmental Protection Specialist
Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

January 21, 2016

Pico Rivera History & Heritage Society
PO Box 4173
Glendale, CA 90660

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles Section – Information Sharing and Request for Input/Participation

Dear Pico Rivera History & Heritage Society:

The purpose of this letter is to provide local government planning departments, local government heritage/preservation commissions, and historical interest groups with current information regarding the planning and development of the high-speed rail project section being advanced along the Burbank to Los Angeles Section (please see attached map). The California High-Speed Rail Authority (Authority) and the lead federal agency, the Federal Railroad Administration (FRA), invite your participation in the cultural resources investigation that will be conducted in accordance with Section 106 of the National Historic Preservation Act, as well as the National Environmental Policy Act and the California Environmental Quality Act.

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Attachment:
Regional Vicinity Map – Los Angeles to Anaheim Section

cc: Stephanie Perez, FRA, Lead Environmental Protection Specialist
Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

January 21, 2016

San Fernando Valley Historical Society
PO Box 7039
Mission Hills , CA 91346-7039

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles Section – Information Sharing and Request for Input/Participation

Dear San Fernando Valley Historical Society:

The purpose of this letter is to provide local government planning departments, local government heritage/preservation commissions, and historical interest groups with current information regarding the planning and development of the high-speed rail project section being advanced along the Burbank to Los Angeles Section (please see attached map). The California High-Speed Rail Authority (Authority) and the lead federal agency, the Federal Railroad Administration (FRA), invite your participation in the cultural resources investigation that will be conducted in accordance with Section 106 of the National Historic Preservation Act, as well as the National Environmental Policy Act and the California Environmental Quality Act.

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CALIFORNIA
High-Speed Rail Authority



January 25, 2016

Archaeological Institute of America, Orange County Society
Ruth DeNault, President
1400 Quail Street, Suite 220
Newport Beach, CA 92660

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Ruth DeNault:

The purpose of this letter is to provide local government planning departments, local government heritage/preservation commissions, and historical interest groups with current information regarding the planning and development of the high-speed rail project section being advanced along the Burbank to Los Angeles and Los Angeles to Anaheim Sections (please see attached maps). The California High-Speed Rail Authority (Authority) and the lead federal agency, the Federal Railroad Administration (FRA), invite your participation in the cultural resources investigation that will be conducted in accordance with Section 106 of the National Historic Preservation Act, as well as the National Environmental Policy Act and the California Environmental Quality Act.

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**Los Angeles to Anaheim Project Section**
The Los Angeles to Anaheim project section, which is approximately 30 miles long, is a critical link in connecting the key population centers of the state to the 22 million people

that call Southern California home. It will connect Los Angeles and Orange counties by traveling from Los Angeles Union Station to the Anaheim Regional Transportation Intermodal Center (ARTIC), using the existing Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, which currently provides critically needed mobility and is constrained by its own demand. High-speed rail will provide additional safety, capacity and efficiency improvements along with a cleaner and faster mode of transportation to millions of residents and visitors.

This critical portion connects Los Angeles Union Station in Downtown Los Angeles in the heart of the business district and intersection of many diverse communities (including Chinatown, Olvera Street, and Little Tokyo) to ARTIC, which is adjacent to the resort district (including Honda Center, Angel Stadium, Disneyland and convention center). Potential midpoint station location/s are also currently proposed, the location/s of which will be determined during the environmental review process.

**Process and Next Steps**

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Attachment:
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cc: Stephanie Perez, FRA, Office of Program Delivery
Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

January 25, 2016

Autry Museum of Western Heritage
4700 Western Heritage Way
Los Angeles, CA 90027-1462

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Autry Museum of Western Heritage:

The purpose of this letter is to provide local government planning departments, local government heritage/preservation commissions, and historical interest groups with current information regarding the planning and development of the high-speed rail project section being advanced along the Burbank to Los Angeles and Los Angeles to Anaheim Sections (please see attached maps). The California High-Speed Rail Authority (Authority) and the lead federal agency, the Federal Railroad Administration (FRA), invite your participation in the cultural resources investigation that will be conducted in accordance with Section 106 of the National Historic Preservation Act, as well as the National Environmental Policy Act and the California Environmental Quality Act.

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**Burbank to Los Angeles Project Section**
The Burbank to Los Angeles project section will connect two key multi-modal transportation hubs, Burbank (airport area) and Los Angeles Union Station, providing an additional link between Downtown Los Angeles, the San Fernando Valley and the state. The approximately 12-mile project corridor follows the existing railroad right-of-way, generally adjacent to the Los Angeles River (from the city of Glendale south to Los Angeles), through the cities of Burbank, Glendale, and Los Angeles. The project will introduce new infrastructure as well as upgrades to the existing infrastructure, and provide local safety benefits through investments in grade separations at most intersections, Positive Train Control (PTC) safety technology, and earthquake sensing technology.

**Los Angeles to Anaheim Project Section**
The Los Angeles to Anaheim project section, which is approximately 30 miles long, is a critical link in connecting the key population centers of the state to the 22 million people that call Southern California home. It will connect Los Angeles and Orange counties by

traveling from Los Angeles Union Station to the Anaheim Regional Transportation Intermodal Center (ARTIC), using the existing Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, which currently provides critically needed mobility and is constrained by its own demand. High-speed rail will provide additional safety, capacity and efficiency improvements along with a cleaner and faster mode of transportation to millions of residents and visitors.

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**Process and Next Steps**

The Authority and FRA are committed to involving the historic preservation community throughout this process to help shape this important investment in Southern California. Because of your knowledge of the region, and as part of the Section 106 process, we are asking for your assistance in identifying architectural, archaeological, or other cultural resources that may be eligible for the National Register of Historic Places or California Register of Historical Resources, are included in a local register of historic resources, or are identified as significant in a historical resources survey. Early input regarding these resources is a key factor in ensuring that constraints are considered during the planning process and to improve the avoidance of resources during design and construction of high-speed rail infrastructure. Also please let us know by mail, email, or telephone if you are interested in participating in ongoing consultation regarding the potential for the project to affect historic properties. If you would like to participate in this consultation, please respond by the end of February, 2016.

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Thank you for your time, and we look forward to your input and participation in this transformative project.

Sincerely,

Sarah M. Allred
Cultural Resources Specialist/Tribal Liaison
High-Speed Rail Authority
(916) 403-0061
Sarah.allred@hsr.ca.gov

Meg Scantlebury
Architectural Historian
Rail Delivery Partner
WSP Parsons Brinkerhoff
(916) 403-0181
scantleburym@pbworld.com

Attachment:
Regional Vicinity Map – Los Angeles to Anaheim Section

cc: Stephanie Perez, FRA, Office of Program Delivery
Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

CALIFORNIA
High-Speed Rail Authority



January 25, 2016

California Preservation Foundation
Cindy Heitzman, Executive Director
5 Third Street, Suite 424
San Francisco, CA 94103

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Cindy Heitzman:

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Sarah M. Allred
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Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

CALIFORNIA
High-Speed Rail Authority



January 25, 2016

California State Parks
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA 95816

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Office of Historic Preservation:

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Regional Vicinity Map – Los Angeles to Anaheim Section

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Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

January 25, 2016

California State Railroad Museum
125 I Street
Sacramento, CA 95814

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear California State Railroad Museum:

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CALIFORNIA
High-Speed Rail Authority



January 25, 2016

California State University, Northridge
Oviatt Library Digital Collections
18111 Nordhoff St.
Northridge CA 91330

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

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January 25, 2016

Chinese Historical Society of Southern California
411 Bernard Street
Los Angeles, CA 90012

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

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CALIFORNIA
High-Speed Rail Authority



January 25, 2016

City of Los Angeles Office of Historic Resources, Department of City Planning
Ken Bernstein, Manager
200 N. Spring Street, Room 620
Los Angeles, CA 90012

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Ken Bernstein:

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Thank you for your time, and we look forward to your input and participation in this transformative project.

Sincerely,

Sarah M. Allred
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High-Speed Rail Authority
(916) 403-0061
Sarah.allred@hsr.ca.gov

Meg Scantlebury
Architectural Historian
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Attachment:
Regional Vicinity Map – Los Angeles to Anaheim Section

cc: Stephanie Perez, FRA, Office of Program Delivery
Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

January 25, 2016

Conference of California Historical Societies
112 Harvard Street #15
Claremont, CA 91711

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

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CALIFORNIA
High-Speed Rail Authority



January 25, 2016

Dorothy Peyton Gray Transportation Library & Archive
Kenn Bicknell
One Gateway Plaza, 15th Floor
Los Angeles, CA 90012-2952

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Kenn Bicknell:

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Regional Vicinity Map – Los Angeles to Anaheim Section

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CALIFORNIA
High-Speed Rail Authority



January 25, 2016

Friends of the Los Angeles River
Stephen Mejia, Community Programs Manager
570 W. Avenue 26, Suite 250
Los Angeles, CA 90065-1047

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Stephen Mejia, Community Programs Manager:

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Annie Parker, Authority Office of External Affairs

January 25, 2016

Haramokngna American Indian Cultural Center
Rorest Rte. 2N24
Azusa, CA 91702

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

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January 25, 2016

Highland Park Heritage Trust
Antonio Castillo, President
PO Box 50894
Los Angeles, CA 90050-0894

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Antonio Castillo:

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CALIFORNIA
High-Speed Rail Authority



January 25, 2016

Historical Society of Southern California
Kenneth Marcus, President
PO Box 93487
Los Angeles, CA 91109

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Kenneth Marcus:

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Thank you for your time, and we look forward to your input and participation in this transformative project.

Sincerely,

Sarah M. Allred
Cultural Resources Specialist/Tribal Liaison
High-Speed Rail Authority
(916) 403-0061
Sarah.allred@hsr.ca.gov

Meg Scantlebury
Architectural Historian
Rail Delivery Partner
WSP Parsons Brinkerhoff
(916) 403-0181
scantleburym@pbworld.com

Attachment:
Regional Vicinity Map – Los Angeles to Anaheim Section

cc: Stephanie Perez, FRA, Office of Program Delivery
Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

January 25, 2016

Jewish Historical Society of Southern California
6505 Wilshire Boulevard, Suite 370
Los Angeles, California 90048

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Sir or Madam:

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CALIFORNIA
High-Speed Rail Authority



January 25, 2016

Los Angeles City Historical Society
Todd Gaydowski, President
PO Box 862311
Los Angeles, CA 90086-2311

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Todd Gaydowski:

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Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
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January 25, 2016

Los Angeles Conservancy
Adrian Scott Fine, Director of Advocacy
523 W. 6th Street, Suite 826
Los Angeles, CA 90014

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Adrian Scott Fine:

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Annie Parker, Authority Office of External Affairs

January 25, 2016

Los Angeles County Department of Regional Planning
320 W. Temple Street, 13th Floor
Los Angeles, California 90012

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

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CALIFORNIA
High-Speed Rail Authority



January 25, 2016

Los Angeles County Historic Landmarks & Records Commission
Louis E. Skelton, Chairman
500 W. Temple Street
Los Angeles, CA 90012

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Louis E. Skelton:

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January 25, 2016

Los Angeles Railroad Heritage Foundation
Wendell Mortimer, President
1500 West Alhambra Road
Alhambra, CA 91801

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Wendell Mortimer:

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Thank you for your time, and we look forward to your input and participation in this transformative project.

Sincerely,

Sarah M. Allred
Cultural Resources Specialist/Tribal Liaison
High-Speed Rail Authority
(916) 403-0061
Sarah.allred@hsr.ca.gov

Meg Scantlebury
Architectural Historian
Rail Delivery Partner
WSP Parsons Brinkerhoff
(916) 403-0181
scantleburym@pbworld.com

Attachment:
Regional Vicinity Map – Los Angeles to Anaheim Section

cc: Stephanie Perez, FRA, Office of Program Delivery
Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

CALIFORNIA
High-Speed Rail Authority



January 25, 2016

National Trust for Historic Preservation
The Watergate Office Building
2600 Virginia Avenue, Suite 1100
Washington, DC 20037

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear National Trust for Historic Preservation:

The purpose of this letter is to provide local government planning departments, local government heritage/preservation commissions, and historical interest groups with current information regarding the planning and development of the high-speed rail project section being advanced along the Burbank to Los Angeles and Los Angeles to Anaheim Sections (please see attached maps). The California High-Speed Rail Authority (Authority) and the lead federal agency, the Federal Railroad Administration (FRA), invite your participation in the cultural resources investigation that will be conducted in accordance with Section 106 of the National Historic Preservation Act, as well as the National Environmental Policy Act and the California Environmental Quality Act.

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**Los Angeles to Anaheim Project Section**
The Los Angeles to Anaheim project section, which is approximately 30 miles long, is a critical link in connecting the key population centers of the state to the 22 million people

that call Southern California home. It will connect Los Angeles and Orange counties by traveling from Los Angeles Union Station to the Anaheim Regional Transportation Intermodal Center (ARTIC), using the existing Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, which currently provides critically needed mobility and is constrained by its own demand. High-speed rail will provide additional safety, capacity and efficiency improvements along with a cleaner and faster mode of transportation to millions of residents and visitors.

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cc: Stephanie Perez, FRA, Office of Program Delivery
Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

January 25, 2016

Pacific Coast Archaeological Society
Megan Galway, President
PO Box 10926
Costa Mesa, CA 92627

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Megan Galway:

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Sarah.allred@hsr.ca.gov

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Regional Vicinity Map – Los Angeles to Anaheim Section

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Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

January 25, 2016

Pacific Railroad Society
210 W. Bonita Avenue
San Dimas, CA 91773

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Sir or Madam:

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Sarah.allred@hsr.ca.gov

Meg Scantlebury
Architectural Historian
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Regional Vicinity Map – Los Angeles to Anaheim Section

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Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

CALIFORNIA
High-Speed Rail Authority



January 25, 2016

San Bernardino Railroad Historical Society
Paul Prine, President
121 Alabama Street
Huntington Beach, CA 92648-5203

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Paul Prine:

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CALIFORNIA
High-Speed Rail Authority



January 25, 2016

Society of Architectural Historians-Southern CA Chapter
Sian Winship- President
PO Box 56478
Sherman Oaks, CA 91413

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Sian Winship:

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cc: Stephanie Perez, FRA, Office of Program Delivery
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Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

January 25, 2016

Southern Pacific Historical & Technical Society
John Signor
1523 Howard Access Road, Suite A
Upland, CA 91786-2582

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear John Signor:

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Regional Vicinity Map – Los Angeles to Anaheim Section

cc: Stephanie Perez, FRA, Office of Program Delivery
Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

January 25, 2016

The Electric Railway Historical Association of Southern California

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear Sir or Madam:

The purpose of this letter is to provide local government planning departments, local government heritage/preservation commissions, and historical interest groups with current information regarding the planning and development of the high-speed rail project section being advanced along the Burbank to Los Angeles and Los Angeles to Anaheim Sections (please see attached maps). The California High-Speed Rail Authority (Authority) and the lead federal agency, the Federal Railroad Administration (FRA), invite your participation in the cultural resources investigation that will be conducted in accordance with Section 106 of the National Historic Preservation Act, as well as the National Environmental Policy Act and the California Environmental Quality Act.

**High-Speed Rail System Overview**
The Authority, in conjunction with the FRA, is responsible for planning, designing, building and operating the first high-speed rail system in the nation. The California high-speed rail system will connect the major population centers of the state, contribute to economic development and a cleaner environment, create jobs, and preserve agricultural and other protected lands. The system will run from San Francisco to Anaheim in under three hours at speeds capable of over 220 miles per hour. The system eventually will extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations.

**Burbank to Los Angeles Project Section**
The Burbank to Los Angeles project section will connect two key multi-modal transportation hubs, Burbank (airport area) and Los Angeles Union Station, providing an additional link between Downtown Los Angeles, the San Fernando Valley and the state. The approximately 12-mile project corridor follows the existing railroad right-of-way, generally adjacent to the Los Angeles River (from the city of Glendale south to Los Angeles), through the cities of Burbank, Glendale, and Los Angeles. The project will introduce new infrastructure as well as upgrades to the existing infrastructure, and provide local safety benefits through investments in grade separations at most intersections, Positive Train Control (PTC) safety technology, and earthquake sensing technology.

**Los Angeles to Anaheim Project Section**
The Los Angeles to Anaheim project section, which is approximately 30 miles long, is a critical link in connecting the key population centers of the state to the 22 million people that call Southern California home. It will connect Los Angeles and Orange counties by traveling from Los Angeles Union Station to the Anaheim Regional Transportation Intermodal Center (ARTIC), using the existing Los Angeles-San Diego-San Luis Obispo

(LOSSAN) rail corridor, which currently provides critically needed mobility and is constrained by its own demand. High-speed rail will provide additional safety, capacity and efficiency improvements along with a cleaner and faster mode of transportation to millions of residents and visitors.

This critical portion connects Los Angeles Union Station in Downtown Los Angeles in the heart of the business district and intersection of many diverse communities (including Chinatown, Olvera Street, and Little Tokyo) to ARTIC, which is adjacent to the resort district (including Honda Center, Angel Stadium, Disneyland and convention center). Potential midpoint station location/s are also currently proposed, the location/s of which will be determined during the environmental review process.

**Process and Next Steps**

The Authority and FRA are committed to involving the historic preservation community throughout this process to help shape this important investment in Southern California. Because of your knowledge of the region, and as part of the Section 106 process, we are asking for your assistance in identifying architectural, archaeological, or other cultural resources that may be eligible for the National Register of Historic Places or California Register of Historical Resources, are included in a local register of historic resources, or are identified as significant in a historical resources survey. Early input regarding these resources is a key factor in ensuring that constraints are considered during the planning process and to improve the avoidance of resources during design and construction of high-speed rail infrastructure. Also please let us know by mail, email, or telephone if you are interested in participating in ongoing consultation regarding the potential for the project to affect historic properties. If you would like to participate in this consultation, please respond by the end of February, 2016.

If you have any questions, please do not hesitate to call or email us using the contact information provided below.

More information regarding the Burbank to Los Angeles project section can be found at: http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/burbank_losangeles.html

And more information regarding the Los Angeles to Anaheim project section can be found at: http://www.hsr.ca.gov/Programs/Statewide_Rail_Modernization/Project_Sections/losangeles_anaheim.html

Thank you for your time, and we look forward to your input and participation in this transformative project.

Sincerely,

Sarah M. Allred
Cultural Resources Specialist/Tribal Liaison
High-Speed Rail Authority
(916) 403-0061
Sarah.allred@hsr.ca.gov

Meg Scantlebury
Architectural Historian
Rail Delivery Partner
WSP Parsons Brinkerhoff
(916) 403-0181
scantleburym@pbworld.com

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Annie Parker, Authority Office of External Affairs

January 25, 2016

USC Architecture and Fine Art Library Watt Hall
850 Bloom Walk, B-4 Univ Park Campus
University Park Campus
Los Angeles, CA 90089-0294

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Michelle Boehm, Authority Southern California Regional Director
Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

January 25, 2016

USC Digital Library
CAL 207 MC 2810
3434 South Grand Avenue
Los Angeles, CA 90089-2810

SUBJECT: Historic Architectural Resources, California High-Speed Rail Project, Burbank to Los Angeles and Los Angeles to Anaheim Sections – Information Sharing and Request for Input/Participation

Dear USC Digital Library Chair:

The purpose of this letter is to provide local government planning departments, local government heritage/preservation commissions, and historical interest groups with current information regarding the planning and development of the high-speed rail project section being advanced along the Burbank to Los Angeles and Los Angeles to Anaheim Sections (please see attached maps). The California High-Speed Rail Authority (Authority) and the lead federal agency, the Federal Railroad Administration (FRA), invite your participation in the cultural resources investigation that will be conducted in accordance with Section 106 of the National Historic Preservation Act, as well as the National Environmental Policy Act and the California Environmental Quality Act.

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Mark McLoughlin, Authority Director of Environmental Planning
Annie Parker, Authority Office of External Affairs

## Jenna Kachour

**From:** Scantlebury, Margaret <scantleburym@pbworld.com>
**Sent:** Thursday, February 04, 2016 5:19 PM
**To:** Andrea Galvin; Jenna Kachour
**Subject:** FW: Burbank to Los Angeles - Historic/Architectural Resources

Hi Ladies – I just received this from Matt. You may already know of these resources, but if not, here you go.

Hope you are doing well.

---

**From:** Barrett, Matthew [mailto:BarrettM@metro.net]
**Sent:** Thursday, February 04, 2016 5:04 PM
**To:** sarah.allred@hsr.ca.gov; Scantlebury, Margaret
**Cc:** Bicknell, Kenneth D.
**Subject:** Burbank to Los Angeles - Historic/Architectural Resources

We received your letter dated January 25, 2016 requesting any studies we may have in our collection that would assist with gathering historic and architectural resources for the Burbank to Los Angeles section of the CAHSR project.

Our predecessor agency, the Los Angeles County Transportation Commission, completed corridor analysis and an Environmental Impact Report process for a Burbank-Glendale-Los Angeles rail project, but then did not elect to fund it. I included additional reports about this geographic area that we have available electronically.

Links to scanned versions:
http://libraryarchives.metro.net/DPGTL/eirs/BurbankGlendale/1991_lactc_glendale_corridor_rail_transit_project_final_report.pdf
http://libraryarchives.metro.net/DPGTL/eirs/BurbankGlendale/1991_scag_tricity_corridor_transportation_study.pdf
http://libraryarchives.metro.net/DPGTL/eirs/BurbankGlendale/1992_draft_eir.pdf
http://libraryarchives.metro.net/DPGTL/eirs/BurbankGlendale/1992_draft_eir_executive_summary.pdf
http://libraryarchives.metro.net/DPGTL/eirs/BurbankGlendale/1992_final_eir_executive_summary.pdf
http://libraryarchives.metro.net/DPGTL/eirs/BurbankGlendale/1993_draft_supplemental_eir.pdf
http://libraryarchives.metro.net/DPGTL/eirs/BurbankGlendale/1994_final_supplemental_eir.pdf
http://libraryarchives.metro.net/DPGTL/eirs/BurbankGlendale/1996_arroyo_verdugo_transportation_study.pdf
http://libraryarchives.metro.net/DPGTL/eirs/BurbankGlendale/2006__Final3_SanGabrielValleyTransitStudy_.pdf

Please feel free to search our Research Library catalog for more: http://librarycat.metro.net

Happy to provide any additional documents we can locate in either our Research Library or Records Management, I have responsibility for both functions. Records Management's catalog is not available online, but we can search with any narrower parameters or references you find within the EIR documents.

Best regards,

--Matt

**Matt Barrett**
LA Metro
Transportation Research Library, Archives & Records Mgmt.
Information and Technology Services

213.922.7444 W
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**Burbank - Los Angeles - RECORD #206 DETAIL**

| | |
|---|---|
| **Status :** | Action Pending |
| **Record Date :** | 3/23/2016 |
| **Response Requested :** | No |
| **Submission Date :** | 3/23/2016 |
| **Affiliation Type :** | Businesses and Organizations |
| **Interest As :** | Businesses And Organizations |
| **Submission Method :** | Email |
| **First Name :** | Greg |
| **Last Name :** | Grammer |
| **Professional Title :** | |
| **Business/Organization :** | Historical Society |
| **Address :** | |
| **Apt./Suite No. :** | |
| **City :** | |
| **State :** | CA |
| **Zip Code :** | |
| **Telephone :** | |
| **Email :** | greg.grammer@glendalehistorical.org |
| **Cell Phone :** | |
| **Email Subscription :** | |
| **Add to Mailing List :** | Yes |

**Stakeholder Comments/Issues :**

Hi Alex,

Can you tell me if any architecturally or historically significant properties are being threatened by this proposed project?

Thanks,
Greg

| | |
|---|---|
| **EIR/EIS Comment :** | Yes |
| **Need PI Response :** | Yes- Individual Response |
| **Form Letter :** | |
| **General View on Project :** | |

# CALIFORNIA High-Speed Rail Authority

**Burbank to Los Angeles Project Section**
**Comment Card**

NAME: Laura Dominguez

DATE: 4/6/16

MEETING LOCATION: LA River Center

AFFILIATION: Los Angeles Conservancy

ADDRESS: 523 W. 6th St., Ste. 826
Los Angeles, CA 90014

CITY:

STATE:

ZIP:

EMAIL: ldominguez@laconservancy.org

PHONE:

**WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?*** (Check all that apply)
* NOTE: This does not substitute for formal request to receive legal notices.

- ○ STATEWIDE
- ☒ BURBANK TO LOS ANGELES PROJECT SECTION

**PLEASE SPECIFY WHICH CITY/CITIES YOUR COMMENT COVERS*** (Check all that apply)*

- ☒ ALL
- ○ OTHER (NOT LISTED): _____
- ○ BURBANK
- ○ GLENDALE
- ○ LOS ANGELES - PLEASE SPECIFY NEIGHBORHOOD (IF APPLICABLE): _____

**COMMENTS:**

Can you please clarify your methodology for identifying & evaluating impacts to historic/cultural resources, including the different layers of review (ex. NEPA, CEQA, Sec. 106 of NHPA, 4(f)).

Thank you!

**PLEASE SUBMIT THIS COMMENT CARD IN THE COMMENT BOX AT THE REGISTRATION TABLE.**
**YOU MAY ALSO MAIL YOUR COMMENTS TO: CALIFORNIA HIGH-SPEED RAIL AUTHORITY**
**ATTN: BURBANK TO LOS ANGELES PROJECT SECTION, 700 N ALAMEDA ST, ROOM 3-532, LOS ANGELES, CA 90012**
**OR SUBMIT YOUR COMMENTS AT WWW.HSR.CA.GOV OR VIA EMAIL TO BURBANK_LOS.ANGELES@HSR.CA.GOV**

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014)

DEPARTMENT OF
CITY PLANNING
200 N. Spring Street, Room 525
Los Angeles, CA 90012-4801
AND
6262 Van Nuys Blvd., Suite 351
Van Nuys, CA 91401

CITY PLANNING COMMISSION
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DANA M. PERLMAN
VICE-PRESIDENT
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MARIA CABILDO
CAROLINE CHOE
RICHARD KATZ
JOHN W. MACK
MARTA SEGURA

JAMES K. WILLIAMS
COMMISSION EXECUTIVE ASSISTANT II
(213) 978-1300

CITY OF LOS ANGELES
CALIFORNIA

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EXECUTIVE OFFICES
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ALAN BELL, AICP
DEPUTY DIRECTOR
(213) 978-1272
LISA M. WEBBER, AICP
DEPUTY DIRECTOR
(213) 978-1274
IAN ZATORSKI
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org

August 28, 2014

Mr. Mark A. McLoughlin,
Director of Environmental Services
Attention: Burbank to Los Angeles Section EIR/EIS
California High Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Dear Mr. McLoughlin,

The City of Los Angeles appreciates the opportunity to comment on the Notice of Preparation of a Project EIR/EIS for the California High-Speed Rail System Burbank to Los Angeles Section. For many years, representatives of various City departments have worked with staff and consultants of the California High Speed Rail Authority (CHSRA) to discuss and address the issues raised by the proposed high-speed rail line within the City of Los Angeles. The City commends the CHSRA for its dedication, innovation, and outreach efforts over the many years of the high-speed rail planning process.

As a result of these discussions and meetings, three letters were prepared and submitted to the CHSRA providing City comments. These letters, prepared in 2009, 2010 and 2012, provide a broad, although still preliminary, discussion of the City's goals, concerns and recommendations with regard to the proposed project. Although, as the project has evolved not all of the points raised in the letters are still relevant, most of the points raised still apply and are reflective of the City's concerns, hopes and recommendations for the project. Accordingly, please find attached the City's comment letters dated August 4, 2009, March 24, 2010 and November 7, 2012. City staff also prepared draft comments to proposed San Fernando Valley grade separations, initially proposed by CHSRA in September 2013. Please find attached a copy of the City's draft comments, dated March 20, 2014, to these proposed grade separations.

Once again, we commend the CHSRA for its efforts toward dramatically advancing transportation infrastructure with what will likely be the nation's first major high-speed

1

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued



rail project. We look forward to continuing to work with the CHSRA toward our mutual goals of greatly expanded transportation opportunities within the region.

If you have any questions, please contact Nick Maricich of my staff at (213) 978-1240 or nicholas.maricich@lacity.org.

Sincerely,

MICHAEL LOGRANDE
Director of Planning

Attachments:

Letter to Calif. High Speed Rail Authority dated November 7, 2012
Letter to Calif. High Speed Rail Authority dated March 10, 2010
Letter to Calif. High Speed Rail Authority dated August 4, 2009
Draft comments to Proposed Grade Separations dated March 20, 2014

c:

Councilmember Gilbert Cedillo, Council District 1
Councilmember Paul Krekorian, Council District 2
Councilmember Tom La Bonge, Council District 4
Councilmember Nury Martinez, Council District 6
Councilmember Felipe Fuentes, Council District 7
Councilmember Mike Bonin, Council District 11
Councilmember Mitch O'Farrell, Council District 13
Councilmember Jose Huizar, Council District 14
Borja Leon, Director, Transportation Services, Office of the Mayor
Seleta J. Reynolds, General Manager, Department of Transportation
Gary Lee Moore, City Engineer, Department of Public Works
Arthur T. Leahy, CEO, Metro
Don Sepulveda, Executive Officer, Regional Rail, Metro

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

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LISA M. WEBBER, AICP
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EVA YUAN-MCDANIEL
DEPUTY DIRECTOR
(213) 978-1273

FAX: (213) 978-1275

INFORMATION
www.planning.lacity.org

November 7, 2012

Jeff Morales
Chief Executive Officer
Calif. High Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Dear Mr. Morales:

**Additional Comments on Los Angeles to Palmdale Section Alternatives and Request to Resume Working Group Meetings with the City of Los Angeles**

Since 2009, the City of Los Angeles has participated in technical working group meetings with the California High Speed Rail Authority, Metro, and other key agencies to provide ongoing input to the development of the high speed rail project, and also provided written correspondence responding to the release of various Alternatives Analyses reports. The City requests that the technical working group resume regular meetings as soon as possible in order to continue discussing a number of important issues and develop refinements to the alternative alignments as they are proceeding in the EIR phase.

In the City's letter dated March 24, 2010, the City expressed concerns about sections of the various alignments being considered in the Los Angeles to Palmdale section, including a number of areas where the project intersects with the City's Los Angeles River Revitalization Master Plan (LARRMP). Productive discussions with the Authority resulted in the inclusion of a below-grade alternative to be studied for the project segment between State Route 2 and Los Angeles Union Station. The City appreciates that the Authority has been responsive to local concerns by including this tunnel option, but City Staff would like to continue discussing refinements to the tunnel and surface alignments that remain under consideration in this area.

In particular, the surface alternative being studied has the potential to negatively impact each of the following:

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

2

- Albion Dairy Park, a new park in Lincoln Heights that is currently under development by the City;
- Downey Pool, an existing Lincoln Heights recreational facility undergoing renovation;
- Lincoln Heights Jail, a City Historic Cultural Monument which is being considered for new uses;
- Sonia Sotomayor Learning Academy, a new school located near Rio de Los Angeles State Park on the site of the former Taylor Yard;
- The Los Angeles River, including the planned ecosystem restoration projects at the "bowtie" parcel (at Taylor Yard) and at the Arroyo Seco confluence;
- The Cornfield Arroyo Seco Specific Plan Area, including the William Mead housing development, where a viaduct structure is planned over or along Main Street.

The tunnel alternative, which avoids a number of these impacts, also presents matters for ongoing discussion, including the placement of a ventilation structure near a planned pedestrian bridge across the Los Angeles River at Dorris Place in Elysian Valley, and the location and design of the south tunnel portal in the Cornfield Arroyo Seco Specific Plan Area.

Given recent changes to the phasing of the high speed rail project, the City also would like to collaborate with the High Speed Rail Authority and the Metropolitan Transportation Authority (Metro) on "early investment projects" and how these may be designed to complement the City's ongoing efforts related to the revitalization of the Los Angeles River. In particular, new grade separation projects over waterways in the Los Angeles River Watershed should be planned to anticipate and accommodate planned pedestrian and bicycle pathways under new bridge structures. Additionally, grade separation projects near planned ecosystem restoration areas, such as Doran Street at the Verdugo Wash confluence, should be designed to accommodate and complement such improvements. The City also needs to better understand the implications of the design of the Doran Street crossing early investment project on surrounding land uses.

Improved renderings are needed in order to ensure that new high speed rail infrastructure and early investment projects are appropriately addressing the interface with pedestrian circulation and the surrounding communities. Attached please also find a list of potential mitigation measures that the City submitted as part of a comment letter on alternatives analyses for both the Los Angeles to Anaheim and Los Angeles to Palmdale Sections, released in 2009.

In order to continue providing meaningful input on such issues, the City is requesting that regular meetings of the technical working group resume as soon as possible. We appreciate having the opportunity to collaborate on this important project and look forward to working with you as the environmental review process continues. If you have any questions regarding this request, please contact Nick Maricich of my staff at (213) 978-1240.

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

3

Sincerely,

Alan Bell for

MICHAEL LOGRANDE
Director of Planning

Attachment: Potential Mitigation Measures for High Speed Rail Project in the City of Los Angeles Based on Range of Options Outlined in June 2009 Alternatives Analysis

CC:
Council President Pro Tempore Ed Reyes, Council District 1
Councilmember Tom LaBonge, Council District 4
Councilmember Eric Garcetti, Council District 13
Councilmember Jose Huizar, Council District 14
Matthew Karatz, Deputy Mayor for Economic and Business Policy
Borja Leon, Deputy Mayor for Transportation
Nat Gale, Mayor's Office of Transportation
Jaime De La Vega, General Manager, Department of Transportation
Gary Lee Moore, City Engineer, Department of Public Works
Arthur T. Leahy, CEO, Los Angeles County Metropolitan Transportation Authority
Don Sepulveda, Executive Officer, Regional Rail, Los Angeles County Metropolitan Transportation Authority

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**ATTACHMENT: Potential Mitigation Measures for Consideration for High Speed Rail Project in the City of Los Angeles Based on Range of Options Outlined in June 2009 Alternatives Analysis**

SR-134 to Rio de Los Angeles State Park

- Street, pedestrian and bicycle connections over/under rail tracks between industrial area west of San Fernando Road and Glendale to the east, to ensure viability of industrial land; in particular, the proposed closure of Doran Street is problematic; if Doran Street closure is unavoidable, nearest access point (Brazil/Broadway) should be expanded to provide for an enhanced and higher capacity entrance to the industrial tract
- Sound attenuation and green screen near all residential buildings
- Coordination of rail infrastructure with results of the LA River Ecosystem Restoration Feasibility Study (Army Corps of Engineers and City of Los Angeles)

Rio de Los Angeles State Park to Union Station

- Sound attenuation and green screen near all residential buildings; visual and noise impacts may especially affect the William Mead housing site due to its proximity to potential alignments
- Consolidation of rail facilities in a single trench north of I-5 through Rio de Los Angeles State Park to SR-2
- Consolidation of rail facilities into a single alignment on the east side of the river, including placing the maximum amount of tracks into a trench starting from the Arroyo Seco confluence continuing south of the Main Street Bridge; alternatively, consolidate all track at-grade on east bank with contribution of funds to new, elevated Main Street viaduct (HSR funds that would otherwise be used for aerial structure through this corridor) that crosses over existing and new rail tracks allowing them to remain at grade in the immediate vicinity of the current Main Street crossing
- Installation of multipurpose pathway along east bank of river, from Rio de Los Angeles State Park to south of the Main Street Bridge; pathway could be aerial in segments where the rail is at grade, possibly in vicinity of Broadway, Spring, and Main Street bridges; this could mitigate visual impacts by affording pedestrians and bicyclists elevated views of the downtown skyline and river corridor
- Development of confluence area park at Arroyo Seco
- Trenches should be covered in substantial portions with surface developed as park area and in ways to facilitate access to park areas between rails and river
- Avoid impacts to San Antonio Winery; if high speed rail tracks are aerial adjacent to winery, provide for pedestrian access to river under rail bridge
- Coordination of rail infrastructure with results of the LA River Ecosystem Restoration Feasibility Study (Army Corps of Engineers and City of Los Angeles)
- Leverage funding for river restoration demonstration project at "Bowtie" parcel (G1) as feasible
- Leverage funding to implement LARRMP at G2 parcel for use as expanded river channel and riverfront open space (extensive cleanup required) as feasible

1

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**ATTACHMENT: Potential Mitigation Measures for Consideration for High Speed Rail Project in the City of Los Angeles Based on Range of Options Outlined in June 2009 Alternatives Analysis**

Union Station Area

- Station design and new mixed-use shared parking/loading/drop-off facility (not stand-alone parking)
- Maximize multimodal connectivity
- Maximize development opportunities through station design by providing access to a number of adjacent sites, incorporating circulation improvements and ensuring visual access and connectivity
- Design all new facilities to be sensitive to historic structures including Union Station and Terminal Annex
- Minimize adverse impacts on buildings proximate to Union Station complex
- Recapture River frontage and access through this corridor as feasible through consolidation and trenching of rail tracks

South of Union Station (Los Angeles to Anaheim segment; included for reference)

- Metrolink/Amtrak Run-through tracks should be included in the high speed rail track guideway south from Union Station to south of 1st Street Bridge to minimize impacts on neighborhood south of Union Station/US-101
- Facilitate "Park101" freeway cap park project over US-101 and river linkage along Commercial Street
- Create series of pedestrian and bicycle connections to the west and east banks of the River, over the tracks, between 1st St and Olympic Blvd. Bridges
- Pickle Works Building at 1st Street Bridge has potential to be transformed into a river and rail museum; creation of public viewing area on rooftop could help to mitigate visual impacts of aerial HSR tracks crossing over 1st Street Bridge
- Support acquisition of sites along west bank of river, between 4th and 6th Street bridges, to provide opportunities for cleantech development and new open space
- Sound attenuation near residential and institutional buildings in the Arts District
- Mitigations for under aerial tracks (open space, pedestrian connectivity, art, allowance for jobs-producing business occupancies, etc.)
- Coordination of rail infrastructure with results of the LA River Ecosystem Restoration Feasibility Study (Army Corps of Engineers and City of Los Angeles)

General

- Wherever HSR is grade separated, existing rail tracks should be grade separated as opportunities exist
- Where HSR Authority requires full acquisition of impacted parcels, unused fragments should be leveraged for economic development potential or developed as public open space
- Wherever displacements of existing uses are necessary, business relocation efforts should be aggressively pursued, with a focus on relocating businesses within the City of Los Angeles
- Pursue establishment of mitigation bank to fund ongoing and future open space and river revitalization efforts in the corridor

2

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**ATTACHMENT: Potential Mitigation Measures for Consideration for High Speed Rail Project in the City of Los Angeles Based on Range of Options Outlined in June 2009 Alternatives Analysis**

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# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

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2

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

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March 24, 2010

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

**RE: Comments on Draft Alternatives Analysis Report for Los Angeles to SR-134 Segment of the California High Speed Rail Project**

Dear Mr. Morshed,

Thank you for the opportunity to comment on the draft Alternatives Analysis (AA) Report for the Los Angeles to Palmdale section, Los Angeles Union Station to SR-134 segment (LAP1). On December 2, 2009, the Los Angeles City Council adopted a report by the Department of City Planning that presented an initial assessment of potential impacts of the state high speed rail project on the City's adopted plans, which express official policy objectives for the areas adjacent to and surrounding the project corridor. The City Council also directed City Staff to provide the California High Speed Rail Authority (Authority) with written comments regarding the project so that the City's goals and policies can be taken into consideration as you refine alternatives for further environmental analysis. A copy of the Department's full report to the City Council is attached to this correspondence for your reference.

In summary, City Staff recommend that the Authority continue to explore additional possible vertical and horizontal alignments between Los Angeles Union Station and State Route 134. This recommendation has been drawn from a careful review of the City's goals and objectives for the corridor as well as close collaboration with other City departments, including Transportation and Public Works/Engineering, as well as the Community Redevelopment Agency of the City of Los Angeles. The alternatives identified in the AA Report have raised concerns about how the project will enable the City to plan for and meet its policy objectives, with respect to the City's efforts to improve local mobility and transportation connectivity, promote economic development, and revitalize and improve access to the Los Angeles River. Each of these broad policy objectives and its relationship to the proposed project is described in more detail in the attached report.

The draft Alternatives Analysis identified aerial, at-grade, and trench configurations in various locations throughout the corridor; however, additional tunnel alternatives have recently come under discussion along a portion of this route. Given the unique, built-up urban context, the close proximity to the Los Angeles River and other sensitive uses, and the significant challenges presented by both aerial and at-grade track configurations through this area, we respectfully

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued



request that below-grade configurations be formally added to the range of alternatives being analyzed for this corridor. Each of the alternatives presented in the draft AA report has the potential to create negative impacts that would require substantial mitigation, thus making tunneling a potentially viable alternative that should be assessed further.

While the trench configurations proposed near Rio de Los Angeles State Park do appear to afford some of the same potential benefits as a tunnel, including reduced visual impairment and the ability to preserve access between the adjacent communities and the Park and River, the areas to the south of Interstate 5 southward to Union Station have equal sensitivity that merit consideration of below-grade options. From the I-5 Freeway south to Union Station, only aerial and at-grade alternatives are discussed, each of which may pose real challenges to the City's goal of implementing the Los Angeles River Revitalization Master Plan (LARRMP) in this area.

This corridor contains some of the oldest and most historically important resources in the City of Los Angeles. In particular, the series of River bridges extending from Olympic Boulevard on the south to Broadway on the north crisscross the rail alignment and will require further study to evaluate potential impacts. The Arroyo Seco confluence is an especially sensitive area, ecologically, historically, visually, and culturally, and the only high speed rail crossing being analyzed at this location is an at-grade trestle, similar to the existing rail crossing. The area is currently impacted by both concrete linings of the River and the Arroyo Seco, and the aerial freeways that crisscross above, and the addition of high speed rail tracks has the potential to exacerbate this condition, in conflict with the LARRMP.

Aerial structures also have the potential to negatively impact this area by degrading the quality of the pedestrian environment on the streets below and creating visual impacts as well as noise, vibration, and shade/shadow impacts. The Los Angeles State Historic Park, Ann Street Elementary School, and William Mead public housing community all lie in close proximity to proposed project alignments and will require that any negative impacts be appropriately mitigated. Aerial tracks could also interfere with efforts to improve River access and would result in the addition of significant new rail infrastructure in an area where the existing rail facilities are envisioned to be removed, consolidated, or covered. Finally, the area is identified as a part of the City's Clean Tech Corridor, and the high speed rail project should be constructed and operated in a way that ensures the future viability of adjacent land for use by clean technology industries. Given the potential for significant impacts, City Staff prepared a list of possible mitigation strategies which should be considered if impacts are found to occur. A copy of this list of potential mitigations is attached.

Although the draft Alternatives Analysis report assumes that tracks will connect with an aerial station above the existing Metrolink/Amtrak platforms at Union Station, it should be noted that the City has been participating in a technical working group with the Metropolitan Transportation Authority (Metro) and the high speed rail project team for the Los Angeles to Anaheim section to explore additional station configurations at this location. The draft Alternatives Analysis for the Los Angeles to Anaheim segment analyzed three options for a Downtown Los Angeles station but recommended that only a single option be carried forward for further environmental analysis. City Staff will continue to meet with Metro and Authority staff to refine additional station options, including, but not limited to, locating platforms in an aerial configuration near the east side of Union Station's Patsaouras Transit Plaza or in an at-grade configuration alongside the existing Metrolink/Amtrak platforms at Union Station. The City has requested that the High Speed Rail Authority fully analyze at least two alternative station options for Downtown Los Angeles in the Los Angeles to Anaheim Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR). Each of the station alternatives that are explored in the DEIS/DEIR will have implications for alignments to the north and this should be fully accounted for in the draft Alternatives Analysis report for the Union Station to SR-134 segment.

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued



Given careful consideration to the issues stated above, the high speed rail project has the potential to bring tremendous benefit to the City of Los Angeles. Improved regional access and connectivity can help the City realize its economic development goals for Downtown Los Angeles and meet longstanding transportation objectives to reduce automobile dependence. We appreciate the ongoing collaborative relationship between the City and the High Speed Rail Authority staff and thank you for giving us the opportunity to provide input to the process. We look forward to continuing to work with you as the environmental review process continues. If you have any questions please contact (213) 978-2666 or (213) 978-1179.

Sincerely,

S. Gail Goldberg

S. GAIL GOLDBERG, AICP
Director of Planning

Attachment A: September 8, 2009 Staff Report to City Council: California High Speed Rail Alignment and Station Options for the City of Los Angeles

Attachment B: Potential Mitigation Measures for High Speed Rail Project in the City of Los Angeles Based on Range of Options Outlined in Alternatives Analysis (released June 2009)

CC:
Jaime de la Vega, Deputy Mayor of Transportation
Austin Beutner, First Deputy Mayor and Chief Executive Officer for Economic and Business Policy
Councilmember Ed Reyes, Council District 1
Councilmember Tom LaBonge, Council District 4
Councilmember Jan Perry, Council District 9
Council President Eric Garcetti, Council District 13
Councilmember Jose Huizar, Council District 14
Rita Robinson, General Manager, Department of Transportation
Tony Royster, General Manager, Department of General Services
Gary Lee Moore, City Engineer, Department of Public Works
Calvin Hollis, Interim CEO, Community Redevelopment Agency of Los Angeles
Arthur Leahy, CEO, Metropolitan Transportation Authority

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**ATTACHMENT A: Staff Report to City Council on High Speed Rail Alignment and Station Options for the City of Los Angeles**

## Community Planning Bureau

City Hall • 200 N. Spring Street, Room 667 • Los Angeles, CA 90012

September 8, 2009

TO: Ad Hoc River Committee
City Council

FROM: Vince Bertoni
Deputy Director
Department of City Planning

SUBJECT: **CALIFORNIA HIGH SPEED RAIL ALIGNMENT AND STATION OPTIONS FOR THE CITY OF LOS ANGELES**

On May 6, 2009, the City Council adopted a motion of the Ad Hoc River Committee instructing the Department of City Planning to work with the Department of Transportation, and any other appropriate City departments, to assess the impacts of the state high speed rail project on adopted goals and policies of plans that fall within the proposed routes. The motion also directed City Planning to work with other departments to establish a cohesive City vision and official City position on high speed rail alignments. This report is the result of a collaborative effort by City staff to evaluate the proposed high speed rail project, and includes input from the Department of City Planning, Department of Transportation, Department of Public Works – Bureau of Engineering, Department of General Services, and the Community Redevelopment Agency of the City of Los Angeles.

### Project Summary

The California High Speed Rail Authority (CHSRA) has released two draft Alternatives Analysis reports that assess a series of high speed rail options through the City limits, with various segments analyzed in aerial, at-grade, trench, and tunnel configurations. The routing of the proposed rail line near Downtown Los Angeles generally follows existing rail corridors, entering the City of Los Angeles at the southeast border with the City of Vernon and running parallel to the Los Angeles River, north to the City's boundary with Glendale.

### Summary of Recommendations and Next Steps

Upon review of the draft Alternatives Analysis reports, Staff concludes that the CHSRA should continue to study two viable alternatives for a Downtown Los Angeles station location as well as continue to analyze multiple alternatives for alignments through the City in their upcoming Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). Staff has also requested that the CHSRA respond to a number of questions regarding the project, which would help inform a discussion of potential impacts. We understand that Council District 1 has coordinated with the CHSRA to have a presentation on these and other questions at the September 14, 2009 meeting of the City Council's Ad Hoc River Committee.

The CHSRA is working to finalize the draft Alternatives Analysis reports as soon as possible, based upon input from local jurisdictions and agencies, and is anticipating the release of the DEIS/DEIR for the LA to Anaheim project segment in Spring 2010. Staff recommends that the City continue to work

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued



with the CHSRA to refine alignment alternatives and recommend mitigations for any potential negative impacts that may be identified as part of the environmental analysis. In addition, Staff has identified the need for the City to develop a vision for high speed rail and to engage in more detailed station area planning along with the Metropolitan Transportation Authority (Metro) and the CHSRA. In the short term, staff has also identified the need to continue to coordinate with Metro, DOT, BOE, GSD and the Police and Fire Departments to further identify issues associated with the potential Union Station East/Vignes Street Station. In the longer term, the existing Alameda District Specific Plan may need to be amended and/or expanded in the future to appropriately coordinate development in the vicinity of a future high speed rail station in Downtown. Also, future planning efforts will need to be coordinated with the selection of a high speed rail station location in or near Sylmar.

**Requests to California High Speed Rail Authority**

- Continue study of both the Union Station aerial station option and a second station option, described herein as the Union Station East/Vignes option, to be located east of Patsaouras Transit Plaza with the shortest pedestrian connection to Patsaouras Plaza;
- Continue study of additional alignments approaching each of these station locations from the south and north; and,
- Include a consolidated trench option for study in the DEIS/DEIR for the alignment sections from 1st Street to 7th Street, and from the Metrolink bridge north of Union Station to the 110 Freeway continuing north to Rio de Los Angeles State Park.

**Recommended Council Actions**

Staff requests that the Council provide direction as follows:

- Direct Staff to continue working with the CHSRA as a participating agency.
- Direct Staff to continue working with City departments to explore the possibility of a Union Station East/Vignes Station.
- Direct Staff to continue working with other City departments to provide a formal comment letter to the CHSRA on the recently released Draft Alternatives Analysis reports.
- Direct the Department of City Planning to work with the Department of Transportation to explore hiring a consultant to assist with the preparation of comments on project alternatives and the development of feasible mitigation options.

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued



**Report Overview**

Staff has prepared this report as an initial assessment of the impacts of the proposed project on the City's adopted plans which express official policy objectives for the areas adjacent to and surrounding the project corridor. These plans include the following:

- Framework and Transportation Elements of the General Plan;
- Central City North, Boyle Heights, and Northeast Los Angeles Community Plans;
- Alameda District Specific Plan;
- Adelante Eastside, Central Industrial, and Little Tokyo Redevelopment Plans;
- Los Angeles River Improvement Overlay;
- Los Angeles River Revitalization Master Plan; and,
- Cornfield Arroyo Seco Specific Plan (currently under development).

These planning documents provide a framework for evaluating the proposed high speed rail project alignments in consideration of the potential impacts on the City's related goals and objectives, especially as they pertain to the following:

1) mobility and transportation connectivity;
2) economic development, and
3) river revitalization and access.

This report is structured to provide a description of station options and alternative alignments, followed by a discussion of the potential impacts of each on these policy areas.

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued



**1. STATION LOCATION:**
**Downtown Los Angeles**

***Description:***
The draft Alternatives Analysis report for the Los Angeles to Anaheim segment analyzes three options for a Downtown Los Angeles station location and configuration:

- Aerial station built atop the existing rail tracks at Union Station;
- Deep tunnel station built under the Metro Rail subway tracks at Union Station; and
- Trench station built to the east of Union Station (also known as the "West Bank" alternative due to its location near the western edge of the Los Angeles River).

The draft Alternatives Analysis recommends that only one of these station options, the aerial tracks at Union Station, be carried forward to be analyzed in the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DEIR). The report concludes that the deep tunnel station option poses major constructability issues and is therefore not practicable or feasible, and that a West Bank trench station poses "significant impacts to Metro and City of Los Angeles services and substantial costs for ROW acquisition and relocation" (Alternatives Analysis Report, page 86). The analysis did conclude, however, that a West Bank trench station would have a smaller capital cost ($506 million) than an aerial station at Union Station ($590 million).

In the City Planning Department's letter to the California High Speed Rail Authority (CHSRA) dated August 4, 2009, it was conveyed that the Department of City Planning and Department of Transportation believe that at least two station options and alignments should continue to be studied for Downtown Los Angeles. In the letter, the West Bank station option was specifically requested to be carried forward as a second alternative to be evaluated in the DEIS /DEIR, while additional station options and configurations were undergoing review by City staff as to their possible viability.

Subsequent to the issuance of this request, staff from various City departments, including Transportation, Public Works/Engineering, and City Planning, as well as the Community Redevelopment Agency, have identified a station alternative that would be located farther west of the West Bank station as described in the Alternatives Analysis report, and near the east side of Union Station's Patsaouras Transit Plaza and Vignes Street. This alternative location, which will be referred to in this document as the "Union Station East/Vignes Option" and which may be feasible as an aerial or trench station, was not assessed in the draft Alternatives Analysis but is proposed to be included in the City's comment letter to the CHSRA for their additional consideration in the DEIS/DEIR. This report will primarily focus on the need to include two alternatives for California Environmental Quality Act (CEQA) purposes and a policy discussion of the following two station locations:

- Aerial station built atop the existing rail tracks at Union Station (Union Station aerial option); and
- Aerial or trench station located to the east of Patsaouras Transit Plaza (Union Station East/Vignes option)

***Policy Discussion:***
*Mobility and Transportation Connectivity Impacts of Station Options*

Both the Union Station aerial option and Union Station East/Vignes option would be able to achieve the City's goals for multimodal connectivity, with the primary difference being a vertical or horizontal connection needed to allow for convenient transfers between high speed rail and regional and local transit systems.

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued



The aerial configuration above the existing tracks at Union Station could be well integrated through new escalators and elevators that could reach Metrolink, Amtrak, and Metro Rail platforms on lower levels of the station. With closer proximity to historic Union Station's Alameda Street frontage, this alternative would also provide for the most direct pedestrian connections with the rest of Downtown. The Union Station Aerial option would clearly reinforce Union Station as the transit hub of the City and the region, meeting objectives of the Framework Element, Transportation Element, and the Alameda District Specific Plan. Some areas of concern, however, relate to potential capacity constraints at the site and the scalability of the station in its existing context. CHSRA has alleviated some of these concerns by modeling hypothetical scenarios for expansion of the station to the south, across the 101 Freeway near Commercial Street, where a third entry could be constructed to provide new vehicular parking and loading and pedestrian ingress and egress into Union Station via an elevated pedestrian bridge over the freeway.

The Union Station East/Vignes concept could also meet the objectives of the General Plan if new horizontal pedestrian connections were constructed over or under Vignes Street in order to provide high speed rail passengers with direct access to existing Union Station. Development of this site can be envisioned as a horizontal expansion of Union Station. The distance from high speed rail tracks to existing Union Station transit connections could potentially be reduced depending on the exact placement of station platforms to the east of Patsaouras Transit Plaza and Vignes Street. The Union Station East/Vignes option may require the acquisition of portions of two publicly owned parcels. Depending on the size of this station site, and whether it would require partial or full utilization of the City-owned site on the south side of Cesar Chavez Avenue and the Metro-owned site on the north, a new high speed rail station at this location could be scalable over time and allow for the development of expanded passenger loading, drop-off, and support facilities to serve station passengers as well as an expanded footprint of the current Union Station property.

Staff recommends that the City formally ask the CHSRA to analyze this station option as part of the DEIS/DEIR currently underway, in order to fully identify any potential impacts of this alternative and to compare with the impacts of an aerial alternative atop Union Station. Preliminary issues related to a Union Station East/Vignes concept include potential impacts to the City's Piper Technical Facility and the Metro Regional Rebuild Center as well as the reconfiguration of the street network to facilitate site development. Also, this option would place the station slightly farther from Downtown L.A.'s central business district.

In the full environmental review, the CHSRA could assess whether this option would require a partial or full relocation or reconfiguration of existing facilities at the Piper Technical Facility and the Metro Regional Rebuild Center sites, as well as identify possible mitigation measures in conjunction with the City and Metro. Further detail on the possible configuration of the station site would also allow for an assessment of necessary street improvements and/or reconfiguration to ensure maximum connectivity and appropriate facilities for vehicle drop-off and loading.

The additional distance of the station to the central business district should be studied for any potential impacts on system ridership and connectivity with local transportation systems. A horizontal connection to Union Station East/Vignes may or may not be longer or less desirable than a vertical connection at Union Station. If the Union Station East/Vignes concept is carried forward as a viable alternative to be studied in the DEIS/DEIR, this could be analyzed in further detail to ensure that a new high speed rail station meets both local and regional goals of creating a seamless multimodal transportation hub in Downtown of Los Angeles

*River Revitalization Impacts of Station Options*

In the immediate station vicinity, the Los Angeles River (River) flows several hundred to a thousand feet to the east and thus is not as directly affected by this component of the project. A Union Station

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East/Vignes concept may present more opportunity than the Union Station aerial concept for improved pedestrian connections to the River, but this depends more on how the alignments approach the two station locations from the north and south along the banks of the River than the station location itself. This will be discussed in further detail below.

In May 2007, the City Council approved the Los Angeles River Revitalization Plan (LARRMP) which set forth goals, policies, and objectives that envisioned the restoration of a functional ecosystem and a continuous River Greenway and identified opportunities to connect neighborhoods to the River. The LARRMP was not yet adopted when the high speed rail project's program level EIS/EIR was approved by the CHSRA in 2005, so this is new information that the project level DEIS/DEIR should address in both the Los Angeles to Anaheim segment and the Los Angeles to Palmdale segment. The DEIS/DEIR should identify mitigation measures that promote the goals outlined in the LARRMP. The high speed rail project provides an opportunity to realize the City's intent to implement the LARRMP through partnerships with other government agencies.

*Economic Development Impacts of Station Options*

In the station vicinity, both the Union Station aerial option and Union Station East/Vignes options would provide tremendous potential for the City to realize economic development goals for the surrounding area. A central tenet of the Framework Element of the General Plan is for transit stations to function as a primary focal point of the City's development. The existing Alameda District Specific Plan has envisioned significant new development at and around Union Station that could be advanced with the addition of high speed rail service to this site. The Central City Community Plan also envisions a future "Park 101" freeway cap park that would help to knit back together the historic neighborhoods surrounding Union Station and the adjacent Civic Center which were divided by the construction of the 101 Freeway. The Union Station East/Vignes station option also has the potential to create new economic development opportunities as part of an expanded redevelopment on the east side of Union Station. New high speed rail service to Downtown L.A. will support and enhance the following objectives of the Transportation Element:

- Provide improved transportation services to support Citywide economic development activities and related economic revitalization initiatives.
- Actively seek opportunities for joint development projects which integrate land use and transportation facilities.

Through transformative design and master planning, the Union Station East/Vignes station concept could be linked in with Union Station to the west while also allowing for redevelopment in conjunction with the Los Angeles River Revitalization Master Plan (LARRMP). The existing Alameda District Specific Plan could potentially be expanded to cover a new, enlarged transit center that encompasses both historic Union Station and a new high speed rail station, with a renewed focus on regional transit, jobs, housing, and the Los Angeles River Greenway as envisioned in the LARRMP. Both station locations seem to be able to advance economic development objectives as adopted by the City in the Framework Element, Transportation Element, Community Plan, and Specific Plan for the area.

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**2. ALIGNMENTS: LOS ANGELES TO ANAHEIM SEGMENT**
**Alternatives from Hobart Yard/City of Vernon to 1st Street Bridge**

***Description:***
The high speed rail alignment that is proposed to be carried forward in the DEIS/DEIR would enter the City from the southeast in an aerial configuration on the south side of the intersection of Washington Boulevard and Grande Vista Avenue, after leaving the Hobart Yard in the City of Vernon. This aerial track section would cross the Los Angeles River (River) on a new bridge to be constructed south of the historic Olympic Boulevard Bridge. Once on the west bank of the river, the high speed rail alignment would transition to an at-grade configuration along the existing rail right-of-way and pass under the historic bridges at Olympic, 7th Street, 6th Street, and 4th Street. The alignment would head north to a high speed rail station at or near Union Station, as discussed above.

A second alternative was also studied for this same segment that would have required a new aerial structure to cross over each of the historic bridges along this part of the River; however, this alternative was not recommended to be carried forward to the DEIS/DEIR due to the tremendous visual and historic impacts that would be created by spanning over all the River's bridges along this segment.

Staff has identified a third option for this segment, which was not considered in the AA report and which may warrant further study. This third option would entail the consolidation of rail and utility lines into a below grade trench where it abuts the west bank of the River from Olympic Boulevard to 1st Street. A rail trench, which could be capped over in sections, would reduce the visual and physical obtrusion of introducing high speed rail on this important corridor while further mitigating safety and noise concerns.

***Policy Discussion:***
*River Revitalization Impacts along the Hobart Yard/City of Vernon to 1st Street Bridge Alignment*

The City of Los Angeles has adopted a number of plans and policies aimed at expanding open space opportunities and revitalizing the River as a green corridor, particularly in the vicinity of Downtown Los Angeles. Today, the River corridor through Downtown is lined with passenger and freight rail lines, as well as major utility lines, rail maintenance facilities, and industrial land uses. The River Greenway proposed in the LARRMP calls for a dedicated bicycle path on the west bank of the River and a multi-use trail on the east bank. To ensure consistency with the LARRMP, connections from the surrounding communities to the Greenway should not be impeded and opportunities should be sought that enhance and facilitate access to this important regional asset.

In addition to calling for a continuous River Greenway, the LARRMP foresees providing green arterial connections to the River and increasing direct pedestrian and visual access to the River. The proposed at-grade configuration of the high speed rail alignment along existing rail rights-of-way in this area would do the least to promote goals of improved River access and would simply prolong the existing unfavorable condition by placing what could be considered additional obstacles between communities and the River.

The proposed alignment through this corridor raises questions as to how the potential placement of new rail infrastructure along the riverbank might enhance or hinder the City's ability to meet River revitalization goals. City staff, in conjunction with other agencies that are involved in implementing the LARRMP, recommend that the CHSRA consider the viability of a trench option where the alignment abuts the River. This corridor already contains a convergence of rail and utility lines that pose challenges to River access. A trench that consolidates this infrastructure should be considered as a means to lessen the cumulative visual, economic, and environmental impacts that the addition of high speed rail service is likely to exacerbate.

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Nonetheless, the CHSRA-proposed at-grade alignment under the existing bridges may still allow for opportunities to provide access from these bridges down to the River. For example, a land bridge might be constructed atop various portions of the existing at-grade rail tracks to cover over them and thereby remove these challenging barriers to River access. The high speed rail Alternatives Analysis report does not present either of these as a component of the project, but neither does the recommended alignment appear to preclude these access improvements from being constructed. The DEIS/DEIR should address this issue and consider possible mitigation measures that address River access.

*Economic Development Impacts along the Hobart Yard/City of Vernon to 1st Street Bridge Alignment*

The high speed rail project alignment should also be evaluated in the context of the City's economic development strategies for the surrounding area. The Department of City Planning, and the Community Redevelopment Agency (CRA/LA), at the direction of the Mayor's office, completed an Industrial Land Use Policy Project (ILUP) in 2008 that reinforced the economic importance of retaining existing industrial lands and set forth a series of strategies to restrain future pressures to convert such lands to non-industrial uses. The ILUP, in conjunction with the development of the LARRMP, resulted in the vision of a Clean Tech Corridor for the stretch of industrial lands along the River from Washington Boulevard north to the Arroyo Seco confluence. The introduction of clean technologies to this area acknowledges that the goals of both the LARRMP and the ILUP are not mutually exclusive; and that industrial uses, especially those of clean technologies can co-exist with the limited residential uses that exist in the Artists-in-Residence District, can enhance future pedestrian and bicycle connections to the River, and can include stormwater mitigations that would improve the water quality of stormwater runoff and assist in the restoration of the currently degraded ecosystem. The Corridor is anchored on its southern boundary by a Clean Tech Manufacturing Center which is currently being developed by CRA/LA and which will serve as a model for future clean technology oriented developments.

The majority of the land immediately to the west of the proposed alignment is zoned for industrial uses, but the Artists-in-Residence District, stretching from 1st Street to 7th Street along the west bank of the River, encompasses a number of existing and planned live-work residential projects, consistent with the goals of the Central City North Community Plan. The Framework Element of the City's General Plan supports the connection of neighborhoods to regional open space resources such as the River Greenway, and the Central City North Community Plan contains a number of goals related to river revitalization efforts, including the acquisition of vacant land for open space and the utilization of public lands along the River for recreation and pedestrian and bicycle access.

In this corridor, the high speed rail project passes through or directly adjacent to the following CRA/LA project areas: Adelante Eastside, Central Industrial, and Little Tokyo. Each redevelopment project area has defined geographic boundaries and a redevelopment plan to guide revitalization of blighted areas and assurance that the blighting conditions, once removed, will not return. Although these plans did not directly anticipate the high speed rail project, they articulate a redevelopment vision for these areas which the project should help to implement. The massive investment in infrastructure that will come to these areas via the new rail system could be a very positive catalyst for achieving redevelopment goals. Some questions however remain as to how the proposed alignments might negatively impact economic development goals, including: 1) how the construction and operation of the system will affect sensitive uses in the vicinity, such as residential units and cultural landmarks, in terms of noise, vibration, and aesthetics (e.g., shade and shadow); 2) how the project will affect future use of the surrounding land; and, 3) how right-of-way acquisitions may impact key development sites or displace existing job-producing uses. The City and CRA/LA should continue to work with the CHSRA to ascertain and recommend mitigations for any potential impacts as part of the DEIS/DEIR currently underway.

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**Alternatives from 1st Street Bridge to Downtown Los Angeles Station**

***Description:***
From the 1st Street Bridge to a new Downtown Los Angeles high speed rail station north of the 101 Freeway, different alignments would be required in order to access each of the two proposed station options already discussed in this report. The Union Station aerial option takes the station's southern approach alignment into an aerial configuration that would cross over the 1st Street Bridge and veer to the northwest and away from the river's edge. The aerial structure would cross diagonally over the intersection of Vignes Street and Banning Street, curving between the City's Personnel Building and the Nishi Hompa Hongwanji Buddhist Temple, and then continue northward across a recently constructed City facility housing the Personnel Department's Medical Services Division and the existing Department of Water and Power's Temple Street Facility, finally bridging over the 101 Freeway to land above the existing tracks at Union Station.

The Union Station East/Vignes option posed by City staff (see page 4) can be considered a modification of the West Bank trench option assessed in the Alternatives Analysis report, which continues the at-grade configuration under the 1st Street Bridge and begins lowering into a trench configuration that would run under the 101 Freeway to reach a station under Cesar Chavez Avenue. If a Union Station East/Vignes option is in a trench configuration, then the consolidation of existing west bank rail tracks north of 1st Street would be needed in order to allow for the high speed rail tracks to cross above or below them in a trench. If the Union Station East/Vignes station option is explored in an aerial configuration, the tracks could potentially become elevated north of the 1st Street Bridge rather than to the south, eliminating the need for an aerial structure to cross over the historic bridge. An aerial structure that rises north of 1st Street would have fewer potential visual impacts than a Union Station aerial option approach.

***Policy Discussion:***
*Mobility and Transportation Connectivity Impacts along the 1st Street Bridge to Downtown Los Angeles Station Alignment*

Beyond the station area itself which has already been described in detail, the project corridor should be evaluated for the extent to which the various alignment alternatives may improve or degrade the quality of the pedestrian environment along the route. In addition to pedestrian and bicycle accessibility goals of the LARRMP, the Central City North Community Plan seeks to promote walking and bicycling for recreation and as viable modes of transportation in the area. It is not anticipated that the high speed rail alternative proposed for this segment would sever existing linkages in the pedestrian and bicycle network but nor does the currently proposed Project alignment provide improvements to this network. A project alternative involving a consolidated trench configuration, similar to the one studied in the Alternatives Analysis report for the West Bank station approach, may provide new opportunities to expand non-motorized access across the rail rights-of-way and also further River goals.

An aerial approach, such as the one proposed for this segment in the Alternatives Analysis report, has the potential to impact the quality of the pedestrian environment on the streets below, including the 1st Street Bridge. The placement of an aerial guideway structure directly over streets and sidewalks could create corridors that would be undesirable for pedestrian activity in conflict with City objectives. The DEIS/DEIR should assess impacts such as these and identify appropriate mitigation measures to minimize impacts on pedestrian connectivity and affected properties.

*River Revitalization Impacts along the 1st Street Bridge to Downtown Los Angeles Station Alignment*

A Union Station East/Vignes station option would allow for an alternative alignment for the project that could be beneficial for improved River access in that it could result in the removal of existing barriers along this stretch if trench segments are capped over and opened up to the public. The Metro Red and

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Purple Line subways also surface in the area south of the 101 Freeway and coordination with Metro would be needed in order to maximize the benefits that could be afforded by this alternative. The CHSRA-proposed southern aerial approach to Union Station may have greater community impacts than a trench approach to a Union Station East/Vignes station option, as the aerial approach has potential aesthetic and noise issues that would need to be addressed in the Artists-in-Residence District and Little Tokyo neighborhoods in order to ensure the continued revitalization of these areas. The CHSRA-proposed aerial alignment neither detracts from, nor contributes to, improved River access along the segment from 1st Street north to the 101 Freeway crossing since it diverges from the River's edge at 1st Street. If this alignment is chosen, the existing at-grade rail facilities along this stretch of the River would likely remain in place.

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**3. ALIGNMENTS: LOS ANGELES TO PALMDALE SEGMENT**
**Alternatives from Downtown Los Angeles Station to Interstate 5**

***Description:***
A separate Draft Alternatives Analysis report has been released for the portion of the Los Angeles to Palmdale project segment that extends from Los Angeles Union Station north to State Route 134 in the City of Glendale. The report analyzes three alternative alignments, referred to as LAP1A, LAP1B, and LAP1C, for the route between existing Union Station and the 5 Freeway.

Alternative LAP1A proceeds north from Union Station on an aerial structure, veers east along the existing Metrolink tracks, crosses the River, and then heads north along the east bank of the River in a trench. Alternative LAP1B heads out from Union Station on an aerial structure alongside the William Mead Housing project, turns east over Main Street and upon reaching the River turns north along the River bank. After crossing above the Spring and Broadway bridges, the train would descend to grade and continue north alongside the Metro Midway Yard before crossing the River at the location of the existing Metrolink bridge just south of Interstate 5. Alternative LAP1C follows an identical path of the LAP1B alternative with the exception that instead of descending to grade it would continue on a viaduct along Metro Midway Yard before rising to pass over the interchange of Interstate 5 and State Route 110 on an 80 foot tall viaduct.

After evaluating these alternatives in the context of the City's mobility, economic development, and River revitalization goals, Staff has identified Alternative LAP1A as the CHSRA-identified alignment that may best advance the City's numerous objectives for this corridor. These alignments are all based upon connecting with Union Station as an aerial high speed rail station. While the Union Station aerial option is the only station option proposed for further consideration by the CHSRA, City Staff recommends the consideration of a second station option (Union Station East/Vignes) in the DEIS/DEIR. Alternative alignments that would connect with a Union Station East/Vignes station option were not considered in the draft Alternatives Analysis report.

Staff has identified potential alignments leading north from a Union Station East/Vignes station option that would need to be studied in conjunction with that station location. Should the DEIS/DEIR consider the Union Station East/Vignes Option in a trench configuration, the high speed rail tracks could continue in a consolidated trench along with the other existing rail lines and utility infrastructure along the west bank of the River before crossing just south of the 5 Freeway at the location of the existing Metrolink bridge. Alternatively, if the Union Station East/Vignes station option is considered in an aerial configuration, the high speed rail tracks could cross the River at the existing Metrolink tracks and continue in a trench on the east side of the River, as presented for the LAP1A alignment (described above). Each of these new alternatives would need to be analyzed in the DEIS/DEIR in order to fully assess the benefits and impacts of a consolidated west or east bank trench solution.

***Policy Discussion:***
*Mobility and Transportation Connectivity Impacts along the Downtown Los Angeles Station to Interstate 5 Alignment*

Project alternatives with trench configurations, such as Alternative LAP1A and the City staff-identified alternatives leading north from a Union Station East/Vignes station option, may actually present opportunities to improve pedestrian and bicycle connectivity in the area if they are capped over and can remove the existing rail infrastructure impediments through consolidation. Alternative LA1PA is the only CHSRA-identified option that would allow for a rail trench configuration through this corridor, and, as such, it has clear advantages that could include the consolidation of all rail, including new high speed rail tracks and existing Amtrak and Metrolink tracks, into a trench on the east side of the River. A trench has the advantage of facilitating pedestrian connections at the surface through decking over segments of the alignment and providing communities with new access to the River Greenway in this

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area. While not stated explicitly in the Alternatives Analysis, this trench could potentially also incorporate the current Metrolink tracks that run along the west bank of the River (given enough right-of-way along the east bank), which would result in improved connectivity on both sides of the River.

Project alternatives with aerial configurations, such as Alternative LAP1B and LAP1C north of Union Station above Main Street, have the potential to impact the quality of the pedestrian environment on the street below. The placement of an aerial guideway structure directly over streets and sidewalks could create corridors that may be undesirable for pedestrian activity and may be in conflict with plan objectives.

Impacts to local mobility and connectivity should be assessed as part of the project's environmental review, in that the project has the potential to be designed in a way that improves pedestrian mobility and lessens community impacts in support of adopted City policies.

*River Revitalization Impacts along the Downtown Los Angeles Station to Interstate 5 Alignment*

In addition to improved connectivity, land adjacent to a new rail trench also has the potential to be developed with parks and open space. Trenching would reduce visual impairment on the area and help to reconnect the River to adjacent communities. The removal of at-grade tracks and the potential parklands that could result from a capped rail trench would provide sufficient room to fully develop the proposed River Greenway along both River banks which would further the goals of the LARRMP.

Aerial tracks through this area, as proposed in Alternatives LAP1B and LAP1C, could interfere with efforts to improve River access and would result in the addition of significant new rail infrastructure in an area where it is envisioned by the LARRMP to be removed, consolidated, or covered. If aerial tracks are pursued, mitigation measures would need to be investigated to minimize these impacts.

The Arroyo Seco confluence is a particularly sensitive area, ecologically, historically, visually, and culturally, and the proposed high speed rail crossing at this location is an at-grade trestle, similar to the existing rail crossing. The importance of the confluence of the Arroyo Seco and Los Angeles River cannot be underscored, as this location is recognized as one of the areas first described by early settlers and long served native populations with fresh water, shade, and food. The area is currently impacted by both concrete linings and the aerial freeways that crisscross above, and the addition of at-grade high speed rail tracks has the potential to exacerbate this condition. The project's DEIS/DEIR should consider opportunities for wildlife, pedestrians, and bicyclists alike to cross the River and Arroyo Seco at this point, and support the City's effort to complete the Rim of the Valley Trail through the area. Other potential mitigations could include the removal of the Arroyo Seco's concrete lining beneath the new rail crossing, aiding in River restoration efforts envisioned in the LARRMP.

*Economic Development Impacts along the Downtown Los Angeles Station to Interstate 5 Alignment*

Alternatives LAP1B and LAP1C would likely impose impacts upon the "Cornfields" area that may discourage, or even prohibit, the revitalization efforts currently contemplated for the area as described in the March 2009 Draft of the Cornfield Arroyo Seco Specific Plan (currently under development by the City Planning Department). The aerial structures contained in these alignments should be studied with respect to visual impacts to the William Mead public housing community, the Los Angeles State Historic Park, Ann Street Elementary School, Main Street, and the River Corridor, as well as economic development goals related to the future use of surrounding land. This area is identified as a part of the City's Clean Tech Corridor, and the high speed rail project should be constructed and operated in a way that ensures the future viability of adjacent land for use by clean technology industries.

In Alternative LAP1C, the aerial structure along Main Street and the west bank of the River would reach farther north before descending to grade level, thereby extending the range of potential impacts that a

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new elevated structure could have along the River corridor. The high speed rail project's DEIS/DEIR should consider the City's planning efforts and economic development strategies for this area in its analysis of aerial structure impacts, particularly related to noise, vibration, and shade/shadow impacts.

**Alternatives from Interstate 5 to State Route 2**

***Description:***
There are two alternative alignments proposed for this segment through the Taylor Yard area. One alternative is identified as the San Fernando Road Alignment and the other is the titled the Existing Metrolink Alignment. Both alignments run adjacent to the Rio de Los Angeles State Park and both involve trench configurations, which may pose new opportunities to connect to the River in this area.

The San Fernando Road Alignment would move the existing Metrolink tracks into a new trench which could facilitate future access from the State Park to the River. In addition, removal of the rail barrier could open up opportunities for ecosystem restoration. At the same time this alignment would add rail infrastructure alongside an already busy vehicular arterial and could create further barriers for the community to access the River if not sufficiently decked over. Alternatively, appropriate design features could establish the trench as a "green" amenity. Details would need to be closely followed to ensure that such improvements were designed.

The Existing Metrolink Alignment trench utilizes the current rail right-of-way through Taylor Yard, and could be designed as described for the Road Alignment so that access is facilitated between the State Park and the River. Both the San Fernando Road and Existing Metrolink Alignments are recommended by the Alternatives Analysis report to be carried forward for further study in the Los Angeles to Palmdale DEIS/DEIR, which is several months behind the projected timeline for the Los Angeles to Anaheim segment.

***Policy Discussion:***
*River Revitalization Impacts along the Interstate 5 to State Route 2 Alignment*

This alignment is within the area of the U.S. Army Corps' L.A. River Ecosystem Restoration Feasibility Study and potential interference with habitat creation or River channel changes in this area should be avoided. Due to the proposed configuration of each of the two alternative alignments in a trench configuration, and that the trench structure is described as having a cap at certain intervals to allow for pedestrian access, neither of the two alternative appears to exacerbate the existing barriers to the River currently posed by Metrolink tracks and San Fernando Road. If the San Fernando Road Alignment is chosen through Taylor Yard and is able to consolidate existing Metrolink tracks from the current rail right-of-way along the River, the high speed rail project may actually improve River access by removing the existing infrastructure barrier. Access to the River from the Rio de Los Angeles Park would then become unimpeded and additional space would allow for ecosystem restoration to occur much as described in the LARRMP. Based on this initial information, therefore, the San Fernando Road alignment seems to offer more benefits to River revitalization than the Existing Metrolink Alignment. If the existing right-of-way alignment is chosen, River access could still be improved by capping over a new trench through this corridor; although, it may not allow for the additional benefits of broader ecosystem restoration that could be achieved through a relocation of the existing rail corridor to a trench along San Fernando Road.

*Economic Development Impacts along the Interstate 5 to State Route 2 Alignment*

The Taylor Yard area is also contained within the study area of a potential Northeast Los Angeles River Redevelopment Plan, which stretches from the 110 Freeway on the south to the 134 Freeway on the north. On August 12, 2009, the City Council authorized CRA/LA to conduct planning and feasibility

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studies for a possible future redevelopment project in this area, with a focus on improving the viability of industrial land and implementing key elements of the LARRMP. Existing industrial operations such as the Media Center complex at the north end of Taylor Yard could benefit from a consolidated rail trench that might yield a better configuration of land for job-producing uses. As with the City's River revitalization goals, economic development goals seem to be most enhanced through the San Fernando Road trench alternative with extensive capping to allow for better access across the rail lines. Both alternatives will be studied further in the Los Angeles to Palmdale DEIS/DEIR, which will allow for a more informed discussion of potential benefits and impacts.

**Alternatives from State Route 2 to State Route 134**

***Description:***
From the 2 Freeway north to the 134 Freeway, there is only a single high speed rail alignment considered in the Alternatives Analysis report. This alignment follows the existing rail right-of-way that straddles the City's border with Glendale and is proposed to be built in an at-grade configuration either to the west or east of the existing Metrolink tracks, with some right-of-way widening necessary.

***Policy Discussion:***
*Mobility and Transportation Connectivity Impacts along the State Route 2 to State Route 134 Alignment*

The addition of high speed rail tracks to this corridor may potentially result in reduced access to the industrial areas of the City of Los Angeles that lie along this corridor between the Los Angeles River to the west and the existing Metrolink tracks to the east. Potential impacts to the local street network are of particular concern, especially for truck access to industrial parcels, but also for pedestrian access to the River from points east. The Alternatives Analysis report notes that local roads with existing grade crossings in this area could be closed as a result of the project. There are three at-grade crossings of the existing railway at Chevy Chase Drive, Broadway and Doran Street that would need to be closed or grade separated. Grade separation would be achieved by realigning the roads above or below the railway. The DEIS/DEIR should consider the impacts of any potential closures on the local transportation system.

*River Revitalization Impacts along the State Route 2 to State Route 134 Alignment*

The northern portion of this corridor is adjacent to the LARRMP's "River Glen" opportunity area, which is one of five target areas described in the LARRMP. A key water quality improvement project is envisioned at the confluence of the Verdugo Wash and the Los Angeles River, just north of the 134 Freeway, but this is outside of the area described in the Alternatives Analysis report so information about a proposed crossing here is not yet known. Although the alignment south of the 134 Freeway is not directly along the bank of the River, an at-grade configuration in the rail right-of-way along San Fernando Road could reduce connectivity and River access if grade crossings are too limited. The project's environmental analysis should consider River access impacts in addition to transportation system impacts as a result of any possible closures.

*Economic Development Impacts along the State Route 2 to State Route 134 Alignment*

In addition to planned water quality improvements, the River Glen opportunity area is also identified as an industrial retention area for this segment of the River. The industrial district between the rail right-of-way and the River currently suffers from the lack of a functioning circulation system, and the City's economic development strategies envision infrastructure improvements that would improve transportation connectivity in order to promote the location of job-producing industrial uses in this area. This area is also within the above-mentioned CRA/LA study area for redevelopment. As described previously, any road closures should be carefully studied as they could negatively impact connectivity in

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this corridor, and, in turn, hamper the City's economic development goals. The design of new grade crossings should consider the needs of large trucks that serve the area, in particular with regard to height and grade requirements.

**Sylmar/Northeast San Fernando Valley Station and Alignments**

***Considerations for Future Alternatives Analysis Report:***
The high speed rail corridor re-enters Los Angeles at the City's border with Burbank near San Fernando Road and Hollywood Way in Sun Valley and continues along the existing rail corridor through Pacoima and the City of San Fernando, with a potential new station at Sylmar. The Alternatives Analysis report for this section of the Los Angeles to Palmdale project segment has not been released as of the date of this report and, as such, has not been analyzed to the same level of detail as the segments near Downtown and along the Los Angeles River. Initial concerns for this corridor are the selection of an appropriate station site to serve the San Fernando Valley and the extent of aerial structures that may potentially create visual barriers between communities along the route. Staff recommends continuing coordination with the CHSRA on this alignment to ensure that the City receives more detailed information as it becomes available.

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**4. OTHER HIGH SPEED RAIL ISSUES:**
**Cultural and Historic Preservation**

The high speed rail corridor, particularly in the vicinity of Downtown Los Angeles and in proximity to the Los Angeles River, contains some of the oldest and most historically important resources in the City of Los Angeles. In particular, the series of River bridges extending from Olympic Boulevard on the south to Broadway on the north crisscross the rail alignment and will require further study to evaluate potential impacts. Staff recommends that the DEIS/DEIR appropriately assess any potential impacts to these significant structures and work with the City's Office of Historic Resources to identify possible mitigation measures as necessary.

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**ATTACHMENT B: Potential Mitigation Measures for Consideration for High Speed Rail Project in the City of Los Angeles Based on Range of Options Outlined in Alternatives Analysis (released June 2009)**

SR-134 to Rio de Los Angeles State Park

- Street, pedestrian and bicycle connections over/under rail tracks between industrial area west of San Fernando Road and Glendale to the east, to ensure viability of industrial land; in particular, the proposed closure of Doran Street is problematic; if Doran Street closure is unavoidable, nearest access point (Brazil/Broadway) should be expanded to provide for an enhanced and higher capacity entrance to the industrial tract
- Sound attenuation and green screen near all residential buildings
- Coordination of rail infrastructure with results of the LA River Ecosystem Restoration Feasibility Study (Army Corps of Engineers and City of Los Angeles)

Rio de Los Angeles State Park to Union Station

- Sound attenuation and green screen near all residential buildings; visual and noise impacts may especially affect the William Mead housing site due to its proximity to potential alignments
- Consolidation of rail facilities in a single trench north of I-5 through Rio de Los Angeles State Park to SR-2
- Consolidation of rail facilities into a single alignment on the east side of the river, including placing the maximum amount of tracks into a trench starting from the Arroyo Seco confluence continuing south of the Main Street Bridge; alternatively, consolidate all track at-grade on east bank with contribution of funds to new, elevated Main Street viaduct (HSR funds that would otherwise be used for aerial structure through this corridor) that crosses over existing and new rail tracks allowing them to remain at grade in the immediate vicinity of the current Main Street crossing
- Installation of multipurpose pathway along east bank of river, from Rio de Los Angeles State Park to south of the Main Street Bridge; pathway could be aerial in segments where the rail is at grade, possibly in vicinity of Broadway, Spring, and Main Street bridges; this could mitigate visual impacts by affording pedestrians and bicyclists elevated views of the downtown skyline and river corridor
- Development of confluence area park at Arroyo Seco
- Trenches should be covered in substantial portions with surface developed as park area and in ways to facilitate access to park areas between rails and river
- Avoid impacts to San Antonio Winery; if high speed rail tracks are aerial adjacent to winery, provide for pedestrian access to river under rail bridge
- Coordination of rail infrastructure with results of the LA River Ecosystem Restoration Feasibility Study (Army Corps of Engineers and City of Los Angeles)
- Leverage funding for river restoration demonstration project at “Bowtie” parcel (G1) as feasible
- Leverage funding to implement LARRMP at G2 parcel for use as expanded river channel and riverfront open space (extensive cleanup required) as feasible

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# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**ATTACHMENT B: Potential Mitigation Measures for Consideration for High Speed Rail Project in the City of Los Angeles Based on Range of Options Outlined in Alternatives Analysis (released June 2009)**

Union Station Area

- Station design and new mixed-use shared parking/loading/drop-off facility (not stand-alone parking)
- Maximize multimodal connectivity
- Maximize development opportunities through station design by providing access to a number of adjacent sites, incorporating circulation improvements and ensuring visual access and connectivity
- Design all new facilities to be sensitive to historic structures including Union Station and Terminal Annex
- Minimize adverse impacts on buildings proximate to Union Station complex
- Recapture River frontage and access through this corridor as feasible through consolidation and trenching of rail tracks

South of Union Station (Los Angeles to Anaheim segment; included for reference)

- Metrolink/Amtrak Run-through tracks should be included in the high speed rail track guideway south from Union Station to south of 1st Street Bridge to minimize impacts on neighborhood south of Union Station/US-101
- Facilitate "Park101" freeway cap park project over US-101 and river linkage along Commercial Street
- Create series of pedestrian and bicycle connections to the west and east banks of the River, over the tracks, between 1st St and Olympic Blvd. Bridges
- Pickle Works Building at 1st Street Bridge has potential to be transformed into a river and rail museum; creation of public viewing area on rooftop could help to mitigate visual impacts of aerial HSR tracks crossing over 1st Street Bridge
- Support acquisition of sites along west bank of river, between 4th and 6th Street bridges, to provide opportunities for cleantech development and new open space
- Sound attenuation near residential and institutional buildings in the Arts District
- Mitigations for under aerial tracks (open space, pedestrian connectivity, art, allowance for jobs-producing business occupancies, etc.)
- Coordination of rail infrastructure with results of the LA River Ecosystem Restoration Feasibility Study (Army Corps of Engineers and City of Los Angeles)

General

- Wherever HSR is grade separated, existing rail tracks should be grade separated as opportunities exist
- Where HSR Authority requires full acquisition of impacted parcels, unused fragments should be leveraged for economic development potential or developed as public open space
- Wherever displacements of existing uses are necessary, business relocation efforts should be aggressively pursued, with a focus on relocating businesses within the City of Los Angeles
- Pursue establishment of mitigation bank to fund ongoing and future open space and river revitalization efforts in the corridor

2

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

DEPARTMENT OF
CITY PLANNING
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
AND
6262 VAN NUYS BLVD., SUITE 351
VAN NUYS, CA 91401

CITY PLANNING COMMISSION

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August 4, 2009

Mr. Mehdi Morshed, Executive Director
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

**RE: CALIFORNIA HIGH SPEED RAIL ALIGNMENT AND STATION OPTIONS FOR THE CITY OF LOS ANGELES**

Dear Mr. Morshed,

Since the recent release of the Alternatives Analysis (AA) reports for local sections of the California High Speed Rail project, the City of Los Angeles has raised a number of questions regarding the project alignment and station options currently being studied in the vicinity of Downtown Los Angeles and Sylmar. City staff will be preparing formal comments on the recommendations contained in these reports, but first ask that you review the attached questions (Attachment A) and provide a written response with additional information regarding the project.

The Department of City Planning and Department of Transportation believe that at least two station options and alignments should continue to be studied for Downtown Los Angeles. In addition to studying the Aerial Station at Union Station option, we request that the Authority include the LA River West Bank station option as a second alternative to be evaluated in the Draft Environmental Impact Statement/Environmental Impact Report (DEIS /DEIR). The City is currently reviewing possible additional station options for further evaluation.

In response to a Council motion, City staff will also be assessing the details of the proposed alternatives for consistency with locally adopted policies for transportation and land use. As such, we are providing you with a partial list of adopted city goals and policies related to the state high speed rail project that will be used in our assessment (Attachment B). Our report will help to identify local impacts and suggest mitigations for incorporation as part of the project's environmental clearance process.

It is our understanding that the Office of Councilmember Ed Reyes, chair of the City Council's Ad Hoc River Committee, will also be contacting you to schedule a follow up presentation to the Committee in which some of these questions could be addressed. We would appreciate a response to this inquiry in advance of any such meeting. In the meantime, if you have any questions please contact Nick Maricich at (213) 978-2666.

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued



The California High Speed Rail project is a major transportation investment that has the potential to transform the City of Los Angeles and improve mobility throughout the region and the state. We look forward to coordinating with you on this important project.

Sincerely,

S. GAIL GOLDBERG, AICP
Director of Planning

cc: Deputy Mayor Jaime de la Vega
Deputy Mayor Bud Ovrom
Councilmember Ed Reyes, Council District 1
Office of Council District 2
Councilmember Dennis Zine, Council District 3
Councilmember Tom LaBonge, Council District 4
Councilmember Paul Koretz, Council District 5
Councilmember Tony Cardenas, Council District 6
Councilmember Richard Alarcon, Council District 7
Councilmember Bernard Parks, Council District 8
Councilmember Jan Perry, Council District 9
Councilmember Herb Wesson, Council District 10
Councilmember Bill Rosendahl, Council District 11
Councilmember Greig Smith, Council District 12
Council President Eric Garcetti, Council District 13
Councilmember Jose Huizar, Council District 14
Councilmember Janice Hahn, Council District 15
Carmen Trutanich, City Attorney
Rita Robinson, General Manager, Department of Transportation
Tony Royster, General Manager, Department of General Services
Gary Lee Moore, City Engineer, Department of Public Works
Cecilia Estolano, CEO, Community Redevelopment Agency of Los Angeles
Arthur Leahy, CEO, Metropolitan Transportation Authority

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**Attachment A**

**Questions from the City of Los Angeles
to the California High Speed Rail Authority (CHSRA)**

1. Understanding that compromises may be necessitated by physical constraints, as well as funding considerations, what does CHSRA consider to be the attributes of an optimum, fully functional and well designed station for Downtown Los Angeles, in terms of capacity, design, and location?

2. In Section 4.13.4 of the AA Report, a table compares three alternatives for providing access to Downtown Los Angeles with a series of evaluation measures. The LA River West Bank Station is shown to be the cheapest of the three options considered, and, in a number of the evaluation measure categories, has fewer impacts than an aerial station option at Los Angeles Union Station (LAUS). Why is this alternative being discarded so early in the process?

3. The Department of City Planning and Department of Transportation believe that the LA River West Bank option should be carried forward as an alternative to be evaluated in the Draft EIS/EIR. According to the AA Report, this option has advantages including significant redevelopment opportunities, and easier access for construction. It offers relatively straight north and south approaches and may also have advantages of greater accessibility to parking and greater opportunities for future expansion. Can the AA Report be amended to include this option for further review?

4. The AA Report evaluates three major options for a station location in Downtown Los Angeles. Have any other station options been considered? If so, what locations were discussed?

5. The aerial station option at LAUS includes an alignment that appears to feature two 90 degree turns on the north approach, and two 45 degree turns on the south approach. Is there another viable option that would not have these turns? Will this alignment significantly compromise speed, travel time, and convenience of service?

6. The aerial option under study has been realigned in part to address the City's concerns regarding impacts to the Arts District. Relative to an optimum station referenced in Question 1 above, what other compromises have been made with the aerial station option? What are the biggest compromises?

7. Downtown Los Angeles would be a “flagship” station location, as we understand that all trains operating on the system will make a stop here. The AA Report states that the Downtown Los Angeles station would have six tracks and three platforms. Is this sufficient for the largest station in the system? Why not seven or eight tracks?

1

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**Attachment A**

8. The Evaluation Measures in the AA Report do not include a measure for scalability of the station? Should this be included? This will be the largest station in system, with multi-modal features and there will eventually be a need to expand capacity.

9. Is CHSRA providing any assistance to local cities for station development?

10. What support facilities will be developed in conjunction with the high speed rail? (i.e., platforms, stations, parking, vertical and horizontal circulation, ticketing, luggage security, etc.)

11. Is the Aerial LAUS alternative constrained due to Union Station's passenger capacity?

12. The evaluation measures in the AA Report do not include a measure for parking accessibility and consideration of the feasibility of constructing an adjacent parking structure for each of the station options. Should this be included in the AA Report? Can this be included in the environmental analysis?

13. How large of a parking structure will be needed at the Downtown Los Angeles and Sylmar stations, and what location options have been analyzed? Will CHSRA be building parking structures for stations as part of the high speed rail project? Will traffic analyses be prepared to assess the potential impacts associated with high speed rail stations and associated parking facilities? Will CHSRA be studying and mitigating potential impacts from the high speed rail project on the local street and transit networks around stations?

14. To accommodate support columns for proposed aerial track segments, will the project result in significant street reconstructions/reconfigurations or in public right-of-way takes, particularly on roadways between 1st Street and the 101 Freeway in Downtown Los Angeles?

15. What visual impacts would the aerial structure have? Shade and shadow? What other impacts? Noise, vibration?

16. How can important view corridors be preserved in conjunction with the aerial alignment option to serve Los Angeles Union Station, particularly along principal roadways in the vicinity of the First Street Bridge?

17. What uses/structures/activities can be built/co-exist (below, above, around) with the aerial structure? Would the area around new aerial tracks become unusable?

2

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**Attachment A**

18. How does design speed of the track alignment through a particular area affect land use compatibility? Are there land use "best practices" that have been documented from past experience of high speed rail operations in other countries? Can the California High Speed Rail Authority (CHSRA) provide City staff with the expected typical and maximum top train speeds along all proposed alignments through the city limits?

19. What types of mitigations is CHSRA considering for communities that may be negatively impacted by project construction activities?

20. What types of mitigations are being considered for communities that may be negatively impacted by the operation of the high speed rail system?

21. What opportunities exist to facilitate river connections along the alignment options?

22. Why did the AA Report not consider trenching of rail tracks along the river south of Union Station? Can this be evaluated in the environmental analysis?

23. What outreach has CHSRA conducted with departments of the City of Los Angeles? What input has been received that has affected the results of the Alternatives Analysis?

24. What outreach has CHSRA conducted with local communities in the City of Los Angeles? What stakeholders have been involved?

25. The City of Los Angeles Department of Public Works is currently studying options for the rehabilitation or replacement of the 6th Street Viaduct. Has CHSRA looked at the various replacement options and considered implications for the high speed rail project?

26. The Alternatives Analysis for the LA to Anaheim segment indicates that a maintenance and layover facility will be required near Union Station, but that the options for siting this facility are currently being studied and will be analyzed in a separate technical memorandum. What locations are being considering for this facility near Union Station, and when is the technical memorandum expected to be released? How are the Metropolitan Transportation Authority's rail and bus facility expansion plans being coordinated with this? Are shared and/or consolidated facilities being considered?

3

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**Attachment B**

**Selected Goals and Objectives from the City's General Plan Related to High Speed Rail**

The following goals, policies and objectives are identified in the Framework Element of the General Plan:

- Continue to expand the role of Union Station as the major regional hub for Amtrak, Metrolink, Metro Rail, and, in the future, high speed rail service. Support efforts to provide all residents with reasonable access to transit infrastructure, employment, and job training opportunities.

- Maintain Downtown Los Angeles as the primary economic, governmental, and social focal point of Los Angeles, while increasing its residential community. In this role the Downtown Center will continue to accommodate the highest development densities in the City and function as the principal transportation hub for the region.

- Foster the development of higher-density mixed-use projects within one-quarter mile of rail and major bus transit facilities.

- Encourage the development of land uses and implement urban design improvements guided by the Downtown Strategic Plan

- Encourage new development in proximity to rail and bus transportation corridors and stations. It is intended that a considerable mix of uses be accommodated to provide population support and enhance activity near the stations. The incorporation of extensive streetscape amenities to promote pedestrian activity is encouraged in these areas.

- Transit stations to function as a primary focal point of the City's development.

- Focus mixed commercial/residential uses, neighborhood-oriented retail, employment opportunities, and civic and quasi-public uses around urban transit stations.

- Include bicycle parking areas and facilities.

- Modify parking standards and trip generation factors based on proximity to transit.

- Design streets to serve multiple users and serve multiple functions.

- Provide for the joint use of open space with existing and future public facilities.
- Encourage the development of public plazas, forested streets, farmers markets, residential commons, rooftop spaces, and other places that function like open space in urbanized areas of the city.

- Encourage the incorporation of small-scaled public open spaces within transit-oriented development, both as plazas and small parks associated with transit

1

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**Attachment B**

stations, and as areas of public access in private joint development at transit station locations.

- Support the policies and objectives of the Urban Greenways Plan/Network as a foundation for promoting and maintaining a trail system with the City. Connect adjoining neighborhoods to one another and to regional open space resources such as the Los Angeles River system.

The following goals, policies and objectives are identified in relevant Community Plans and Specific Plans:

*Central City North Community Plan*

- Require that the first floor street frontage of structures, including mixed use projects and parking structures located in pedestrian oriented districts, incorporate commercial uses.
- Preserve community character, scale, and architectural diversity.
- Landscaped corridors should be created and enhanced through the planting of street trees along segments with no building setbacks and through median plantings.
- Support the existing artists-in-residence in Central City North as a cultural resource for the community.
- The numerous large rail yards and other industrially planned parcels located in predominantly industrial areas should be protected from development by other uses which do not support the industrial base of the City and the community.
- Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
- To encourage improved local and express bus service through the Central City North community and encourage park-and-ride facilities to interface with freeways, high occupancy vehicle (HOV) facilities and rail facilities.
- Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.
- To pursue transportation management strategies that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.
- To promote pedestrian oriented mobility and the utilization of the bicycle for commuter, school, recreational use, economic activity, and access to transit facilities.

2

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**Attachment B**

- Encourage the safe utilization of easements and/or rights-of-way along flood control channels, public utilities, railroad rights-of-way, and streets wherever feasible for the use of bicycles and/or pedestrians.
- Preservation and restoration of cultural resources, neighborhoods, and landmarks which have historical and/or cultural significance.
- Encourage continuing efforts by County, State, and Federal agencies to acquire vacant land for publicly owned open space.
- Coordinate with City Departments, neighboring cities, and County, State, and Federal agencies to utilize existing public lands such as flood control channels, utility easements, and Department of Water and Power properties for such recreational uses as hiking, biking, and horseback riding.
- Install utilities underground through assessment districts or other funding, when possible.
- Assist in the aggregation of smaller, older [industrial] sites to facilitate revitalization or reuse, where appropriate.
- Provide improvements along principal streets, at major identified intersections and edges which clearly distinguish these as major entries to the City. Such improvements may include elements such as signage, landscaping, vertical pylons and/or distinctive treatments.

*Alameda District Specific Plan*

- Provide continued and expanded development of the [Union Station] site both as a major transit hub for the region, and as a mixed-use development providing office, hotel, retail, entertainment, tourism, residential and related uses within the Specific Plan area, in conformance with the goals and objectives of local and regional plans and policies.

*Sylmar Community Plan*

- Locate higher residential densities near commercial centers, the commuter rail station, and bus routes where public service facilities, utilities, and topography will accommodate this development.
- Locate senior citizen housing projects in neighborhoods within reasonable walking distance of health and community facilities, services, and public transportation.
- Preserve existing views of hillside and mountainous areas.
- Promote mixed use projects in proximity to transit stations, along transit corridors, and in appropriate commercial areas.

3

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**Attachment B**

- Develop a public transit system that improves mobility with convenient alternatives to automobile travel.
- Develop an intermodal mass transportation plan to implement linkages to future rail service.
- Support the completion of the commuter rail station at Hubbard Street and Truman Street.
- Maximize opportunities for affordable housing and pedestrian access adjacent to the commuter rail station.
- Focus growth, as appropriate, around transit stations, specifically near the Sylmar-San Fernando Commuter Rail Station.
- Preserve existing stable single family neighborhoods.
- Promote child care facilities and other human service facilities at transit stations as part of joint development with MTA, the City of Los Angeles and/or the City of San Fernando.
- Encourage the provision of safe, attractive, and clearly identifiable transit stops with user friendly design amenities.
- Encourage the provision of changing rooms, showers, and bicycle storage at new and existing non-residential development and public places such as the Metrolink Station.
- Designate generalized locations on the Plan Map for pedestrian and bikeway access from Hubbard Street, Truman Street, and the extension of Old San Fernando Road and First Street to the Metrolink Station.

The following goals, policies and objectives are identified in the Transportation Element of the General Plan:

- Provide improved transportation services to support Citywide economic development activities and related economic revitalization initiatives.
- Promote the multi-modal function of transit centers (bus and rail) through improved station design and management of curb lanes to facilitate transfers between modes (e.g. rail to bus or shuttle or taxi).
- Continue to expand the role of Union Station as the major regional hub for Amtrak, Metrolink, Metro Rail, and high-speed rail service.
- Actively seek opportunities for joint development projects which integrate land use and transportation facilities.

4

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**Attachment B**

- Seek the cooperation of all City departments and other agencies to develop innovative transportation solutions.

The following goals, policies and objectives are identified in the Los Angeles River Revitalization Master Plan:

- Create a continuous river Greenway.
- Provide opportunities for continuous and uninterrupted movement along the River. Note: The Greenway would provide a dedicated bicycle path on the south and west side of the River, and a multi-use trail on the north and east side.
- Establish a River buffer area within and adjacent to the River that meets riparian or upland habitat requirements.
- Connect neighborhoods to the River.
- Provide green arterial connections to the River.
- Create safe, non-motorized routes between the River and cultural institutions, parks, civic institutions, transit-oriented development, schools, transit hubs, and commercial and employment centers within 1 mile of the River.
- Increase direct pedestrian and visual access to the River.

5

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**CURRENTLY PROPOSED SAN FERNANDO VALLEY GRADE SEPARATIONS FOR HSR**

Draft 3/20/14

Note: All comments provided herein by the City are preliminary, and the proposed grade separations for HSR are subject to further review and comment by the City of Los Angeles.

| Information From CHSRA | | | | Feedback from City of LA | | |
|---|---|---|---|---|---|---|
| **Existing At-Grade Crossing / Grade Separations** | **Probable Grade Separation Type** | **City** | **Additional Remarks from CHSRA** | **Intersection / Area Characteristics** | **Concerns / Suggestions** | **Questions for CHSRA** |
| Roxford Street | Road Undercrossing | Los Angeles | Options developed to provide grade separation for HSR and Metrolink | • Heavy truck traffic at this crossing, located near freeway exit | • Concern about impacts of grade separation, especially on west side of ROW<br>• Trenching rail would have least impacts to surrounding area | • Why are HSR and Metrolink separated from each other at this crossing?<br>• How deep is proposed road undercrossing and how far west will this impact land uses?<br>• If HSR is aerial at this crossing, why does the street need to be lowered? |
| Bledsoe Street | Cul-de-sac | Los Angeles | Low traffic volume | • Equestrian trail crossing at this location | • Investigate options for preserving equestrian trail crossing options at this location | • What's the alternative route for vehicular, bicycle, and pedestrian traffic if this crossing is closed?<br>• Is substantial truck traffic being diverted? |
| Polk Street | Road overcrossing | Los Angeles | Existing storm drain may preclude undercrossing. Overcrossing may have lower impact to residential properties east of HSR. Design objective is to maintain existing roadway elevation. | | | • See General Comments below<br>• Need clarification: Would Polk roadway be overcrossing or at existing elevation? |
| Hubbard Avenue | Road undercrossing | San Fernando | Undercrossing appears to provide better circulation and have lower overall impact. Will lower existing roadway elevation | • Major bus/multimodal connections at Hubbard and San Fernando Road | • Maintain pedestrian circulation from west of tracks to Metrolink station<br>• Maintain transit circulation/connectivity | • Although the crossing is not within the City of LA, due to impacts to the City of LA, staff should be consulted to develop the plan for this crossing. |
| Paxton Street | Road undercrossing | Los Angeles | SR 118 ramps may preclude overcrossing. Undercrossing may provide better connectivity to shopping mall east of HSR. Will lower existing roadway elevation. | • Major truck traffic at this location | • Check updated data because new businesses have located here recently<br>• The new businesses utilize Paxton for deliveries. The driveway closest to San Fernando Road is heavily utilized by Costco for deliveries. | • Has trenching HSR and Metrolink been considered? |
| Van Nuys Blvd. | Road undercrossing | Los Angeles | HSR vertical clearances are higher than roadway vertical clearance, therefore road undercrossing reduces overall footprint and maintains existing transit interchange and connectivity. Will lower existing roadway elevation. | • High pedestrian volumes here with transit connections<br>• Pacoima Community Design Overlay (CDO) and Streetscape Plan has been adopted by the City for this area | • Pedestrian circulation needs to be maintained<br>• East SF Valley Corridor transit project will be major consideration here; need to incorporate /not preclude various alternatives under consideration<br>• Incorporate CDO and Streetscape Plan elements with any future changes | • Has trenching HSR and Metrolink been considered?<br>• The East San Fernando Corridor Transit project may utilize light rail in the future and accommodations should be made for this eventuality. |
| Pierce Street | Cul-de-sac | Los Angeles | Low traffic volume | | • Consider installation of additional traffic controls on Van Nuys Blvd to accommodate re-routed traffic. | • See General Comments below |
| Osborne Street | Road undercrossing | Los Angeles | FAA airspace requirements for Whiteman Airport preclude overcrossing. Will lower existing roadway elevation | | | • Has trenching HSR and Metrolink been considered? |
| Branford Street | Rail overcrossing | Los Angeles | Road overcrossing precluded due to impacts associated with the required clearances over the Tujunga Wash. May need to lower existing roadway elevation. | | | • Is HSR still considering a maintenance facility in this area? |

# Submission L001 (Michael LoGrande, City of Los Angeles, Department of City Planning, August 28, 2014) - Continued

**CURRENTLY PROPOSED SAN FERNANDO VALLEY GRADE SEPARATIONS FOR HSR**

Draft 3/20/14

Note: All comments provided herein by the City are preliminary, and the proposed grade separations for HSR are subject to further review and comment by the City of Los Angeles.

| Information From CHSRA | | | | Feedback from City of LA | | |
|---|---|---|---|---|---|---|
| **Existing At-Grade Crossing / Grade Separations** | **Probable Grade Separation Type** | **City** | **Additional Remarks from CHSRA** | **Intersection / Area Characteristics** | **Concerns / Suggestions** | **Questions for CHSRA** |
| Sheldon Street | Road undercrossing | Los Angeles | Overcrossing precluded due to impacts associated with the required clearances over the Tujunga Wash. Will lower existing roadway elevation. | | | • See General Comments below |
| Tuxford Street | Road undercrossing | Los Angeles | Proximity of existing I-5 overcrossing at Tuxford may preclude overcrossing. Will lower existing roadway elevation. | • Tuxford Green project adjacent to this crossing<br>• Drainage issues in this area | • A traffic bottleneck may exist at the present time in this area and the future design must solve and not exacerbate the condition.<br>• Will require ROW and geometric redesign etc. | |
| Penrose Street | Cul-de-sac at track crossing | Los Angeles | Low traffic volumes and existing Tuxford St. grade separation could accommodate Penrose St. traffic | | • Maintain access to the Sun Valley Metrolink Station<br>• Major impacts likely because of freeway access. May need to add offramp to SB I-5 to connect to San Fernando Road.<br>• See General Comments below | • What about freeway on/off ramps at this location?<br>• Would ramps be reconfigured/redirected to accommodate vehicles requiring access across the tracks?<br>• Consider trenching HSR and Metrolink which would coincide with proposed trenching at Sunland Blvd. |
| Sunland Blvd. | *Road overcrossing rail w/both HSR and Metrolink in Trench* | Los Angeles | Proposed level of HSR, as it drops to provide clearance under FAA airspace requirements at Burbank Airport, may preclude undercrossing. May need to raise existing roadway elevation | • Sunland Valley Community Design Overlay (CDO) and Streetscape Plan has been adopted by the City for this area | • Rail trenching option minimizes street-level impacts<br>• Incorporate CDO and Streetscape Plan elements with any future changes | • Will adjacent streets be impacted? Impact should be minimized. |
| Arvilla Avenue | Cul-de-sac at the Burbank Station | Los Angeles | Low traffic volume | | • Consider any impacts to existing truck movements<br>• See General Comments below | • Consider trenching HSR and Metrolink which would coincide with proposed trenching at Sunland Blvd. |
| **Hollywood Way* | *Rail overcrossing* | *Burbank* | *Design objective is to maintain existing roadway elevation* | | • Consider Metro/Metrolink current plans to build new Metrolink station with connection to Bob Hope Airport. How will this impact HSR plans? | |

** Existing/proposed grade separations to remain*

General Comments regarding above proposed grade separations include the following:

- Comments provided herein are from the Los Angeles departments of City Planning and Transportation, and the Bureau of Engineering. CHSRA should seek comment from all City departments affected by the proposed grade separations, including Police and Fire Departments regarding access for emergency response.
- Consider impacts to circulation of traffic, resulting circuitous routes, and impacts to the community
- City is concerned about impacts of grade separations on existing roadway ROW, east and west of crossings. Sufficient ROW needs to be maintained.
- Ensure that grade separations do not interfere with pedestrian and bicycle access and mobility.
- Proposed cul-de-sacs, which would have impacts on all modes, will require mitigation. Cul-de-sacs should be avoided if possible. Seek community input for mitigations.
- As a result of these grade separations, some parcels may lose driveway access. This may require mitigation and compensation to the owners.
- With roadway undercrossings, there may be drainage issues which will need to be addressed
- For those grade separations where there are both "big and little" San Fernando Roads, the grade separation design must incorporate access to both roads.

# Submission B002 (Joanne Hedge, Glendale Rancho Neighborhood Association, September 5, 2014)

**Burbank - Los Angeles - RECORD #92 DETAIL**

| | |
|---|---|
| **Status :** | Pending |
| **Record Date :** | 9/10/2014 |
| **Response Requested :** | |
| **Submission Date :** | 9/5/2014 |
| **Affiliation Type :** | Businesses and Organizations |
| **Interest As :** | Businesses And Organizations |
| **Submission Method :** | Email |
| **First Name :** | Joanne |
| **Last Name :** | Hedge |
| **Professional Title :** | |
| **Business/Organization :** | Glendale Rancho Neighborhood Association |
| **Address :** | 1415 Garden Street |
| **Apt./Suite No. :** | |
| **City :** | Glendale |
| **State :** | CA |
| **Zip Code :** | 91201 |
| **Telephone :** | |
| **Email :** | hedgeillustration@gmail.com |
| **Cell Phone :** | |
| **Email Subscription :** | |
| **Add to Mailing List :** | |
| **Stakeholder Comments/Issues :** | |

Begin forwarded message:

> From: Joanne Hedge <hedgeillustration@gmail.com>
> Subject: HSR Glendale Corridor::Concerns
> Date: September 5, 2014 at 4:14:01 PM PDT
> To: burbank_losangeles@hsr.ca.gov
>
> 9/5/14
> Re: Comment Period Deadline Input::California High-Speed Rail Authority
>
> To Whom It May Concern:
>
> The Glendale Rancho ("Riverside Rancho") neighborhood is located one mile west of the San Fernando Road corridor through which the existing Metro and Amtrak rail line runs. Recently, three rail crossings serving our immediate area (at Sonora Ave., Grandview Ave., and Flower St.) were subject to construction for safety upgrades, now reopened. A fourth crossing, Allen Ave., was long ago closed. The rail line and the Golden State Freeway (I-5) divide Glendale's neighborhoods east and west, and intensified rail plans are sure to exacerbate that disconnection.
>
> The upgrades were part of an overall rail crossing upgrade project for all Glendale crossings including the controversial one at Doran that services the industrial area of Los Angeles located between the Glendale border and the Los Angeles River, adjacent to the S-134 Freeway.
>
> Several area homeowner and neighborhood associations, as well as transportation officials headed by Roubik Golanian, Director, Public Works, City of Glendale, look forward to crossing project completions so that the city can qualify for and apply to the federal government for consideration of a "quiet zone" in that passage that cuts through residential areas, eliminating the need for passing locomotives to sound their loud horns day and night.
>
> Broad HSR concerns include--given that our area has been already subject

# Submission B002 (Joanne Hedge, Glendale Rancho Neighborhood Association, September 5, 2014) - Continued

to multiple demolition and construction infrastructure projects that impact daily quality of life--noise, speed, emissions, vehicle traffic tie-ups, new construction (new rails? above or below grade crossings?), work timetable, etc.
>
> The area has already been subject, close up and personal, to five years of Caltrans I-5 lane widening and sound wall demo and construction, two years of L A's Bette Davis Park irrigation overhaul, installation of Glendale Narrows Riverwalk Park, said rail crossing upgrades, ongoing reclaimed waterline trenching to convey Glendale irrigation water to L A's Bette Davis Park and an associated street surfacing upgrade to come, a decade of build-out on the adjacent Grand Central Creative Campus (Disney), and the coming two-year L A Riverside Drive Bridge downriver-side demolition and retrofit. Other nearby noisy projects included L A's Zoo Drive sewer work (Griffith Park) and the huge ongoing Forest Lawn-area reservoir project.
>
> This is not herein to get into the pros and cons of the HSR project, its feasibility, alternatives, costs, goals, politics…but to weigh in on disruption of resident quality of life in a historic part of Glendale's west side where a park-like equestrian residential zone and increasingly cherished recreational byways and the L A River's growing conservational and recreational amenities abut freeways and commercial sectors, and where property values and enjoyment of premises are of unmeasurable worth to residents.
>
>
>
> Joanne Hedge, President
> GLENDALE RANCHO NEIGHBORHOOD ASSOCIATION
> 1415 Garden Street, Glendale CA 91201
> 818-244-0110
> hedgeillustration@gmail.com
> hedgegraphics@earthlink.net
>
>
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**EIR/EIS Comment :** Yes
**Need PI Response :** Yes- Standard Response
**General Viewpoint on Project :**

# Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014)

August 28, 2014

***Via Email (burbank_los.angeles@hsr.ca.gov; palmdale_burbank@hsr.ca.gov) and U.S. Mail***

Mr. Mark A. McLoughlin
Director of Environmental Services
Attention: Burbank to Los Angeles Section EIR/EIS; Palmdale to Burbank Section EIR/EIS
California High-Speed Rail Authority (CHSRA)
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

**Re: Scoping Comments on Burbank to Los Angeles Section EIR/EIS and Palmdale to Burbank Section EIR/EIS**

Dear Mr. McLoughlin:

On behalf of the undersigned organizations, which represent a broad, multicultural and economically diverse group of community, environmental, civil rights and civic leaders, we respectfully submit our comments on the Notices of Intent and Notices of Preparation to prepare Environmental Impact Reports (EIR)/Environmental Impact Statements (EIS) for the proposed California High-Speed Rail System's Burbank to Los Angeles Section and Palmdale to Burbank Section (the Project).

Our groups represent a large, multicultural and economically diverse community. We value community empowerment and democratic participation in ensuring equal access to an urban environment that is beneficial to physical, psychological, and social health for all. Our organizations and members have put a tremendous amount of time and resources into longstanding efforts to restore and revitalize the urban environment along the Los Angeles River. As such, we wish to strongly reiterate the views our organizations, along with several others, expressed in a September 20, 2010 letter to CHSRA: The proposed rail line must not be allowed to adversely impact the two important urban state parks north of Union Station—Los Angeles State Historic Park (LASHP) and Rio de Los Angeles State Park (RDLA)—or the communities surrounding them and the Los Angeles River, or interfere with restoration and revitalization of the River. Critical water resources including all tributaries along the route must also be protected through, for example, appropriate setbacks and design of viaduct crossings to accommodate future channel modifications that may be necessary to address accelerating climate challenges and restoration of natural hydrodynamic processes. We have attached our 2010 letter below and hereby incorporate its contents into our scoping comments.

# Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued



We appreciate the opportunity to comment on the scope of the Project's EIR/EIS. As you know, the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) require that the EIR/EIS discuss the reasonable alternatives, reasons for rejecting any of the alternatives, and mitigation measures for the environmental impacts identified in "sufficient details to enable meaningful participation and criticism by the public." See, *e.g.*, Laurel Heights Improvement Ass'n v. Regents of Univ. of Cal., 47 Cal. 3d 376, 403, 405 (Cal. 1998). Courts also have held that socioeconomic effects on the "quality of life for city residents" due to physical impact on the urban environment should be assessed. City of Rochester v. U.S. Postal Service, 541 F.2d 967, 973 (2d Cir. 1976); Hanly v. Mitchell, 460 F.2d 640, 647 (2d Cir. 1972).

In addition, the U.S. Army Corps of Engineers (USACE) draft 2013 study for the revitalization of the Los Angeles River recognizes that there are unfair disparities in access to green space for people of color and low-income people in Los Angeles, that those disparities contribute to health disparities, and that environmental justice requires agencies to address those disparities. According to USACE, much of Los Angeles is park deficient, with less than 3 acres of green space per 1,000 residents, as defined by California law. In general, access to parks is lowest in areas that have the highest number of families below $47,331. Many organizations have stressed the importance of making sure that River revitalization addresses environmental justice issues. Of key concern is the growing disparity of access to and use of open space resources, including parks, ball fields, and natural areas by those living in low-income communities of color. The President's Executive Order 12898 focuses attention on the environmental and human health conditions of minority and low-income populations with the goal of achieving environmental protection for all communities. The Order directs agencies to develop environmental justice strategies to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. Environmental justice concerns may arise from impacts on the natural and physical environment, such as human health or ecological impacts on minority populations, low-income populations, and Indian tribes, or from related social or economic impacts.[1]

Our organizations appreciate CHSRA staff's diligent efforts over the last few years to meet with us regularly to discuss our issues. Through frequent discussions with technical staff, we believe the alignment options now under consideration for the segment immediately north of Union Station better reflect the community's input and desires than was the case when the Project was first introduced several years ago. As indicated in the attached letter, our groups

[1] USACE, Los Angeles River Ecosystem Restoration Draft Integrated Feasibility Report, pages 3-61, 3-86, 5-106 (Sept. 2013). Similarly, the National Park Service recognizes that there are disparities in access to green space for people of color and low-income people in Los Angeles, that those contribute to health disparities, and that environmental justice requires agencies to address the disparities, citing Order 12898, and related laws and principles. NPS, San Gabriel Watershed and Mountains Special Resource Study & Environmental Assessment, p. 231 (Newsletter #5, Nov. 2011) at p. 219, 231, and Errata p. 11-12. Accord, Federal Transit Administration, *Environmental justice policy guidance for Federal Transit Administration recipients, Circular (FTA C 4703.1)* (Washington, DC: Department of Transportation, Aug. 15, 2012); FTA, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients, Circular* (*FTA C 4702.1B)* (Washington, DC: Oct. 1, 2012); Letters from FTA to Metropolitan Transportation Commission and San Francisco Bay Area Rapid Transit District (Jan. 15, 2010 and Feb. 12, 2010).

# Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued



support the two alignment options that utilize a bored tunnel running beneath LASHP, RDLA, and portions of the Los Angeles River (LAPT1 and LAPT3) to minimize surface and community disturbance during Project construction and operation.

With regard to the Palmdale to Burbank Section, our groups are very concerned regarding the recently proposed alternative to tunnel beneath the Angeles National Forest in the San Gabriel Mountain range. According to the August 23, 2014 article in the Los Angeles Times,[2] the proposed alternative recommended by Los Angeles County Supervisor Antonovich would run about 35 miles through the Angeles National Forest, "go around" the Hansen Dam Recreational Area, and include roughly 20 miles of tunnels. This alternative route may have significant impacts on sensitive water, natural, and recreational resources including, but not limited to, the Angeles National Forest, Big and Little Tujunga Washes, Big Tujunga Reservoir, La Tuna Canyon Park, Deukmejian Wilderness Park, and important urban hiking trails including the Rim of the Valley Trail, which is the linchpin of a National Park Service special resource study to determine whether this area that provides urban communities with critical access to low-cost recreational and natural amenities should be added to the national park system. It could also significantly impact areas in the San Gabriel Mountains under legislative and administrative consideration for further federal protection as a National Monument or National Recreation Area. Moreover, the San Gabriels are one of the most dynamic mountain ranges in the world. This activity is being further impacted by climate disruptions such as the drought, which has caused a rapid uplift of 15mm over the past 18 months alone.[3] The environmental review of this proposed alternative should be rigorous and extensive, and at minimum should carefully analyze the Project's potential impacts on all of the important resources listed above.

We also would like to raise a few other issues regarding the proposed Project. First, we are concerned about the Project's potential impacts on wetlands and riparian habitats in RDLA and the Los Angeles River during Project construction and operation. Our respective organizations and many others, numerous agencies at the local, state, and federal levels, the City of Los Angeles, and several local communities have made tireless efforts and spent countless hours attempting to restore the wetland and riparian habitats in RDLA and adjacent sections of Los Angeles River. The EIR/EIS must analyze the potential impacts of the Project on the natural drainage systems that support these wetlands and riparian habitats. Mitigation measures to address these concerns regarding drainage and water quality should be incorporated, for example, into the tunnel design and construction specifications for contractors.

Second, we are concerned about the potential induced development impacts on local communities, especially in the areas around the two stations. According to the CEQA Guidelines, growth-inducing impacts may occur if "the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Cal. Code Regs. tit. 14, § 15126.2(d). The EIR/EIS must assess whether the Project would cause indirect or secondary effects, including reasonably foreseeable

[2] Dan Weikel, "L.A. County supervisor's alternate bullet-train route gaining traction," Los Angeles Times (Aug. 23, 2014), *available at* http://www.latimes.com/local/la-me-bullet-train-route-20140824-story.html.
[3] Borsa, Agnew, Dayal. Ongoing Drought-induced Uplift in the Western United States (Aug, 2014), *available at* https://scripps.ucsd.edu/biblio/ongoing-drought-induced-uplift-western-united-states.

## Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued



"growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems." Cal. Code Regs. tit. 14, § 15358(a)(2). If the EIR/EIS identifies adverse growth-inducing impacts, such as increased local traffic congestion, increased burden on existing community services, or displacement of residents, CHSRA must consider less environmentally damaging alternatives and develop appropriate mitigation measures to address the impacts.

Third, the master plan now being prepared for Union Station and Metro's announced plan for run-through tracks must be coordinated with Project planning. It will not be possible to evaluate Project alternatives adequately without reference to these plans, so they must be reflected in the scope of the environmental review.

Fourth, we believe CHSRA staff needs to understand the implications for lines that are planned to run east and south in later phases (*i.e.*, Los Angeles to San Diego and Los Angeles to Anaheim, respectively) in order to evaluate alternatives adjacent to Union Station for the Project running north. These lines have major potential impacts on the revitalization of the Los Angeles River and on the Piggyback Yard site. While recognizing that planning for these lines is still in its early stages, we call for the alignments under consideration to be included in the scope of Project review.

Fifth, some of our groups' representatives heard at a recent meeting with CHSRA staff about a possible maintenance yard being planned within the Project area. Evaluating a maintenance facility's potential impacts to communities or sensitive natural resources should be part of the scope of Project environmental review.

Finally, we are concerned about impacts to neighboring communities during Project construction. The EIR/EIS should assess the potential impacts due to air emissions from the operation of construction equipment, increased construction traffic, noise and vibration from construction activities, and increased emissions of particulate matter from excavation activities and the transportation of construction materials. Also, public access to LASHP and RDLA during construction should be maintained and defined based on consultations with nearby communities.

Thank you for considering our comments. Please notify us of the availability of the draft EIR/EIS when it is complete. We look forward to continuing our productive and frequent discussions with CHSRA staff as the Project's environmental review moves forward.

Very truly yours,

Damon Nagami
Senior Attorney
Director, SoCal Ecosystems Project
Natural Resources Defense Council

Robert García
Executive Director and Counsel
The City Project

## Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued



Tim Brick
Managing Director
Arroyo Seco Foundation

Lewis MacAdams
President
Friends of the Los Angeles River

Melanie Winter
Founder and Director
The River Project

Attachment

cc: Mr. Jeff Morales, CEO, CHSRA
Ms. Michelle Boehm, Southern California Regional Director, CHSRA
Mr. Karl Fielding, Parsons Brinckerhoff
Mr. Dan Tempelis, Hatch Mott MacDonald
Ms. Valerie Martinez, CHSRA

## Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued

September 20, 2010

California High-Speed Rail Authority ("HSRA")
925 L Street, Suite 1425
Sacramento, CA 95814

**Re: Concerns Regarding High-Speed Rail Through Downtown Los Angeles**

Dear Chairman Pringle and Members of the Board:

On behalf of the undersigned organizations, which represent a broad, multicultural and economically diverse group of community, environmental, civil rights and civic leaders, we write to express several concerns regarding the proposed high-speed rail ("HSR") line through downtown Los Angeles.

The proposed rail line must provide benefits for all. The rail line must not be allowed to adversely impact the two important urban state parks north of Union Station – Los Angeles State Historic Park and Rio de Los Angeles State Park – or the communities surrounding them and the Los Angeles River, or interfere with restoration and revitalization of the River.

Any proposed route for HSR must comply with basic principles and laws that protect the environment, human health, equal justice and democratic participation, including principles and laws governing recipients of federal financial assistance. Our shared values include investing in people and stronger communities; improving physical, psychological and social health for all communities, including people of color, low income people, and at-risk youth, through equal access to parks and green space; achieving conservation benefits, including climate justice, clean land, water and air, and habitat protection; and protecting Native American values and sacred sites.

## Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued



For these reasons, we support the "long tunnel option," in which a bored tunnel would run beneath the Los Angeles State Historic Park, Rio de Los Angeles State Park, and the River, avoid adverse impacts to each of those places and the surrounding communities, and emerge near the 2 Freeway. This alternative is described generally in the July 8, 2010, letter from Los Angeles City Councilmember Ed Reyes to HSRA, which is attached for your reference.

Los Angeles State Historic Park and Rio de Los Angeles State Park are innovative urban parks that serve low-income, park-poor communities that fought for equal access to parks and green space compared to other neighborhoods throughout Los Angeles. Los Angeles State Historic Park revives the forgotten history of Los Angeles from Native American times to the present, and cradles historic artifacts under its surface. We strongly oppose any route that would use cut-and-cover construction to create tunnels either through or immediately next to this Park, which would endanger important archeological resources and hinder public access to the park.

Rio de Los Angeles State Park features cutting-edge wetlands restoration, much-needed athletic fields and community activities. We strongly oppose any route that would adversely affect this Park or the surrounding communities. For instance, a trench along San Fernando Road that would permanently impede access to this Park, take a significant portion of land from the parking area and sports fields, and maroon the park between two rail lines is unacceptable. Neither would we support an at-grade or elevated route along the existing Metrolink corridor that would permanently interfere with access to the River or create potential impacts to avifauna and other wildlife. That alignment might provide a more acceptable solution if all of the tracks, including those for HSR, Metrolink and Amtrak, were brought down into a covered trench. This would minimize impacts to local residents and students at LAUSD's Central Region High School #13, while providing an opportunity to create a land bridge connecting the park to the parcel known as G-2, creating a seamless link to the River.

Our concerns also extend to a number of other issues around HSR. For example, critical water resources must be protected. Proposed alignments should provide a minimum 200' buffer from all watercourses, and any viaduct crossings over a watercourse should be designed to accommodate recreational access and potential future channel modifications for restoration of natural hydrodynamic processes. Other concerns include, but are not limited to, HSR's potential impacts on the historic Sixth Street Bridge over the River; HSR's riverbank alignment south of Union Station; the site and height of any proposed riverfront terminal for HSR; and potential impacts to wetlands and groundwater recharge along the L.A. to Palmdale segment.

In addition, HSR must take into account principles of equitable infrastructure development. For example, HSRA should ensure that the people who live in the local community get the job opportunities that accompany the investment, and provide maximum practicable opportunities for small businesses and disadvantaged business enterprises, which play a critical role in stimulating economic growth and creating jobs. HSRA should make effective use of community-based organizations in connecting disadvantaged people with economic opportunities. Everyone should have the chance to share in the opportunities created by HSR.

## Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued

California High-Speed Rail Authority
September 20, 2010
Page 3 of 3

It is important that HSR be done right. Thank you for considering our comments. We appreciate your staff's efforts thus far to listen to our concerns and ideas, and would welcome additional meetings and briefings in the future to discuss in more detail these very important issues.

Very truly yours,

Raul Macias
Founder and Executive Director
Anahuak Youth Sports Association

Sara Feldman
Vice President for Programs
California State Parks Foundation

Robert García
Executive Director and Counsel
The City Project

Lewis MacAdams
President
Friends of the Los Angeles River

Bruce Saito
Executive Director
Los Angeles Conservation Corps

Joel Reynolds
Senior Attorney
Director, Urban Program
Natural Resources Defense Council

Melanie Winter
Director
The River Project

Miguel Luna
Executive Director
Urban Semillas

Attachment

cc: Mr. Roelof van Ark, CEO, HSRA
Mr. Andrew Althorp, Parsons Brinckerhoff
Mr. Dan Tempelis, Hatch Mott MacDonald
Mr. C. Michael Gillam, Parsons Brinckerhoff
Mr. Dave Thomson, STV Incorporated
Ms. Valerie Martinez, HSRA

## Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued

200 N. Spring Street
City Hall, Room 410,
Los Angeles, CA 90012
(213) 485-3451 Phone
(213) 485-8907 Fax

District Office
163 S. Ave. 24
Room 202
Los Angeles, CA 90031
(213) 485-0763 Phone
(213) 485-8908 Fax

City of Los Angeles

ED P. REYES
Councilmember, First District

July 8, 2010

California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

RE: ITEM 10, PRELIMINARY ALTERNATIVES ANALYSIS PRELIMINARY REPORT – PALMDALE TO LOS ANGELES

Dear Honorable Members of the Board,

I would like to take this opportunity to comment on the Preliminary Alternatives Analysis Preliminary Report for the Los Angeles to Palmdale alignment of the high speed rail. These are initial reactions to the report as it has only been made publicly available since this morning and I would like to provide more in depth feedback as you and your staff further study and refine these proposed alignments.

First, I do believe the High Speed Rail Authority has made progress in studying both an at grade alignment from Union Station in addition to the aerial alignments that were previously on the table. I can appreciate the many constraints in and around downtown Los Angeles and I believe it is an important step to be considering multiple approaches in and out of Union Station. There are many sensitive uses to consider in this area including, but not limited to, the Los Angeles State Historic Park, Rio de Los Angeles State Park, the Los Angeles River, as well as the many homes and businesses along the proposed route. I continue to pursue win-win alternatives where this vast investment in new infrastructure for high speed rail can serve multiple benefits for downtown and the surrounding region. Where this is not possible mitigation will be imperative and I would like to work with your staff to develop a range of measures that will maintain the important urban fabric of downtown Los Angeles and my district.

Specifically, I would also request that the 'long tunnel option' in which the proposed tunnel from downtown would extend north to the 2 freeway be put back into the Alternatives Analysis for further study and review. The current alignments along San Fernando Road and Rio de Los Angeles State Park are insufficient to provide meaningful alternatives analysis review. I would also request that interaction and feedback from the

*The First District: "Home of the Original Suburbs"*

## Submission B005 (Damon Nagami, Natural Resources Defense Council, August 28, 2014) - Continued

Army Corps of Engineers within this segment not be limited to their permitting authority but also be conducted in collaboration with the Los Angeles River Ecosystem Restoration Feasibility Study currently funded by the federal government and underway by the Corps in which the City of Los Angeles is the local sponsor.

I would like to thank you for conducting your board meeting here in Los Angeles. I look forward to continued dialogue and transparency and we continue through this process. I believe downtown Los Angeles can and should be a model for a world class rail system that includes high speed rail in California.

Sincerely,

ED P. REYES
Councilmember, First District

cc: Congressmember Lucille Roybal-Allard
Congressmember Xavier Becerra
Mayor Antonio Villaraigosa, City of Los Angeles
Mark Toy, Army Corps of Engineers, Los Angeles District Commander

# Submission I036 (Anna Serridge, September 2, 2014)

**Burbank - Los Angeles - RECORD #77 DETAIL**

| | |
|---|---|
| **Status :** | Pending |
| **Record Date :** | 9/3/2014 |
| **Response Requested :** | No |
| **Submission Date :** | 9/2/2014 |
| **Affiliation Type :** | Individual |
| **Interest As :** | Individual |
| **Submission Method :** | Email |
| **First Name :** | Anna |
| **Last Name :** | Serridge |
| **Professional Title :** | |
| **Business/Organization :** | |
| **Address :** | 9823 Wornom Avenue |
| **Apt./Suite No. :** | |
| **City :** | Shadow Hills |
| **State :** | CA |
| **Zip Code :** | 91040 |
| **Telephone :** | |
| **Email :** | annaserridge@gmail.com |
| **Cell Phone :** | |
| **Email Subscription :** | |
| **Add to Mailing List :** | |
| **Stakeholder Comments/Issues :** | ---------- Forwarded message ----------<br>From: Anna Serridge <annaserridge@gmail.com><br>Date: Fri, Aug 29, 2014 at 10:45 AM<br>Subject: PALMDALE TO BURBANK PROJECT SECTION HSR<br>To: palmdale_burbank@hsr.ca.gov<br>Cc: felipe.fuentes@lacity.org, fifthdistrict@lacbos.org, zev@bos.lacounty.gov, mayor.garcetti@lacity.org, raul.bocanegra@asm.ca.gov, Assemblymember.Wilk@outreach.assembly.ca.gov<br><br>Mark A. McLoughlin, Director of Environmental Services<br>ATTN: PALMDALE TO BURBANK PROJECT SECTION<br>California High Speed Rail Authority<br>Southern California Regional Office<br>700 N. Alameda, Room 3-532<br>LA, CA 90012<br><br>Dear Mr. McLoughlin,<br><br>NO NO NO NO NO! I am completely opposed to the exploration of an alternative corridor for the HSR that threatens to ruin the communities of Shadow Hills and the Tujunga Wash. Imagine my distress at discovering recently that an alternative corridor is being proposed and advertised in the local papers, an alternative corridor that threatens to tear right through my backyard and our centuries old neighborhood.<br>I was fortunate enough to be included in a meeting this past week where we heard directly from Michelle Boehm that there aren't any specifics yet identified for this alternative corridor. Just a banana shaped cloud over our entire community. This is really irresponsible on the part of the HSR. Our community is historic and one of the last equestrian communities in Los Angeles. Your irresponsible plan is already putting our property values at risk, as well as creating a host of problems in an area that is already impacted by transit solutions.<br>Whatever lines you are proposing to build need to go through commercial and industrial areas, not rural communities or environmentally sensitive open |

## Submission I036 (Anna Serridge, September 2, 2014) - Continued

spaces.

The original Route 14 and 5 Fwy planned route is a far superior choice. Our community will stand together to oppose this ridiculous 'alternative'. My guess is that all those developers with ve$ted intere$t in 'new' construction in the Santa Clarita area and Supervisor Antovich are at the heart of this proposal to move the already approved route.
We won't stand for it! We have just begun to fight back on this issue and won't back down. Generations of families have lived here and worked hard to preserve a lifestyle that has proven to provide a healthy balance, the heart of what defines our life in Los Angeles.

Sincerely,

Anna Serridge
9823 Wornom Avenue
Shadow Hills, CA 91040

**EIR/EIS Comment :** Yes
**Need PI Response :** Yes- Standard Response
**General Viewpoint on Project :**

# Submission I049 (Tom Williams, September 12, 2014)



**TRANSMITTAL**

**DATE:** September 12, 2014

**TO:** Mark A. McLoughlin, Director of Environmental Services Calif.Hi.Spd.Rail Auth., So.Cal.Regl. Off.
mark.mcloughlin@hsr.ca.gov 800-630-1039
ATTN: Project Section - Burbank to Los Angeles: burbank_los.angeles@hsr.ca.gov

**CC:** **Gloria Molina, LACo Supervisor**
**Micheal Antonovich, LACo Supervisor**
southern.california@hsr.ca.gov
boardmembers@hsr.ca.gov
palmdale_burbank@hsr.ca.gov
Stephanie Perez, Environmental Protection Specialist, Office of Program Deliv., Fed.Rr. Admin.
"Stephanie Perez" <stephanie.perez@dot.gov>
Frank Vacca, Chief Program Manager, Calif.Hi.Spd.Rail Auth., frack.vacca@hsr.ca.gov
**Sierra Club,** Angeles Chapter, Transportation Committee

**FROM:** **Dr. Tom Williams,**
**Sierra Club, Angeles Chapter, Transportation Committee**
**4117 Barrett Road, Los Angeles, CA 90032-1712 ctwilliams2012@yahoo.com, 323-528-9682**
**(Please Add Me to All Mailing Lists - Statewide, Burbank and Palmdale)**

**SUBJECT:** **California High Speed Rail - Palmdale-Los Angeles Sections - Plan Scoping**

**RE:** **SCOPING COMMENTS "CARD"**

Thank you for the opportunity to review and comment on the Palmdale-Los Angeles (PD-LA) Section and the two LA County segments (Palmdale-Burbank, PD-BK, and Burbank-LA Union Station, BK-LA) of the California High Speed Rail Project (CHSR).

Our comments form two parts: general and specific comments, as shown below for the Section and the segment.

**Reviewer Qualifications**
Dr. Tom Williams, PhD UC, Berkeley. Paleontology/Geology-Zoology (Retired)
Conducted 300+ EIR/EIS/EA for Local, State, Federal, and International Agencies (USAID, ADB, WHO, etc.)
Earliest in 1972-3 for City of San Jose
URS San Mateo, 6+ years
Parson Corp. Worldwide 22+ years
Technical Advisor, Dubai Ports and Free Zones/Nakheel/Limitless 10+ years

More specific comments are given a short background in plain text with ***bolded/italic comments.***

**GENERAL HSR/PD-LA COMMENTS**

**GC - 1. Economic/Fiscal/Finance**
CEQA and NEPA may include any general environmental and/or community issues/concerns as part of an objective, full disclosure, and objective review and assessment for a project. Presenters at the Scoping Sessions rigorously stated that no economic or cost/benefit analyses or assessment would be included in the EIR/EIS, although the NEPA aspects and the Scoping slides and boards indicated that the "Environmental Topics" would include "Socioeconomics". Similarly various economic issues have been raised and promoted as to the job generation, reduced loss of incomes due to congestion, lack of need for local, county, or state subsidies based on project revenues from operations, and user fees/prices would be sufficient to support 100% of operations and maintenance (not Capital Costs).
Therefore the presentations and documents appear confused, and session staff could not resolve the scope of assessment in the EIR/EIS.
CHSRA Mention was briefly made regarding CAP&Trade funds which may be used for CHSR projects and these segments but would not be included in the DEIR/DEIS for these segments of
As one who is deeply involved with other major transportation in the State, most large Caltrans and LA County/MTA/SCAG transportation projects include all fiscal, financial, economic, and cost/benefit analyses and

# Submission I049 (Tom Williams, September 12, 2014) - Continued



assessments within the EIR/EIS directly or within Project Report released as part of the CEQA/NEPA circulation and review processes.
As example:
http://hsr.ca.gov/docs/programs/statewide_rail/proj_sections/Palmdale_Burbank/palmdale_burbank_IS_072414.pdf
IS-1 Project Description "...contribute to economic development....create jobs..."

***Both DEIR/DEIS must include all socioeconomic, financial, fiscal, and employment issues and must be documented, assessed, and mitigated from the point of Certification/Record of Decision for at least 25 years or to expected full repayment of all bonds and other obligations.***

***Both DEIR/DEIS must include an explanation of current and expected funding local, regional, state, and federal funding and how CHSR will displace other projects for limited funds.***

***The DEIR/DEIS must also assess the coincident use of CHSR facilities by other rail users, local transit and mainline/Class 1 rail systems.***

***The Project Description of the DEIR/DEIS must include complete and adequate setting, assessment, and mitigation for the positive and adverse economic, financial, and fiscal effects of the preferred alternative and each of the considered alternatives.***

***As part of this analyses and assessment, especially for tunneling, initial analyses must start from the Section's alignment alternative of twin tunnel/single track dead-straight line from Palmdale to LA Union Station and then analyze any departures from such an alternative with technical, costs/benefits, and environmental views. Similarly, alternative twin tunnel straight lines from Palmdale to Burbank and from Burbank to Union State must be included in the DEIR/DEIS and changed only with technical, costs/benefits, and environmental justifications through analyses and assessments. These three alternatives, analyses, and assessments must be included in both DEIR/DEIS as part of the baselines for alternatives for both the Section and the separate Segments.***

**GC - 2. Tunneling and Economies of Scale** Tunneling requires many specialized equipments and techniques and training for their use. For very short tunnels, such specialized requirements become very expensive, while with longer term and multiple projects, costs decrease markedly with the "Economy of Scale" and sequential scheduling. Similarly some tunneling methods require equipment which is readily available and simply modified for work in tunnels and thereby allows construction at multiple working faces of the tunnels, e.g., a twin-tunnel project could have four or more working faces using SEM/NATM compared to a single working face with a typical rotating TBM or EPB-TBM.

***The Scoping Report and both DEIR/DEIS must include alternatives comparisons of a typical twin tunnel segment (e.g., single track) of say 15,000ft (e.g., total:32,000ft, 3-6mi) vs say five (5) such segments using 1) closed-face-TBM, 2) Open-faced (Digger) Shields, 3) SEM/NATM (advanced mining), and 4) MTM (Mobile Tunnel Miner, Rio Tinto-Aker Wirth) including costs, availability, training, employment, and schedule requirements.***

**GC - 3. MOU/MOA for CEQA/NEPA Consideration** No reference to any memorandum of agreement or understanding between the State and Federal agencies and authorities with regard to use of the combined process, contents, tiering, and various different elements unique to each of the federal and state processes, contents, and consideration.

***Both DEIR/DEIS must include as an appendix of documentation to support any environmental process related to Tiering and Section/Segment assessments.***

**GC - 4 TIERING** Reportedly, the Burbank to Los Angeles Section EIR/EIS will tier from the Statewide Program EIR/EIS in accordance with Council on Environmental Quality (CEQ) regulations, (40 CFR 1508.28) and State CEQA Guidelines (14 California Code of Regulations 15168(b)). However, no information was in Scoping sessions or is presented as to the Scope of such "down-tiering" to the Section/Segments DEIR/DEIS. **Tier 1 Programmatic EIR/EIS...**analyzes the general broad program for the California High-Speed Rail system. The California High-Speed Rail Authority Tier 1 program review divided the system into nine sections for project review. **Tier 2 Project DEIR/EIS...**analyzes one of the nine segments ***[=sections]*** identified in the Tier 1 Programmatic EIR/EIS as a project. The Initial Operating Segment was to have included "four of those segments: Palmdale-Sylmar-San Fernando Valley-Los Angeles.

**TIERING -** CEQA requires that "If tiering is being used, this concept must be made clear at the outset of any scoping meeting, so that participants do not concentrate on issues that are not going to be addressed at this time." Such was not done in three CHSRA Scoping presentations.

***Scoping has not provided any indications of tiered structure of the programmatic and project EIRs/EISs and thereby the entire current process is seriously flawed and must be repeated.***

***The Scoping Report must include a full and complete description as to how tiering operates both in the Federal and State approaches and contents to be included in the DEIR/DEIS.***

**TIERING -** Tier 2 includes DEIR/DEIS(s) for only the two separate sections without reference to the Palmdale-Los Angeles Section, and thereby the current DEIR/DEIS are subject to comments regarding section piece-mealing/segmentation.

# Submission I049 (Tom Williams, September 12, 2014) - Continued



***Separation of both Tier 2 CEQA/NEPA processes into two separate streams without consideration of stations and their influence on related facilities clearly supports segmentation/piecemealing of the original Tier 1 concept of each Tier 2 project DEIR/DEIS. In order to accommodate this flaw, both DEIR/DEIS must include and be dependent upon an overview analyses for each segment DEIR/DEIS and must include assessment of those Project elements which would affect the conditions of the related stations and segments.***

***The Scoping Report must fully address this issue and set the stage for assessments in both DEIR/DEIS.***

**TIERING -** The Tier 2 analyses must "look beyond the subsection termini to adjacent subsections for which second tier analyses have not yet been undertaken" in order to ensure that one Tier 2 project does not point the "loaded gun" at resources associated with the adjacent Tier 2 project.

***Both surface and underground HSR Stations in both Tier-1 and Tier-2 must be included in both DEIR/DEIS elsewise the presence of only surface stations limits the next track segment to starting on the surface, and visa versa.***

***As the Scoping information indicated that the PD-BK segment and LA-US may precede the BK-LA segment, any Project description and Record of Decision for them may open the entire issue to segmentation filings. The DEIR/DEIS must include a full range of alternatives for the PD and LA-US stations and the PD-BK segment.***

**GC - 5. 2007 Comments**

US Fed. NOI and Cal. NOP stated "All comments received...will receive equal consideration as comments received during...2007 scoping period for the former...EIR/EIS.
A short, summary of scoping comments is provided at http://www.hsr.ca.gov/docs/programs/statewide_rail/proj_sections/Palmdale_LA/Palmdale_to_LA_Appendix_D_Summary_of_the_Public_Comments_Received_7_8_09.pdf, but no specific documents is provided nor referenced.

***As no links or accessible files of comments, no review of these referenced comments can be made or integrated. As the 2007 comments are given to have the same values as those now, such an unsupported equalization without specific links and accessibility is unacceptable and a full compendium of all 2007 and 2014 comments must be provided in the Scoping Report and specifically how both sets will be incorporated into both DEIR/DEIS.***

**GC - 6. Safety & Security (Other than Natural Events)**

Any exposed prominent structure with high value represents a potential "Soft Target" for graffiti and other activities, similarly railroads and rail transit system have also been considered as attractive nuisances and assistance in suicide.

***The HSR trains, stations, tunnels, and trackways and their security must be considered in a recognized separate section of the DEIR/DEIS with appropriate appendices. In general, all elements must be considered in a general alternative comparison of aerial/elevated, at grade//filled grades, and underground and then in specific sub-elements (e.g., platforms, entrances, parking, portals, shaft entries, fencing and grade separation, etc.) and their distinctive vulnerabilities and risks.***

**GC - 7. Mitigation, Monitoring, and Reporting Program**

***The DEIR/DEIS for all segments must include appropriate draft Mitigation, Monitoring, and Reporting Programs as an appendix and referenced within the DEIR/DEIS based on the presumed mitigation and compensation measures included in the assessment and determination of significance of impacts. Such a draft must also reflect and reference any mitigation, monitoring, and/or reporting measures included or referenced within the Programmatic EIR/EIS for the entire Project and for the Palmdale-Los Angeles Section as a reflection of Tiers 1 and 2..***

**GC - 8. Comments Deadline**

**NOP - 2014071074 P-B 072414** p.3/prg3 DATES: Written comments...should be provided to the Authority no later than 30 days after publication of this notice ***[August 24, 2014]***. p.7/prg1 ...public agencies are requested to send their responses...to the Authority no later than 30 days after publication of this notice. ***[August 24, 2014]***.

**NOP - 2014071073 B-LA 072414** p.3/prg3 DATES: Written comments...should be provided to the Authority no later than 30 days after publication of this notice ***[August 24, 2014]***. p.7/prg1 ...public agencies are requested to send their responses...to the Authority no later than 30 days after publication of this notice. ***[August 24, 2014]***.

***We had requested an extension from the holiday weekend deadline which was 37 days from time of circulation. As the original deadline was extended to the holiday weekend of the national holiday, an extension of one additional week to Sept. 8 was requested but not announced by Aug.29. Such differences of statements and actual implementation indicate a clear disregard of public participation.***

***CHSRA allowed an extension to September 12, 2014 but only notified those known to the authority during the last three hours on the Friday prior to a three-day weekend.***

# Submission I049 (Tom Williams, September 12, 2014) - Continued



***We now request that all comments received by two weeks - ten working days - prior to finalization and circulation of both Scoping Reports and be recognized and included in both DEIR/DEIS.***

**GC - 9. Scoping/Notice. What is it?** *A*nnouncements and presentations for the Southern California August CHSRA meetings are confused and purposefully seem to not inform the public that a) these meetings are for SCOPING of preparation for the two environmental documents to cover each segment of the PD-LA section and that b) what are the typical formats and issues to be raised (e.g., alternatives, important resources, analytical methods, mitigations, etc.). Presentations did not help the public to understand what they can do to help define the scopes of both projects.

***The Scoping Report must incorporate the broadest interpretation of the comments and allow and promote continued receipt of and incorporation into the Scoping Report up to two weeks of the completion and circulation of the Scoping Reports for both DEIR/DEIS.***

**Scoping/Tiers** Similarly NOP/NOI indicate that these EIRs are tiered from the earlier programmatic EIR(s), but the presentations and printed materials do not indicate how the current efforts reflect or work with the earlier CEQA/NEPA documents and conditions.

***The Scoping Report must include a full discussion of the relationships between the Tiers' 1 and 2 alternatives, assessments, and mitigations for both DEIR/DEIS and must integrate the 2007-2014 comments along with the Tiered issues..***

**GC - 10. Scoping.** During numerous presentations, CHSRA presenters stated that "Costs will not be considered in the DEIR/DEIS." although in presentation materials (both slides and boards) costs, economics, monetary, financial and fiscal issues were raised repeatedly:

"Road way congestions costs money in time and fuel" n"
Slide 2 Env.Topics - Column 2/Line 7 Socio**economics** & Communities
Slide 3 Project Objectives - O&M support (=costs) without government subsidies
Slide 4 Cost Savings billions less than airports and roads...

Although the Scoping presentations claimed that no costs/economic/financial issues would be included in either DEIR/DEIS; however, in the presentation materials, costs, financial, revenue, employment, and fiscal are frequently mentioned in a positive approach but without reference to other related issues. Therefore, as the CHSRA has used the more positive aspects of economics, all aspects and issues related must be balanced and objectively considered.

***The DEIR/DEIS must include a full fiscal, financial, and costs analyses and assessment and related issues of environmental justice as has been or is being done with other state-supported transportation projects (e.g., MTA/Caltrans projects - I-710 South Expansion, SR-710 North Extension, and High Desert Corridor).***

***Such studies must include:***

***Pricing, Ability to Pay***
***Cumulative Impacts Growth Inducements Employment - Construction and O&M***
***Betterment and Incremental property tax increments and revenues***
***Employment changes and growth inducements***
***Racial preference in hire, ridership, and benefits - Why Burbank, rather than CityofSF or Glendale***
***Environmental Justice***
***Cumulative Impacts Regional Growth Growth Inducements***
***Mitigation/Monitoring/Reporting Draft***

**GC- 11. Full Disclosure, Objective, Completeness** For Scoping, not all documents and reports were readily identified and accessible either as physical or digital documents. Similarly some documents were accessible on line but had been secured and could were not readily searchable, therefore requiring additional distractive effort to find issues of concern.

***All future documents scoping report(s), DEIR/DEIS, appendices, and any referenced must be provided on-line in a readily searchable and copy-able format (e.g., pdf-s). Also digital documents must be provided in readily downloadable and transferrable volume - not in 12 kb or 12 GB units.***

***For full disclosure approach, all work products related to the development of the Scoping Report(s) and the DEIR/DEIS must be accessible prior to their release through the standard, Public Records Act Requests, Public Records Officer Authority 916-324-1541 records@hsr.ca.gov.***

**GC-12. HSR Loco/Drivers** ***For all routes of gradients >1% (1/100ft) and as an alternative, option, or major mitigation measure in the DEIR/EIS, all locomotives/drivers must be equipped with power generation/storage-transfer systems so as to make use of the 2000ft downgrades between Palmdale and Burbank and 500+ft downgrades between Burbank and LA Union Station, and other prospective grades along the entire CSHR Route (e.g., Metter-Mohave/Gorman, 2500ft elevational difference).***

# Submission I049 (Tom Williams, September 12, 2014) - Continued



**GC-13. SCAG** Although all project facilities lie within the boundaries of the Southern California Association of Governments (SCAG) and County of Los Angles, available documents make no mention as to how the three stations, their service areas, and track segments relate to the proposed 2035 land uses of those proposed by SCAG. Similarly, the available CHSRA documents do not mention the recent updating of the County's General Plan Update of 2014.

***The DEIR/DEIS must include review and assessment of the impacts of stations and their service areas on those planned by SCAG and LACo and those of the planned transportation and land use up on the stations, traffic circulation, and other aspects of the preferred alternatives for stations and their associated trackway alternatives.***

**PALMDALE-BURBANK-LOS ANGELES (PD-BK-LA) SECTION COMMENTS**

**PD-BK-LA - 1. Segmentation of Entire Section** Segmentation of the Project for Palmdale-LA Union Station Section presumes the environmental acceptance of the Burbank Station element.

***Current separation of PD-BK and BK-LA is an example of "segmentation" (=piece-mealing). Each DEIR/DEIS must include an alternative of the most direct single route (straight line) from Palmdale to LA Union Station with about 38mi of twin-tunnel or single tunnel-dual tracked alignments compared to 42mi of mixed surface/aerial/underground alignment through Burbank and with several access shafts and portals for construction and operations.***

***The CHSRA must also acquire and include in both DEIR/DEIS a memorandum of agreement/understanding between US DOT and DOA and CHSRA with regard to include in any future proclamation regarding the Angeles Forest elevation to National Monument status.***

**PD-BK-LA - 2. Segmentation of Two Segments in Section** As indicated in the Programmatic DEIR/DEIS, one section of the CHSR Project is the Palmdale - Los Angeles portion of the Project. In the current Tier 2 efforts, this section has been divided into only two segments: Palmdale-Burbank and Burbank-Los Angeles segments. However little or no provisions are made for descriptions and assessments of the three stations: Palmdale, Burbank, and LA Union Stations, even as to their designs established even in general: Above-Grade, At-Grade, and Below Ground and their interfaces with other project elements. Similarly, no mention of the previous Tier 1 Station at Sylmar is made and which appears to have been abandoned, except for vague references to the related "Regional Connector".

***The Scoping Report must clearly define the project elements and separate design development, assessment, and mitigations for related above-, below, and at-grade conditions for both stations and track systems, including tunnels. These may be considered along with the appropriate tunnel-station interface alternatives. If not done, each of the segments can be considered to be influenced, affected, and effected by adjacent projects which is inappropriate for tiered projects, and such segmentation will be commented on during the DEIR/DEIS comment period.***

**PD-BK-LA - 3. Ridership/Patronage** No discussion has been provided in available documents regarding the ridership or patronage for each of the three stations and two track segments for both HSR and local services. These are important for assessing power/utilities, traffic/parking, and congestion along with related air quality and noise effects and revenue generations.

***The DEIR/DEIS must include the forecasted initial, development, and end-of-plan ridership and related potential for cumulative and induced impacts in and surrounding the station areas. Similarly such forecasts must be integrated along with the ridership-revenues/pricing/station rental/leasing revenues for each segment and related stations. Such descriptive and analytical discussions must also relate those local, short-, and long-distant riders from outside/beyond the three stations and those between stations within this ninth section of the HSR Program.***

**PD-BK-LA - 4.** As indicated in the 2014 Draft Business Plan, the CHSRA projected 5.8 million passengers per year on the 300-mile length of track connecting Los Angeles and Merced and projected revenues of $592 million as a medium scenario in 2012 dollars. As indicated elsewhere, no clear quantification of ridership distributions has been provided regarding local (one track segment, e.g., PD-BK), regional (e.g., 2 or more segments, e.g., PD-SanDiego), and long-distance (SF-LA, >2 sections) trip riders. Similarly and very important to tunnel and surface systems, no quantification has been provided regarding numbers of train pass-throughs/departures from each station and their track speeds through the relatively short segments and thereby the prospective numbers of persons within a tunnel at any specific time.

***The DEIR/DEIS must include quantified projected riderships and train activities for the two segments through the planning period or 25 years whichever longer. Analyses and assessments must provide such information by***

## Submission I049 (Tom Williams, September 12, 2014) - Continued



***segment and station in order to completely and adequately assess the environmental and operational benefits and impacts.***

**PD-BK-LA - 5.** ***For all tunneling, the DEIR/DEIS must include alternative use of New-Austrian-Tunneling-Methods/Sequential-Excavation-Methods (NATM/SEM : advanced open face mining) for single wide/low tunnels (e.g., 30ft H x 60ft W) with dual tracks rather than typical twin circular tunnels using a typical 20-30ft diam. TBMs. These methods can be compared with one or two TBMs versus 6-8 working faces for the same tunnel route.***

**PD-BK-LA - 6.** From the documents available, all stations - Palmdale, Burbank, and LA Union Station - appear to be only considered as surface facilities rather than underground stations, as in LA Metro Rail, Red Line Phase 1 (e.g., Union Station, 7th/Flower, Pershing Square, etc.). ***The DEIR/DEIS must include alternatives for underground pass-through stations at all three of the proposed station sites.***

**PD-BK-LA - 7.** ***The DEIR/DEIS must include at least one alternative for combined utilities passing through the same tunnel structure (along sides or under-track floor) from Palmdale to Burbank and on to Downtown LA City, especially for power and water as they may also be required for project related systems. As in the Castaic Project, one option in this alternative must consider the use of pumped storage power generation between Palmdale and Hansen Dam.***

**PD-BK-LA - 8.** ***Like other transportation CEQA/NEPA documents, the DEIR/DEIS must include Economic and Financial context for each segment and must include both short-term capital costs, expenditures, and employment generation within the three major areas and for the LA County overall.***

**PD-BK-LA - 9.** CEQA documentation is inadequate and incomplete with regard to current and expected rail transportation development within the County and to direct and indirect growth-induced impacts from proposed LACo/Metro mobility elements, specifically those of the High Desert Corridor and associated development for supporting such a Corridor.

***The DEIR/DEIS must include analyses of ridership and station configurations in Palmdale to accommodate expected ridership from the High Desert Corridor bus and rail transportation systems and on the expected surface facilities.***

**PD-BK-LA - 10. Station/Platform Designs** An important element for all stations is the programmatic design requirements for train lengths, lengths of and train-numbers at platforms. Some have indicated 1700ft per train-envelope (including pre-/post-clearances) while others report 1300ft (perhaps train only) and have reported two trains in any station. Use of either length x two trains would require 2600-3400ft for platform only for a station plus provisions for switching at either end. For Union Station, such parameters would require platforms between Vignes St. Crossing (north, main switch between existing Yard and Station tracks) to Ducommun Crossing (south, south of US-101) and more than twice the existing longest platform (1450ft).

***The DEIR/DEIS must provide coordination for the Programmatic EIR/EIS Tier 1 justification for requiring two-train station lengths and then Tier 2 considerations at Palmdale, Burbank, and Union Station and must include assessment of alternatives including single-train platforms.***

**PD-BK-LA - 11. Use of Existing Rail Corridor and Freight Track Displacement** Any CHSR use of existing tracks and rights-of-way represents a major adverse impact on rail transportation elements in LA County General Plan Update. These impacts are especially important for freight rail systems between the Ports of LA and Long Beach (San Pedro Ports, SPP), Alameda Corridors, and the High Desert Corridor (logistics corridor between I-5 (west) and I-15 (east). As the operating requirements for freight trains of loaded double stacked container unit trains are very different from those for the HSR project.

***The DEIR/DEIS must include identification, alternatives, assessment, and mitigation for all surface rail corridors between Union Station (e.g., US-101) and identify all existing single tracked segments within the study area and potential for dual-tracking of existing single tracked rights-of-way with sufficient widths.***

***The DEIR/DEIS must include an alternative or an option in which no existing dual track system or corridor and no existing rights-of-way suitable for dual tracks shall be used for the HSR corridors or trackways.***

**PD-BK-LA - 12. HSR Loco/Drivers** ***For all routes and as an alternative, option, or major mitigation measure in the DEIR/EIS, all locomotives/drivers must be equipped with power generation/storage-transfer systems so as to make use of the 2000ft downgrades between Palmdale and Burbank and 500+ft downgrades between Burbank***

# Submission I049 (Tom Williams, September 12, 2014) - Continued



***and LA Union Station, and other prospective grades along the entire CSHR Route (e.g., Metter-Mohave/Gorman, 2500ft elevational difference).***

**PD-BK-LA - 13. SCAG** Although all project facilities lie within the boundaries of the Southern California Association of Governments (SCAG) and County of Los Angles, available documents make no mention as to how the three stations, their service areas, and track segments relate to the proposed 2035 land uses of those proposed by SCAG. Similarly, the available CHSRA documents do not mention the recent updating of the County's General Plan Update of 2014.
***The DEIR/DEIS must include review and assessment of the impacts of stations and their service areas on those planned by SCAG and LACo and those of the planned transportation and land use up on the stations, traffic circulation, and other aspects of the preferred alternatives for stations and their associated trackway alternatives.***

**COMMENTS - BURBANK-LOS ANGELES/UNION STATION (BK-LA) SEGMENT AND STATIONS**

**BK-LA - 1.** The Burbank-LA Union Station corridor is intensely developed and physiographically constrained for any of the aerial, surface, and partial tunnel routes.
***The DEIR/DEIS must include five route alternatives involving various tunnels:***
- ***a) from an underground Burbank Station straight SSE to LA-US, also underground, about 11.9mi;***
- ***b) from an aerial route north with a portal near Flower-Standard/Western-Sonoro (north of SR-134) SSE to beneath Griffith Park and south through/under Cornfields (total, about 9 miles) to Union Station (also with options of underground or above-grade station).***
- ***c) from an aerial route with a portal north of Fletcher Rd/San Fernando Rd south to a fully underground LA-US (with an option to surface south of Cornfields State Park);***
- ***d) from an aerial route with portal in City of LA property at or south of Hallett Ave. directly south to a fully underground LA-US (with an option to surface south of Cornfields State Park)***
- ***e) from above surface north of the LA River with an aerial route over the LA River to a portal south of Blimp St./I-5 and west of I-5 and Stadium Way south of the I-5 On/Off Ramps .***

**BK-LA - 2.** ***The DEIR/DEIS must include three alternative underground stations for only CHSR Union Station Pass-Through Facilities vertically connected to other underground and surface facilities. Optional underground space is available on both east and west side of the Station under Alameda and Vignes and beneath the Red Line platforms under central Union Station.***

**BK-LA - 3.** Six geological conditions exist in the segment corridor: a) thick (200ft) alluvial valley fills of Victory Blvd. (N-SR-134), of San Fernando Rd. (SR-2 - SR-110), and of Alameda-Spring St. (SR-110 - US-101), and b) deep bedrock of Griffith Park, of Silver Lake, and of Elysian Park (SR-134 - SR-110).
***The BK-LA DEIR/DEIS must include comprehensive geological and feasibility studies for all underground tunnels and stations and construction methods in order to establish reasonable costs, operational, and environmental considerations.***
***The geological assessment of the DEIR/DEIS must include boring logs to at least one tunnel diameter beneath the alluvial/bedrock contact within any boring and geophysical survey results down to sealevel with accuracies of 3-5ft for units and fractures.***
***Geological assessments must also include review and assessments of all measureable seismic events (0 to -1RM) within the corridor and assignment to known and suspected faults (including active, inactive, ancient, etc.).***

**BK-LA - 4.** This segment requires coordination with both the Burbank and LA-Union Station facilities: Will they be aerial, elevated, at-grade, or underground. As has been indicated, the PD-BK segment appears to be progressing in advance of the BK-LA segment, and thereby more review and comments have been targeted on the PD-BK segment and the alternatives for the BK Station. The alternative selection of the PD-BK Segment would thereby highly influence the selection of track-segment alternatives for the BK-LA segment.
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**BK-LA - 5.** From SR-134 to the Main Street Bridge, aerial and surface routes will have serious construction and operational impacts upon the adjacent/nearby LA River Valley development projects, major utilities, and other proposed transit and freight railroad development projects. Like the Acton portion of the PD-BK segment, the SR-134-LA narrow physical space for surface facilities, proposed development project, and sensitive community elements render this corridor

# Submission I049 (Tom Williams, September 12, 2014) - Continued



virtually filled up/in and any additional surface facilities require the dislocation of sensitive communities and their gentrification.

**BURBANK STATION**

**BK Station - 1.** ***As indicated elsewhere, an underground station alternative must be included within the DEIR/DEIS and must include options based on "No New Expansion of Existing Facilities". The existing footprint must not be expanded, but such restrictions could include 1) new cut-n-cover station beneath the surface facilities or 2) mined/bored underground station beneath the existing surface facilities. Similarly if additional parking spaces are required, such parking could be placed in 1) elevated parking structure over the existing station footprint or 2) underground parking structure, either as cut-n-cover or mined.***

***BK Station - 2. As the BK Station represents the only remaining station between Palmdale and Los Angeles, the Station must have been retained for good reasons and financial/revenue generation purposes, and the DEIR/DEIS for this segment must include such reasons and purposes in considerations of land uses, growth inducements, and financial benefits.***

**LA-UNION STATION - HSR STATION**

**LA Station - 1.** ***As indicated elsewhere, an underground station alternative must be included within the DEIR/DEIS and must include options based on "No New Expansion of Existing Facilities". The existing footprint must not be expanded, but such restrictions could include 1) new cut-n-cover station beneath the surface facilities or 2) mined/bored underground station beneath the existing surface facilities. Similarly if additional parking spaces are required, such parking could be placed in 1) elevated parking structure over the existing station footprint or 2) underground parking structure, either as cut-n-cover or mined.***

***LA Station - 2. As the BK Station represents the only remaining station between Palmdale and Los Angeles, the Station must have been retained for good reasons and financial/revenue generation purposes, and the DEIR/DEIS for this segment must include such reasons and purposes in considerations of land uses, growth inducements, and financial benefits.***

***LA Station - 3. Given the historic status of the Union Station and efforts of past transportation projects to protect and preserve the site and structures, the DEIR/DEIS must consider all possible alternatives to the proposed aerial/above surface and generally station facilities should be fully underground as the Red Line Station is.***

# Submission A001 (Cy R. Oggins, California State Lands Commission, August 23, 2014)

STATE OF CALIFORNIA
EDMUND G. BROWN JR., *Governor*

**CALIFORNIA STATE LANDS COMMISSION**
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Sacramento, CA 95825-8202

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*Established in 1938*

August 22, 2014

File Ref: SCH # 2014071073

Mark A. McLoughlin
California High-Speed Rail Authority
700 N. Alameda Street, Room 3-532
Los Angeles, CA 90012

**Subject: Notice of Preparation (NOP) for an Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the California High-Speed Rail System Burbank to Los Angeles Section, Los Angeles County**

Dear Mr. McLoughlin:

The California State Lands Commission (CSLC) staff has reviewed the subject NOP for an EIR/EIS for the California High-Speed Rail System Burbank to Los Angeles Section (Project), which is being prepared by the California High-Speed Rail Authority (HSRA) and the Federal Railroad Administration (FRA). The HSRA, as a public agency proposing to carry out a project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The FRA is the lead agency under the National Environmental Policy Act (NEPA) (42 U.S.C. § 4321 et seq.). The CSLC is a trustee agency because of its trust responsibility for projects that could directly or indirectly affect sovereign lands, their accompanying Public Trust resources or uses, and the public easement in navigable waters. Additionally, the CSLC is a trustee of school lands and monitors projects that could directly or indirectly impact these lands. If the Project involves work on sovereign or school lands, the CSLC will act as a responsible agency.

**CSLC Jurisdiction**

Sovereign Lands

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6301, 6306). All

# Submission A001 (Cy R. Oggins, California State Lands Commission, August 23, 2014) - Continued



tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the Common Law Public Trust.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion or where the boundary has been fixed by agreement or a court. On navigable non-tidal waterways, including lakes, the State holds fee ownership of the bed of the waterway landward to the ordinary low water mark and a Public Trust easement landward to the ordinary high water mark, except where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

School Lands

In 1853, the United States Congress granted to California nearly 5.5 million acres of land for the specific purpose of supporting public schools. In 1984, the State Legislature passed the School Land Bank Act (Act), which established the School Land Bank Fund (SLBF) and appointed the CSLC as its trustee (Pub. Resources Code, § 8700 et seq.). The Act directed the CSLC to develop school lands into a permanent and productive resource base for revenue generating purposes. The CSLC manages approximately 469,000 acres of school lands still held in fee ownership by the State and the reserved mineral interests on an additional 790,000± acres where the surfaces estates have been sold. Revenue from school lands is deposited in the State Treasury for the benefit of the Teachers' Retirement Fund (Pub. Resources Code, § 6217.5).

Please be advised that use of any sovereign or school lands for any part of the Burbank to Los Angeles section High-Speed Rail Train Project requires that the applicant first obtain a lease from the CSLC. Based on the information and maps provided in the NOP, it is impossible to determine if any sovereign lands or school lands lie within the Project area. Therefore, CSLC staff requests that more detailed Project maps be provided for review as they become available. Please contact Cheryl Hudson (see contact information below) for information concerning the CSLC's lease requirements.

**Project Description**

The HSRA and FRA propose to construct, operate, and maintain an electric powered steel-wheel-on-steel-rail high-speed rail system between Burbank and Los Angeles to meet their objectives and needs as follows:

- Plan, design, build, and operate the California high-speed rail system.

From the Project Description, CSLC staff understands that the Project would include the following components:

# Submission A001 (Cy R. Oggins, California State Lands Commission, August 23, 2014) - Continued



- Construction. Construction of a high-speed rail system from Burbank to Los Angeles. The EIR/EIS will analyze reasonable and feasible alignment alternatives and station options; and
- Operation and Maintenance. Operation and maintenance of a high-speed rail system from Burbank to Los Angeles.

**Environmental Review**

CSLC staff requests that the following potential impacts be analyzed in the EIR/EIS.

General Comments

1. Project Description: A thorough and complete Project Description should be included in the EIR/EIS in order to facilitate meaningful environmental review of potential impacts, mitigation measures, and alternatives. The Project Description should include habitats the proposed and alternative alignments are expected to cross and whether any river crossings are required. Additionally, the Project Description should be as precise as possible in describing the details of all allowable activities (e.g., types of equipment that may be used, maximum area of impact or volume of sediment disturbed for grading, seasonal work windows, locations for material disposal, ongoing activities associated with operation, etc.), as well as the details of the timing and length of activities. Thorough descriptions will facilitate CSLC staff's determination of the extent and locations of its leasing jurisdiction, make for a more robust analysis of the work that may be performed, and minimize the potential for subsequent environmental analysis to be required.

Biological Resources

2. Special Status Species: The EIR/EIS should disclose and analyze all potentially significant effects on sensitive species and habitats in and around the Project area, including special-status wildlife, fish, and plants, and if appropriate, identify feasible mitigation measures to reduce those impacts. The HSRA and FRA should conduct queries of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) and U.S. Fish and Wildlife Service's (USFWS) Special Status Species Database to identify any special-status plant or wildlife species that may occur in the Project area. Additionally, CSLC staff recommends early consultation with CDFW and USFWS regarding special status species to identify impacts and appropriate mitigation measures. The EIR/EIS should also include a discussion of consultation with the CDFW and USFWS, including any recommended mitigation measures and potentially required permits identified by these agencies.

3. Aquatic Resources: The EIR/EIS should evaluate and disclose any impacts to aquatic resources that may occur during construction and operation of the Project. For portions of the alignment crossing rivers, the EIR/EIS should evaluate noise and vibration impacts on wildlife and fish from construction activities in the water, and on the levees. Mitigation measures could include species-specific work windows as defined by CDFW, USFWS, and the National Oceanic and Atmospheric

# Submission A001 (Cy R. Oggins, California State Lands Commission, August 23, 2014) - Continued



Administration's Fisheries Service (NOAA Fisheries). Again, staff recommends early consultation with these agencies to minimize the impacts of the Project on sensitive species.

Additionally, if any in-water equipment is required for alignment construction, please consider the potential impacts of introducing invasive species to the Project area through hull fouling. CSLC staff requests that the EIR/EIS consider a range of options to prevent or slow the introduction of invasive species into sensitive habitats. Mitigation measures could include hiring construction vessels from nearby, or requiring hull cleaning from contractors prior to Project construction. Please consider current and proposed aquatic invasive species prevention programs in the area as models for invasive species prevention during the Project.

Climate Change

4. Greenhouse Gases: A greenhouse gas (GHG) emissions analysis consistent with the California Global Warming Solutions Act (Assembly Bill [AB] 32) and required by the State CEQA Guidelines should be included in the EIR/EIS. This analysis should identify a threshold for significance for GHG emissions, calculate the level of GHGs that will be emitted as a result of construction and operation of the Project, determine the significance of the impacts of those emissions, and, if impacts are significant, identify mitigation measures that would reduce them to less than significant.

Cultural Resources

5. Title to Resources: The EIR/EIS should also mention that the title to all archaeological sites and historic or cultural resources on or in the submerged lands and school lands of California is vested in the State and under the jurisdiction of the CSLC. CSLC staff requests that the HSRA and FRA consult with Assistant Chief Counsel Pam Griggs (see contact information below), should any cultural resources on state lands be discovered during construction of the proposed Project.

Additional Review

6. Deferred Mitigation: In order to avoid the improper deferral of mitigation, mitigation measures should either be presented as specific, feasible, enforceable obligations, or should be presented as formulas containing "performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way" (State CEQA Guidelines, §15126.4, subd. (b)).

Thank you for the opportunity to comment on the NOP for the Project. As a potentially responsible agency, the CSLC will need to rely on the EIR/EIS for the issuance of any new lease as specified above and, therefore, we request that you consider our comments both as you develop the EIR/EIS and prior to certification of the Final EIR/EIS. Please send additional information on the Project to the CSLC as plans become finalized.

# Submission A001 (Cy R. Oggins, California State Lands Commission, August 23, 2014) - Continued



Please send copies of future Project-related documents, including electronic copies of the Draft and Final EIR/EIS, Mitigation Monitoring and Reporting Program (MMRP), Notice of Determination (NOD), CEQA Findings and, if applicable, Statement of Overriding Considerations when they become available, and refer questions concerning environmental review to Holly Wyer, Environmental Scientist, at (916) 574-2399 or via e-mail at Holly.Wyer@slc.ca.gov. For questions concerning archaeological or historic resources under CSLC jurisdiction, please contact Assistant Chief Counsel Pam Griggs at (916) 574-1854 or via email at Pamela.Griggs@slc.ca.gov. For questions concerning CSLC leasing jurisdiction, please contact Cheryl Hudson, Public Land Management Specialist, at (916) 574-0732, or via email at Cheryl.Hudson@slc.ca.gov.

Sincerely,

Cy R. Oggins, Chief
Division of Environmental Planning
and Management

cc: Office of Planning and Research
Cheryl Hudson, LMD, CSLC
Holly Wyer, DEPM, CSLC
Kathryn Colson, Legal, CSLC

# Submission A001 (Cy R. Oggins, California State Lands Commission, August 23, 2014) - Continued

# Submission A002 (Edmund Pert, California Department of Fish and Wildlife, South Coast Region, August 21, 2014)

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
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*EDMUND G. BROWN JR., Governor*
*CHARLTON H. BONHAM, Director*

August 21, 2014

Mr. Mark A. McLoughlin
Director of Environmental Services
California High Speed Rail Authority
700 N. Alameda Street, Rm 3-532
Los Angeles, CA 90012
Burbank_los.angeles@hsr.ca.gov

**Subject: Comments on the Notice of Preparation of a Draft Environmental Impact Report/Environmental Impact Statement for the California High-Speed Rail System for the Burbank to Los Angeles, Various Jurisdictions, Los Angeles County (SCH #2014071073)**

Dear Mr. McLoughlin:

The California Department of Fish and Wildlife (Department) has reviewed the above-referenced Notice of Preparation (NOP) for the California High-Speed Rail System for the Burbank to Los Angeles Section (Project) Draft Environmental Impact Report/Environmental Impact Statement (DEIR/DEIS) prepared by the California High-Speed Rail Authority (Authority) acting as the Lead Agency under the California Environmental Quality Act (CEQA).

The Project includes approximately 12 linear miles of right-of-way (ROW) starting at the Burbank Airport Station, in the City of Burbank. The ROW continues south following the existing UPRR and Metro-link ROW through the cities of Burbank, Glendale, and Los Angeles. The Project corridor would terminate in the City of Los Angeles at a new station adjacent to Union Station.

The proposed Project includes electrically powered, high-speed, steel-wheel-on-steel-rail technology. The trains would be capable of operating at speeds of up to 220 miles per hour over grade-separated, dedicated tracks. The proposed infrastructure and systems are composed of trains (rolling stock), tracks, grade-separated rights-of-way, stations, train control, power systems, and maintenance facilities. Design includes a double-track ROW to accommodate operational needs for uninterrupted rail movement. The Project requires grade-separated overcrossings for roadways or roadway closures, and modifications to existing systems that do not span planned ROW in order to be grade-separated from any other transportation system. The NOP proposes to evaluate three alignment options in the DEIR/DEIS: LAPT1 Alignment, LAPT3 Alignment, and Surface Alignment Options.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project, CEQA] Guidelines § 15386) and pursuant to our authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the California Endangered Species Act (Fish and Game Code § 2050 *et seq.*) and Fish and Game Code section 1600 *et seq.*

*Conserving California's Wildlife Since 1870*

# Submission A002 (Edmund Pert, California Department of Fish and Wildlife, South Coast Region, August 21, 2014) - Continued



**Specific Comments**

1. Wildlife Movement Passage. The Department has previously commented on several projects for the HSR system including the HSR Program EIR/EIS sent on August 31, 2004. The Department is concerned with the potential biological impacts on regional wildlife movements and connectivity between habitats. Construction of access controlled rail lines has the potential to disrupt fully functional wildlife passages as well as already restricted corridors with existing obstacles. The barriers to movement of wildlife could cut them off from important food, shelter, or breeding areas creating isolated sub-populations. The isolation of sub-populations limits the exchange of genetic material and puts populations at risk of local extinctions through genetic and environmental factors.

   a) Elevated Rail Alternative. The Department recommends the DEIR/DEIS analyze all segments of the ROW that are not using existing rail to be elevated. Elevation of the rails could reduce the impacts the Project would have on open space connectivity by allowing wildlife to pass freely underneath the entire length of the railway, while providing the access controlled tracks that are required for the Project. Elevated railways would be more effective in facilitating natural wildlife movement instead of strategically placed underpasses and overpasses, which may not be successful. Elevated tracks enable animals to visually see through to the opposite side of the tracks, which they would more likely walk underneath the tracks than through a tunnel or vegetated overpass where the view of the other side would be visually obstructed and the substrate and ground slope would vary from the surrounding areas.

   b) Wildlife Connectivity Study. The Department recommends the DEIR/DEIS analyze Project wildlife connectivity impacts to three primary categories of focused species; 1) area-sensitive species, 2) barrier-sensitive species, and 3) less mobile species. The analysis should include the needs of the species and their ecological processes. The Project should ensure the ecological functions and values are met within the wildlife corridors.

   If underground or above-ground wildlife movement corridors are proposed instead of elevated tracks, the Department recommends extensive research to be conducted to determine the appropriate locations, numbers, and types of such structures. Methods to determine the best locations for wildlife corridors should include at a minimum: 1) track count surveys, 2) ditch crossing surveys, 3) monitoring trails with infrared or Trailmaster cameras, and 4) Global positioning system (GIS) habitat modeling to identify likely wildlife travel corridors and anthropogenic barriers (e.g., as highways, canals, and reservoirs) at the landscape level. In addition, wildlife habitat linkages should be identified using habitat models, information from the movement studies, GIS analyses, and Department expertise. The DEIR/DEIS should identify specific locations along the alignments where wildlife corridors, such as underpasses, overpasses, elevating the alignment and tunnels may not be suitable.

2. Special Status Plant Species. CEQA provides protection not only for California Endangered Species Act (CESA) - and Endangered Species Act (ESA)-listed species, but for any species that can be shown to meet the criteria for State listing, which includes State Species of Special Concern (SOC) and California Native Plant Society (CNPS) Lists

# Submission A002 (Edmund Pert, California Department of Fish and Wildlife, South Coast Region, August 21, 2014) - Continued



1A, 1B, and 2, which consist of plants that, in a majority of cases, would qualify for listing (CEQA Guidelines Sections 15380(d), 15065(a)). A preliminary California Natural Diversity Database (CNDDB) search conducted by the Department indicates the potential for special status plant species to occur on the Project site including CESA-listed slender-horned spineflower (*Dodecahema leptoceras*), Nevin's barberry (*Berberis nevinii*), marsh sandwort (*Arenaria paludicola*), California Orcutt grass (*Orcuttia californica*), coastal dunes milk-vetch (*Astragalus tener* var. *titi*), San Fernando Valley spineflower (*Chorizanthe parryi* var. *fernandina*), and Gambel's water cress (*Nasturtium gambelii*). The CNDDB search also indicated sensitive plant species designated with CNPS List 1A, 1B, or 2 potentially occurring on the Project site including southern tarplant (*Centromadia parryi* ssp. *Australis*), Los Angeles sunflower (*Helianthus nuttallii* ssp. *Parishii*), Coulter's goldfields (*Lasthenia glabrata* ssp. *Coulteri*), white rabbit-tobacco (*Pseudognaphalium leucocephalum*), San Bernardino aster (*Symphyotrichum defoliatum*), Greata's aster (*Symphyotrichum greatae*), Brand's star phacelia (*Phacelia stellaris*), Parish's brittlescale (*Atriplex parishii*), Davidson's saltscale (*Atriplex serenana* var. *davidsonii*), Santa Barbara morning-glory (*Calystegia sepium* ssp. *Binghamiae*), many-stemmed dudleya (*Dudleya multicaulis*), Peruvian dodder (*Cuscuta obtusiflora* var. *glandulosa*), California saw-grass (*Cladium californicum*), San Gabriel manzanita (*Arctostaphylos glandulosa* ssp. *gabrielensis*), Braunton's milk-vetch (*Astragalus brauntonii*), round-leaved filaree (*California macrophylla*), Parish's gooseberry (*Ribes divaricatum* var. *parishii*), southern mountains skullcap (*Scutellaria bolanderi* ssp. *Austromontana*), slender mariposa-lily (*Calochortus clavatus* var. *gracilis*), intermediate mariposa-lily (*Calochortus weedii* var. *intermedius*), Davidson's bush-mallow (*Malacothamnus davidsonii*), San Gabriel linanthus (*Linanthus concinnus*), spreading navarretia (*Navarretia fossalis*), prostrate vernal pool navarretia (*Navarretia prostrata*), Parry's spineflower (*Chorizanthe parryi* var. *parryi*), mesa horkelia (*Horkelia cuneata* var. *puberula*), San Gabriel bedstraw (*Galium grande*), and Sonoran maiden fern (*Thelypteris puberula* var. *sonorensis*).

3. Special Status Plant Species Surveys. The Department recommends focused, repeated surveys be conducted by a qualified botanist multiple times during the appropriate floristic period(s) and results disclosed in the DEIR/DEIS. The surveys should not be deferred to the pre-construction period and should not be limited to areas within public ROWs that contains potential habitat for special status plant species. Surveys should be no more than two years old and surveys periods should be verified with a known reference site because blooming periods are easily missed with a single survey, and blooming periods can shift with changes in climatic conditions such as during drought years. The Department recommends plant survey be conducted using the Department protocol[1].

4. Special Status Avian Species – A CNDDB search indicates special status species having the potential to occur on the Project site including, but not limited the fully protected American peregrine falcon (*Falco peregrinus anatum*), golden eagle (*Aquila chrysaetos*), and white-tailed kite (*Elanus leucurus*), and CESA-listed Swainson's hawk (*Buteo swainsoni*) and bank swallow (*Riparia riparia*), and CESA- and ESA-listed least Bell's vireo (*Vireo bellii pusillus*),and willow flycatcher (*Empidonax traillii*). California Species of Special Concern (SOC) include:western burrowing owl (*Athene cunicularia*), northern harrier (*Circus*

[1] http://www.dfg.ca.gov/biogeodata/cnddb/pdfs/protocols_for_surveying_and_evaluating_impacts.pdf

# Submission A002 (Edmund Pert, California Department of Fish and Wildlife, South Coast Region, August 21, 2014) - Continued



*cyaneus*), Vaux's swift (*Chaetura vauxi*), black swift (*Cypseloides niger*), least bittern (*Ixobrychus exilis*), mountain plover (*Charadrius montanus*), grasshopper sparrow (*Ammodramus savannarum*), Bryant's savannah sparrow (*Passerculus sandwichensis alaudinus*), Oregon vesper sparrow (*Pooecetes gramineus affinis*), purple martin (*Progne subis*), tricolored blackbird (*Agelaius tricolor*), yellow-headed blackbird (*Xanthocephalus xanthocephalus*), loggerhead shrike (*Lanius ludovicianus*), yellow-breasted chat (*Icteria virens*), Lucy's warbler (*Oreothlypis luciae*), yellow warbler (*Setophaga petechia*), short-eared owl (*Asio flammeus*), long-eared owl (*Asio otus*), California spotted owl (*Strix occidentalis occidentalis*), coastal California gnatcatcher (*Polioptila californica californica*), summer tanager (*Piranga rubra*), olive-sided flycatcher (*Contopus cooperi*), and vermillion flycatcher (*Pyrocephalus rubinus*). The Department recommends focused surveys be conducted with a qualified avian biologist throughout the Project site with presence or absence of sensitive species described in the DEIR/DEIS. The recommended survey protocols for several special status species, including golden eagle, Swainson's hawk, burrowing owl, least Bell's vireo and willow flycatcher can be found at https://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html.

5. Los Angeles River Ecosystem Restoration. The United States Army Corps of Engineers (USACE) and City of Los Angeles has approved the Los Angeles River Ecosystem Restoration Project (Restoration Project), and recommended Alternative 20, which is located within the proposed HSR Project boundary. The Restoration Project plans to restore approximately 11 miles of the Los Angeles River from Griffith Park to Downtown Los Angeles by re-establishing riparian habitat, freshwater marsh, and aquatic habitat communities[2]. The Restoration Project also plans to reconnect the Los Angeles River to major tributaries, its historic floodplain, and the regional habitat zones of the Santa Monica, San Gabriel, and Verdugo mountain ranges while maintaining existing levels of flood risk management. A secondary purpose includes provisions for recreational opportunities consistent with the restored ecosystem. The HSR Project has the potential to adversely affect the approved Restoration Project. The Department recommends the HSR Project avoid impacts to the land identified for restoration in Alternative 20 of the Restoration Project. Further consultation with USACE and City of Los Angeles may be necessary to avoid potential impacts to this important Restoration Project.

6. Noise and Vibration. The Project has the potential to negatively affect the way wildlife use habitat due to noise and/or vibrational impacts, such as nest abandonment by birds nesting near the train tracks during construction and operation of the Project. Noise and vibration also have the potential to injure or kill aquatic species, such as frogs and fish[3]. Burrowing animals and insects can be especially sensitive to noise and vibration. The Department recommends the DEIR/DEIS develop a noise and vibration impact study to examine noise, below surface vibration, and surface vibration impacts on wildlife. The study should analyze aversion, displacement, and behavioral modification effects and include noise and vibration

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[2] United States Army Corps of Engineers. 2013. *Los Angeles River Ecosystem Restoration Integrated Feasibility Report*. Los Angeles County, California.
[3] Vandenberg LN, Stevenson C, Levin M (2012) *Low Frequency Vibrations Induce Malformations in Two Aquatic Species in a Frequency-, Waveform-, and Direction-Specific Manner*. PLoS ONE 7(12): e51473. doi:10.1371/journal.pone.0051473

# Submission A002 (Edmund Pert, California Department of Fish and Wildlife, South Coast Region, August 21, 2014) - Continued



ranges expected to impact wildlife. The Department recommends including information on physiologic, population, and reproductive effects to wildlife before and after Project implementation.

**General Comments**

The Department provides the following comments for general issues and concerns regarding Project impacts to biological resources.

7. The Department has responsibility for wetland and riparian habitats. It is the policy of the Department to strongly discourage development in wetlands or conversion of wetlands to uplands. The Department opposes any development or conversion which would result in a reduction of wetland acreage or wetland habitat values, unless, at a minimum, Project mitigation assures there will be "no net loss" of either wetland habitat values or acreage. Development and conversion include but are not limited to conversion to subsurface drains, placement of fill or building of structures within the wetland, and channelization or removal of materials from the streambed. All wetlands and watercourses, whether intermittent or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations. Mitigation measures to compensate for impacts to mature riparian corridors must be included in the DEIR/DEIS and must compensate for the loss of function and value of a wildlife corridor.

   a) The Project area supports aquatic, riparian, and wetland habitats; therefore, a jurisdictional delineation of the creeks and their associated riparian habitats should be included in the DEIR/DEIS. The delineation should be conducted pursuant to the U. S. Fish and Wildlife Service (Service) wetland definition adopted by the Department.[4] Please note that some wetland and riparian habitats subject to the Department's authority may extend beyond the jurisdictional limits of the USACE.

   b) The Department also has regulatory authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) of a river or stream, or use material from a streambed. For any such activities, the Project applicant (or "entity") must provide written notification to the Department pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, the Department determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSA for a Project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. The Department as a Responsible Agency under CEQA may consider the local jurisdiction's (lead agency) Negative Declaration or Environmental Impact Report for the Project. To minimize additional requirements by the Department pursuant to section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the stream or riparian

[4] Cowardin, Lewis M., et al. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Department of the Interior, Fish and Wildlife Service.

# Submission A002 (Edmund Pert, California Department of Fish and Wildlife, South Coast Region, August 21, 2014) - Continued



resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.[5]

8. The Department considers adverse impacts to a species protected by the California Endangered Species Act (CESA), for the purposes of CEQA, to be significant without mitigation. As to CESA, take of any endangered, threatened, or candidate species that results from the Project is prohibited, except as authorized by state law (Fish and Game Code, §§ 2080, 2085.) Consequently, if the Project, Project construction, or any Project-related activity during the life of the Project will result in take of a species designated as endangered or threatened, or a candidate for listing under CESA, the Department recommends that the Project proponent seek appropriate take authorization under CESA prior to implementing the Project. Appropriate authorization from the Department may include an incidental take permit (ITP) or a consistency determination in certain circumstances, among other options (Fish and Game Code §§ 2080.1, 2081, subds. (b),(c)). Early consultation is encouraged, as significant modification to a Project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of an ITP unless the Project CEQA document addresses all Project impacts to CESA-listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of an ITP. For these reasons, biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA ITP.

9. To enable the Department to adequately review and comment on the proposed Project from the standpoint of the protection of plants, fish, and wildlife, we recommend the following information be included in the DEIR/DEIS.

   a) A complete discussion of the purpose and need for, and description of, the proposed Project, including all staging areas and access routes to the construction and staging areas.

   b) A range of feasible alternatives to ensure that alternatives to the proposed Project are fully considered and evaluated; the alternatives should avoid or otherwise minimize impacts to sensitive biological resources particularly wetlands (as the proposed Project would result in significant impacts to wetland/riparian habitat within Santa Clara River). Specific alternative locations should be evaluated in areas with lower resource sensitivity where appropriate.

Biological Resources within the Project's Area of Potential Effect

10. To provide a complete assessment of the flora and fauna within and adjacent to the Project area, with particular emphasis upon identifying endangered, threatened, sensitive, and locally unique species and sensitive habitats. The DEIR/DEIS should include the following information.

[5] A notification package for a LSA may be obtained by accessing the Department's website at www.wildlife.ca.gov/habcon/1600.

# Submission A002 (Edmund Pert, California Department of Fish and Wildlife, South Coast Region, August 21, 2014) - Continued



a) Per CEQA Guidelines, section 15125(c), information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis should be placed on resources that are rare or unique to the region.

b) A thorough, recent floristic-based assessment of special status plants and natural communities, following the Department's Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (see http://www.dfg.ca.gov/habcon/plant/). The Department recommends that floristic, alliance- and/or association-based mapping and vegetation impact assessments be conducted at the Project site and neighboring vicinity. The Manual of California Vegetation, second edition, should also be used to inform this mapping and assessment (Sawyer et al. 2008). Adjoining habitat areas should be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

c) A current inventory of the biological resources associated with each habitat type on site and within the area of potential effect. The Department's California Natural Diversity Data Base (CNDDB) in Sacramento should be contacted at www.wildlife.ca.gov/ biogeodata/ to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. The CNDDB should be used to generate an initial list of potential species occurrence and not as evidence of non-occurrence. A lack of records in CNDDB does not mean that rare plants or animals do not occur in a Project area. Field verification for the presence or absence of sensitive species, by a qualified biologist, is necessary to provide a complete biological assessment for adequate CEQA review.

d) An inventory of rare, threatened, and endangered, and other sensitive species on site and within the area of potential effect. Species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, § 15380). This should include sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the Project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.

Analyses of the Potential Project-Related Impacts on the Biological Resources

11. To provide a thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts, the following should be addressed in the DEIR/DEIS.

    a) A discussion of potential adverse impacts from lighting, noise, human activity, exotic species, and drainage should also be included. The latter subject should address: Project-related changes on drainage patterns on and downstream of the Project site; the volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site. The discussions should also address the proximity of the extraction activities to the water table, whether dewatering would

# Submission A002 (Edmund Pert, California Department of Fish and Wildlife, South Coast Region, August 21, 2014) - Continued



be necessary, and the potential resulting impacts on the habitat, if any, supported by the groundwater. Mitigation measures proposed to alleviate such impacts should be included.

b) Discussions regarding indirect Project impacts on biological resources, including resources in nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed or existing reserve lands (e.g., preserve lands associated with a NCCP). Impacts on, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated in the DEIR/DEIS.

c) The zoning of areas for development Projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.

d) A cumulative effects analysis should be developed as described under CEQA Guidelines section 15130. General and specific plans, as well as past, present, and anticipated future Projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.

Mitigation for the Project-related Biological Impacts

12. The DEIR/DEIS should include measures to fully avoid and otherwise protect Rare Natural Communities from Project-related impacts. The Department considers these communities as threatened habitats having both regional and local significance.

13. The DEIR/DEIS should include mitigation measures for adverse Project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, on-site habitat restoration or enhancement should be discussed in detail. If on-site mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, off-site mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.

14. For proposed preservation and/or restoration, the DEIR/DEIS should include measures to perpetually protect the targeted habitat values from direct and indirect negative impacts. The objective should be to offset the Project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

# Submission A002 (Edmund Pert, California Department of Fish and Wildlife, South Coast Region, August 21, 2014) - Continued



15. If the nesting season cannot be avoided and construction or vegetation removal occurs between March 1st to September 15th (January 1st to July 31st for Raptors), the Permittee will do one of the following to avoid and minimize impacts to nesting birds[6]:

    a) Implement a 300 foot minimum avoidance buffers for all passerine birds and 500 foot minimum avoidance buffer for all raptors species. The breeding habitat/nest site shall be fenced and/or flagged in all directions. The nest site area shall not be disturbed until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young will no longer be impacted by the project.[7]

    b) Develop a project specific Nesting Bird Management Plan. The site-specific nest protection plan shall be submitted to the lead agency for review and CDFW. The Plan should include detailed methodologies and definitions to enable a CDFW qualified avian biologist to monitor and implement nest-specific buffers based upon the life history of the individual species; species sensitivity to noise, vibration, and general disturbance; individual bird behavior; current site conditions (screening vegetation, topography, etcetera), ambient levels of human activity; the various project-related activities necessary to construct the project, and other features. This Nesting Bird Management Plan shall be supported by a Nest Log which tracks each nest and its outcome. The Nest Log will be submitted to the lead agency and CDFW at the end of each week.

    c) The Permittee may propose an alternative plan for avoidance of nesting birds for the lead agency's review and submittal to CDFW.

16. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species.

17. Studies have shown that these efforts are experimental in nature and largely unsuccessful.

18. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity.

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[6] Qualified avian biologist shall establish the necessary buffers to avoid take of nest as defined in FGC 3503 and 3503.5

[7] NOTE: Buffer area may be increased if any endangered, threatened, or CDFW species of special concern are identified during protocol or pre-construction presence/absence surveys.

# Submission A002 (Edmund Pert, California Department of Fish and Wildlife, South Coast Region, August 21, 2014) - Continued



The Department requests further consultation with the Lead Agency to discuss potential Project impacts on biological resources. We appreciate the opportunity to comment on the referenced NOP. Questions regarding this letter and further coordination on these issues should be directed to Victoria Chau, Environmental Scientist at Victoria.Chau@wildlife.ca.gov or (562) 430-5082.

Sincerely,

Edmund Pert
Regional Manager
South Coast Region

ec: Ms. Betty Courtney, CDFW, Santa Clarita
Ms. Erinn Wilson, CDFW, Los Alamitos
Ms. Victoria Chau, CDFW, Los Alamitos
Ms. Kelly Schmoker, CDFW, Mission Viejo
Mr. Matt Chirdon, CDFW, Ojai
Mr. Brock Warmuth, CDFW, Ventura
Mr. Scott Morgan, State Clearinghouse, Sacramento

# Submission A003 (Karen Goebel, United States Department of the Interior, Fish and Wildlife Service, August 18, 2014)

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Carlsbad Fish and Wildlife Office
2177 Salk Avenue, Suite 250
Carlsbad, California 92008

In Reply Refer To:
FWS-LA-14B0374-14CPA0249

AUG 18 2014

Mr. Mark A. McLoughlin
Director of Environmental Services
Attention: Burbank to Los Angeles Section EIR/EIS
California High-Speed Rail Authority
700 North Alameda Street, Room 3–532
Los Angeles, California 90012

Subject: Notice of Intent to Prepare a Joint Environmental Impact Report and Environmental Impact Statement for the California High-Speed Rail System, Burbank to Los Angeles Section, Los Angeles County, California (ER 14/0460)

Dear Mr. McLoughlin,

We have reviewed the above referenced Notice of Intent (NOI), which was received on July 28, 2014. Our primary concern and mandate is the protection of public fish and wildlife resources and their habitats. We have legal responsibility for the welfare of migratory birds, anadromous fish, and endangered animals and plants occurring in the United States. We are also responsible for administering the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq*.). We offer the following comments in keeping with our agency's mission to work "with others to conserve, protect, and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people."

The project proposes the construction of the Burbank to Los Angeles section of the proposed 800 mile California high speed rail (HSR) system, with electric propulsion and steel-wheel-on-steel-rail trains capable of operating speeds up to 220 miles per hour on a dedicated system of fully grade-separated, access-controlled steel tracks.

Our main concern regarding the project is its potential to impact sensitive species and habitats along the Los Angeles River and in Elysian Park. Riparian habitat within the Los Angeles (LA) River channel in this area is known to be occupied by the federally endangered least Bell's vireo (*Vireo bellii pusillus*). In addition, the federally threatened coastal California gnatcatcher (*Polioptila californica californica*) has the potential to occur within coastal sage scrub if this habitat type is present along the proposed alignment within Elysian Park. We recommend that impacts to these sensitive habitats and species be avoided. In addition, the project should avoid impacts to restoration and mitigation areas, including the LA River Ecosystem Restoration Project (U.S. Army Corps of Engineers 2013).

# Submission A003 (Karen Goebel, United States Department of the Interior, Fish and Wildlife Service, August 18, 2014) - Continued



We appreciate the opportunity to comment on the referenced NOI and to participate in the transportation planning process. If you have any questions regarding this letter, please contact Sally Brown of this office at 760-431-9440, extension 278.

Sincerely,

for Karen A. Goebel
Assistant Field Supervisor

cc:
Flo Gardipee, U.S. Fish and Wildlife Service, Sacramento, California
Sarvy Mahdavi, U.S. Environmental Protection Agency, Los Angeles, California
Veronica Chan, U.S. Army Corps of Engineers, Los Angeles County, California
Lisa Chetnik Treichel, United States Department of the Interior, Office of Environmental Policy and Compliance, Washington, D.C.
David Valenstein, Federal Railroad Administration, Washington, D.C.

**Literature Cited**

U.S. Army Corps of Engineers. 2013. Los Angeles River Ecosystem Restoration Integrated Feasibility Report; Draft Feasibility Study and Environmental Impact Statement/Environmental Impact Report. September 2013.

# Submission A004 (Byron E. Betts, August 11, 2014)

CALIFORNIA **High-Speed Rail Authority**

***Palmdale to Burbank Section***
*Scoping Comment Card*

NAME: Byron E. Betts

DATE: August 11, 2014

MEETING LOCATION: Acton-Agua Dulce Library

AFFILIATION: Homeowner

ADDRESS: 1845 Shadow Canyon Rd

EMAIL: byron@byronbetts.com

PHONE: 661-269-0706

CITY: Acton

STATE: CA

ZIP: 93510

WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST?* (Check all that apply)

*NOTE: This does not substitute for formal request to receive legal notices.

X STATEWIDE

X PALMDALE TO BURBANK

X BURBANK TO LOS ANGELES

PLEASE LIST THE ENVIRONMENTAL ISSUES THAT YOU ARE CONCERNED WITH AND WOULD LIKE TO SEE ADDRESSED IN THE PALMDALE TO BURBANK PROJECT LEVEL ENVIRONMENTAL DOCUMENT. PLEASE BE AS SPECIFIC AS POSSIBLE.

A. Water alone brings up many huge concerns. (See Attachment: Page 1)
B. Increased Greenhouse emissions. (See Attachment: Page 1)
C. Air Quality brings up many huge concerns as well. (See Attachment: Page 1)
D. Destruction of Biological Resources (See Attachment: Page 1)
E. Increased Transportation, Traffic Congestion, and Road Closures (See Attachment: Page 2)
F. Decreased or interrupted Public Services and Emergency Response (See Attachment: Page 2)
G. Negative Effects on Population Growth and House Values (See Attachment: Page 2 and 3)
H. Negative Economic and Social Impacts, Environmental Justice (Blighting) (See Attachment: Page 3)
I. Destruction of Agricultural Resources (See Attachment: Page 3 and 4)
J. Destruction of Historic and Cultural Resources (See Attachment: Page 4)
K. Increased Vibration and Noise (See Attachment: Page 4)
L. Negative Effects on Geology, Soils and Earthquake Faults (See Attachment: Page 4)

WHAT OTHER ISSUES WOULD YOU LIKE THE PROJECT LEVEL ENVIRONMENTAL DOCUMENT TO ADDRESS?

A. Cost overruns and funding
   1. The voters approved a bond measure for approximately $8.5 Billion. I've read estimates that the actual cost will be more than ten times that amount. How will the HSRA be funded? We were told Cap & Trade Funding would cover $2-3 Million per year, but that barely scratches the surface of total cost. In addition, is it even legal to use this type of funding for an ongoing project? We were told Foreign Investors would fund the remaining $Billions. Which foreign investors want to invest in a business that must be continuously subsidized by the Federal Government because the ridership will never recoup the cost of operation, let alone the cost to build it? Will the HSRA give the public access to the actual owners of the HST system?
   2. California already has one of the highest tax rates in the country. How will the high cost of HST system affect California taxpayers?

ADDITONAL COMMENTS: What measures are being taken to prevent terrorist attacks on the 800 miles of open track? To the overpasses, underpasses, tunnels, and HST Stations? And to the trains themselves? What safeguards are there to prevent someone from sabotaging the train in some way, causing a high speed derailment and subsequent injuries and deaths? Since 9/11, the whole world has adapted to lengthy security measures to ride an airplane, but airplanes are less easily sabotaged when in the sky. Trains are vulnerable at all times of operation.

THANK YOU FOR YOUR PARTICIPATION IN THIS IMPORTANT PROCESS.
PLEASE SUBMIT YOUR SCOPING COMMENT FORM AT THE SIGH-IN TABLE OR MAIL THIS PRE-ADDRESSED FORM.
YOU MAY ALSO SUBMIT IT VIA EMAIL TO: palmdale_burbank@hsr.ca.gov
ALL SCOPING COMMENTS FOR THE PALMDALE TO BURBANK PROJECT SECTION MUST BE SUBMITTED BY AUG. 31, 2014.

# Submission A004 (Byron E. Betts, August 11, 2014) - Continued

**Attachment: Page 1 of 4**

## List of Environmental Concerns

A. Water alone brings up many huge concerns. California has already been in a severe drought for over 3 years and most of Acton's water comes from wells. The Santa Clara River Bed is the last remaining clean water source in California, and it lies directly under the route from Palmdale to Burbank.
   1. How will HSRA prevent polluting this crucial water supply? What will protect the water supply from pollution in the event of tunneling through an aquifer? How will the HSRA compensate everyone who is affected in the event that their water supply is destroyed by pollution or depletion?
   2. How will the HRSA fulfill the requirements of the Clean Water Act?
   3. Most of Acton depends on well water. How will residents be compensated for wells that are damaged or permanently depleted?
   4. Will the HSRA use District 37 water during construction? How will the HSRA address depletion of the District 37 water supply?
   5. How will HSRA address the depletion of water to all of California due to projected population growth the HSR will encourage?
   6. How will the HSRA prevent fracturing of the Blue Line?
   7. How will the HSRA prevent disruption to hydrological patterns? There are several faults in the area between Palmdale and Burbank. Changing water levels has been proven to cause earthquakes in other areas. How will the HSRA compensate everyone in So. California who is affected by a major earthquake that is caused by changes in hydrological patterns?
   8. Will the HSRA monitor water contamination from trenching, drilling, and boring? Will the results of water samples be released to the public on request?

B. Increased Greenhouse emissions.
   1. How will the HSRA prevent increases in diesel fumes and CO2 emissions during construction? Large, land-moving equipment and vehicles run on diesel fuel. Properties surrounding the work sites will certainly be affected.
   2. How does the HSRA intend to handle exposure AFTER completion?

C. Air Quality brings up many huge concerns as well. My daughter and I have asthma that is triggered by pollution and dust. We moved from the South Bay to Acton BECAUSE the air is cleaner and we have noticed a significant reduction in asthma since moving to Acton.
   1. How will the HSRA prevent and ensure the air quality remains the same during and after construction? Will they test air quality before, during, and after the Rail is built and take responsibility for any noted degradation in air quality? How will the HSRA compensate people who become ill during or after construction of the HST?
   2. How will the HSRA address the potential of releasing Valley Fever spores into the air due to tunneling? How will they compensate people who become ill or die from Valley Fever?

D. Destruction of Biological Resources
   1. Acton is a migratory route for many birds, and a variety of rare or endangered wildlife live in this very sensitive high desert region. How will the HSRA prevent affecting the already decreasing habitat of the following: California Quail, Horned Toads, Kangaroo Rats,

# Submission A004 (Byron E. Betts, August 11, 2014) - Continued

**Attachment: Page 2 of 4**

Roadrunners, Red legged frogs, coyotes, bobcats, deer, the California Condor, tarantulas, unarmored three-spine stickleback, Santa Ana Sucker, and the two-striped garter snake?

2. How will HSRA, improve the declining habitat of these animals by promoting population growth in California?
3. How will the HSRA preserve the Wildlife viewing area at the Soledad Campground?
4. How will the HSRA preserve the exotic feline rescue, Shambala Preserve? Shambala humanely houses lions, tigers, panthers, and other wild cats. The land where Shambala Preserve resides is uniquely suited to this dangerous purpose because it is situated in a valley, away from major residential areas, and there are plenty of trees providing necessary shade for the big cats. And, the Santa Clara river runs through the property.

E. Increased Transportation, Traffic Congestion, and Road Closures.

1. There are currently no traffic signals in Acton, due to our preferred rural lifestyle. The HST will increase traffic through our area. How will the HSRA compensate for increased traffic delays, and congestion and pollution it brings to our rural town?
2. How will HSRA address the temporary or permanent road closures due to the construction and operation of the HST?
3. In the event of a road closure, what will be done so homeowners and emergency personnel will still be connected?
4. Sierra Highway, Soledad Canyon, and Angeles Forest Highway are commuter roadways through Acton, in addition to the 14 fwy. How will the HSRA compensate for traffic impacts and the increased wear and tear due to construction vehicles using these roads?
5. The SR14 and SR14 East alignments would limit or block access to two (2) schools in our area during construction and final operation of the HST. (High Desert Middle School and Vasquez High School.) How will the HSRA compensate the community for blocked access to these schools? How will the HSRA address emergency access to the schools in the event of a road closure?

F. Decreased or interrupted Public Services and Emergency Response

1. How will disruption in water, electricity, natural gas, or waste disposal be addressed and compensated?
2. Our nearest Sheriff station and hospital is 20 miles north of Acton and the Fire station is at the north edge of town. How will the HSRA address hindrance in emergency response of these services during road closures?
3. Will HSRA provide additional emergency response services during times of road closures?
4. What protection and services will the HSRA make available during earthquakes, derailment, floods, or other disasters?

G. Negative Effects on Population Growth and House Values

1. The construction of the HST will create negative impacts to Acton that will permanently destroy the community. The intrusion of this urban structure bisecting the town violates the Acton Community Standards and the County's AV General Plan for rural areas. How will the HSRA solve this?
2. The HST will have a negative impact on house values in the whole town, not just areas on or near the proposed alignments. The HST will close several roads, prevent access through

# Submission A004 (Byron E. Betts, August 11, 2014) - Continued

**Attachment: Page 3 of 4**

town, it will block precious mountain views, and if the alignment passes next to our Junior High and High School, it will destroy our school system, thereby killing our entire town. Who wants to send their kids to school next to the noise equivalent to an airport?

3. We own 2 homes in Acton. Both are horse properties with acreage. **The HST is already affecting our ability to sell** one of our homes because that home is located on the SR14 East proposed alignment. We want to sell the home to our renters. They wanted to buy our 2.5 acre home with horse facilities. **But no one wants to inherit the potential seizure (by eminent domain) of the property for the HST in the next couple of years.** So now we're stuck with a home we cannot sell, thanks to the HST proposed alignment. The HSRA just announced the study area (slug) for a new alignment, and the home we live in is located within that new study area. We will be negatively impacted twice by the HST coming through Acton**. How will the HSRA compensate all the homeowners and local businesses in Acton for decreases in property values, degradation of local schools, and the blight that comes with a dying town?**
4. The Acton Community Standards were set up many years ago to maintain the rural nature of Acton. This is an equestrian community. There are very few places in Sothern California where people can keep horses on their property and ride their horses directly from their property onto local riding trails. Acton's library is the ONLY library in California that has an enclosure and hitching post for horses. How will the HSRA maintain the rural, equestrian nature of Acton by blasting jet-like high speed trains through the middle of the town? How can the HSRA mitigate the potential closure of one of the last rural communities remaining in Southern California?
5. Most homes in Acton have pristine views of the mountains. Many homes have views that overlook valleys as well. Any HST alignment running through the middle of Acton will permanently block pristine views of surrounding mountains and valleys. How can the HSRA mitigate or compensate homeowners for destruction/obstruction of their property's beautiful country view?

H. Negative Economic and Social Impacts, Environmental Justice (Blighting)

1. The 2 proposed alignments and the new study area of the HST will divide and displace Acton wherever the HST comes above ground. Yet tunneling may deplete or poison the water supply, which supplies additional communities besides Acton. The HST will not provide ANY benefit to Acton. Whether it goes through above ground or below Acton, it will destroy the unique, rural town forever.
2. The HSRA has not conducted a baseline study of property values prior to the assignment of a route. Why not?
3. The HST will cause a trickle effect in loss of income to Acton businesses, realtors, contractors, developers, teachers (when the schools close) and homeowners.

I. Destruction of Agricultural Resources

1. The majority of Acton is currently zoned as Agricultural. How will the HSRA compensate for zoning conflicts or Williamson Act contract conflicts?

# Submission A004 (Byron E. Betts, August 11, 2014) - Continued

**Attachment: Page 4 of 4**

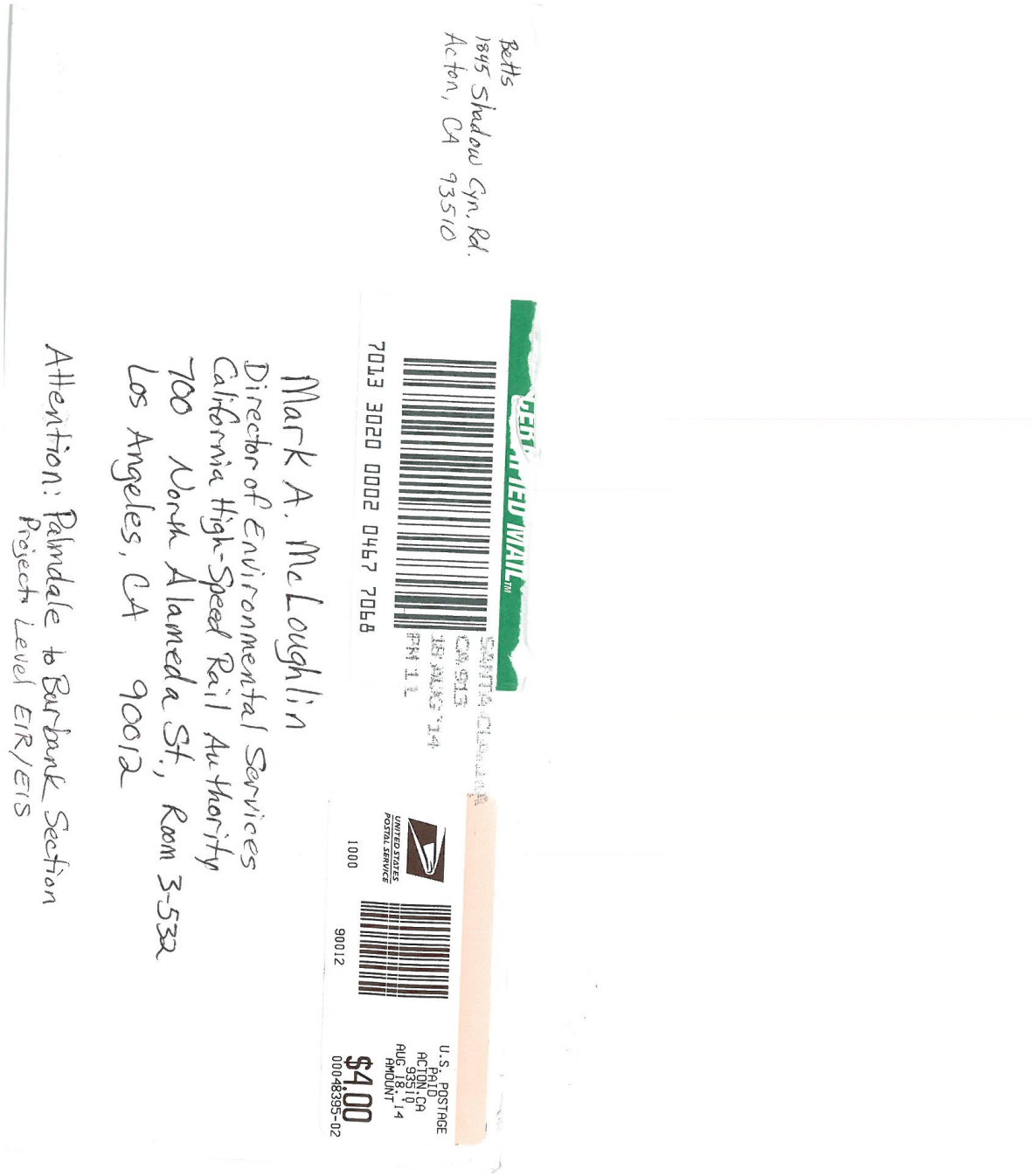
2. How will the HSRA compensate local farmers, horse breeders, dog kennel owners, and animal rescues that will be affected or forced to move by the HST?

J. Destruction of Historic and Cultural Resources
   1. Acton is home to Blum Ranch, which is an historic farm.
   2. Governor Mine and Red Rover Mine are historic mines in Acton. Mining operations are still active.
   3. There are also known Indian artifacts and historical burial sites of Native American Indians in the area of the Soledad Canyon Corridor. There are also paleontological fossil resources scattered throughout Acton.
   4. How will all these Historic and Cultural resources be protected?

K. Increased Vibration and Noise
   1. Dynamic stress from vibrations can accelerate the development of structural damage to buildings. How will HSRA certify the structural integrity of all impacted and surrounding areas prior to construction?
   2. How will the HSRA monitor structures over time and how will the HSRA compensate for damages due to vibration and accelerated aging?
   3. People and animals are all adversely affected by stress from vibration and noise. How will the HSRA compensate for the negative effects of stress due to the startle affects of sudden vibrations caused by blasting, tunneling, and operation of the HST?
   4. How will the HSRA mitigate the 85+ decibel jet airplane-like noise to property owners next to or near the alignment? How will the HSRA mitigate the jet airplane-like sounds from echoing through the canyons and valleys as each HST passes? How will the HSRA mitigate the noise as the trains run right next to our schools?

L. Negative Effects on Geology, Soils and Earthquake Faults
   1. The State of California recognizes the Acton Quadrangle as an official seismic hazard zone. Liquefaction and/or landslides are highly likely in the event of an earthquake of magnitude 5.5 or greater. How will the HSRA ensure public safety in the event of an earthquake or landslide triggered by water depletion, vibration, or tunneling?
   2. Will the HSRA monitor soil contamination from trenching, drilling, and boring? Will the results of these soil samples be released to the public on request?

# Submission A004 (Byron E. Betts, August 11, 2014)



# Submission A005 (Gayle Totton, Native American Heritage Commission, August 26, 2014)

SATE OF CALIFORNIA — Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
(916) 373-3715
Fax (916) 373-5471
Web Site www.nahc.ca.gov
Ds_nahc@pacbell.net
e-mail: ds_nahc@pacbell.net

July 30, 2014

Mr. Mark McLoughlin
**California High Speed Rail Authority**
700 N. Alameda Street, Room 3-532
Los Angeles, CA 90012

RE: SCH# 2014071073 CEQA Notice of Preparation; draft Environmental Impact Report (DEIR) for the **"California High Speed Rail System Burbank to Los Angeles Section"** project located in the Cities of Burbank, Glendale, and Los Angeles, Los Angeles County, California

Dear Mr. McLoughlin:

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

We suggest that this (additional archaeological activity) be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. Any information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure pursuant

# Submission A005 (Gayle Totton, Native American Heritage Commission, August 26, 2014) - Continued

to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources.

California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People…with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies." (The California Code is consistent with the Federal Executive Order 12898 regarding 'environmental justice.' Also, applicable to state agencies is Executive Order B-10-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead, lead agencies include in their mitigation and monitoring plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Gayle Totton
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

# Submission A005 (Gayle Totton, Native American Heritage Commission, August 26, 2014) - Continued

**Native American Contacts**
**Los Angeles County, California**
**July 30, 2014**

Beverly Salazar Folkes
1931 Shadybrook Drive
Thousand Oaks CA 91362
folkes9@msn.com
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Chumash
Tataviam
Ferrnandeño

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
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(760) 885-0955 Cell
(760) 949-1604 Fax
Fernandeño
Tataviam
Serrano
Vanyume
Kitanemuk

San Manuel Band of Mission Indians
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(909) 864-8933
(909) 864-3724 Fax
(909) 864-3370 Fax
Serrano

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
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GTTribalcouncil@aol.com
(626) 483-3564 Cell
(626) 286-1262 Fax
Gabrielino Tongva

Fernandeno Tataviam Band of Mission Indians
Larry Ortega, Chairperson
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(818) 837-0796 Fax
Fernandeno
Tataviam

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ndnRandy@yahoo.com
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(805) 520-5915 Fax
Chumash
Fernandeño
Tataviam
Shoshone Paiute
Yaqui

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
,
tattnlaw@gmail.com
(310) 570-6567
Gabrielino Tongva

San Manuel Band of Mission Indians
Daniel McCarthy, M.S.., Director-CRM Dept.
26569 Community Center Drive
Highland , CA 92346
dmccarthy@sanmanuel-nsn.gov
(909) 864-8933 Ext 3248
(909) 862-5152 Fax
Serrano

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list s only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH#2014071077; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the California High Speed Rail System Burbank to Los Angeles Section Project; located in the Cities of Burbank, Glendale, and Los Angeles; Los Angeles County, California.

# Submission A005 (Gayle Totton, Native American Heritage Commission, August 26, 2014) - Continued

**Native American Contacts**
**Los Angeles County, California**
**July 30, 2014**

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
(562) 761-6417 Voice/Fax

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
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palmsprings9@yahoo.com
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Gabrieleno Band of Mission Indians
Andrew Salas, Chairperson
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Covina , CA 91723
gabrielenoindians@yahoo.
(626) 926-4131

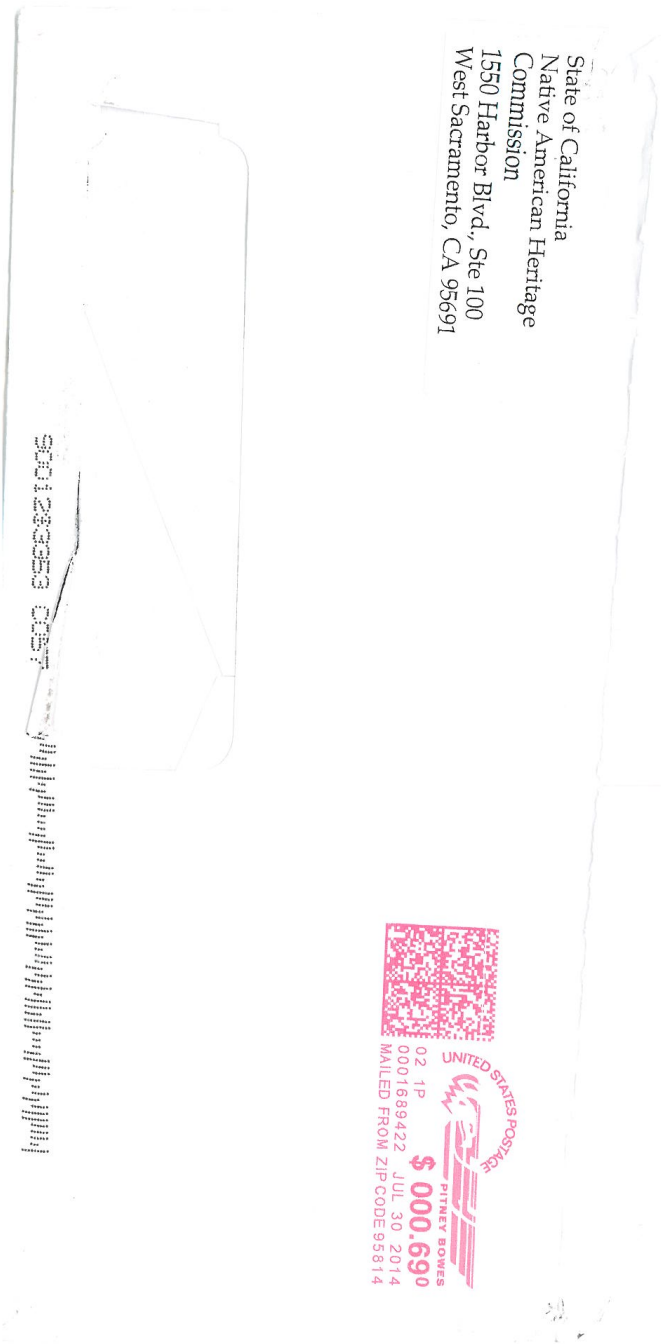
Gabrielino /Tongva Nation
Sam Dunlap, Cultural Resorces Director
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
samdunlap@earthlink.net
(909) 262-9351

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list s only applicable for contacting locative Americans with regard to cultural resources for the proposed SCH#2014071077; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the California High Speed Rail System Burbank to Los Angeles Section Project; located in the Cities of Burbank, Glendale, and Los Angeles; Los Angeles County, California.

# Submission A005 (Gayle Totton, Native American Heritage Commission, August 26, 2014)



# Submission A007 (Matthew Dubiel, County of Los Angeles, Department of Public Works, August 27, 2014)

**Burbank - Los Angeles - RECORD #59 DETAIL**

| | |
|---|---|
| **Status :** | Pending |
| **Record Date :** | 8/27/2014 |
| **Response Requested :** | |
| **Submission Date :** | 8/27/2014 |
| **Affiliation Type :** | Local Agency |
| **Interest As :** | Local Agency |
| **Submission Method :** | Email |
| **First Name :** | Matthew |
| **Last Name :** | Dubiel |
| **Professional Title :** | |
| **Business/Organization :** | |
| **Address :** | |
| **Apt./Suite No. :** | |
| **City :** | |
| **State :** | CA |
| **Zip Code :** | 00000 |
| **Telephone :** | (626) 458-4921 |
| **Email :** | MDUBIEL@dpw.lacounty.gov |
| **Cell Phone :** | |
| **Email Subscription :** | |
| **Add to Mailing List :** | |
| **Stakeholder Comments/Issues :** | Mr. McLoughlin:<br><br>Below, please find additional comments from our Department regarding the IS-NOP associated with the Burbank to Los Angeles Section of the California High-Speed Rail (HSR) system proposed by the California High-Speed Rail Authority. We respectfully request that you take these comments into consideration (along with our previous comments transmitted on August 21, 2014) when developing the Draft Environmental Impact Report for this project.<br><br>* The proposed project alignments may impact existing or planned projects along the River, projects that are consistent with the City's Los Angeles River Revitalization Plan, and the County's Los Angeles River Master plan. It is advised that the project proponent work with representatives from the City and the County during the planning and design phase of the project. Additionally, any impacts shall be disclosed in the Draft Environmental Impact Report (DEIR).<br>* The Army Corps of Engineers and the City of Los Angeles are undertaking an LA River Ecosystem Restoration Study which was recently approved by the Federal Government. Alternative 20 was the selected alternative and the most ambitious plan of the study, which proposes restoration at Piggyback Yard, the Cornfields, Taylor Yard, Verdugo Wash, and the remaining portions of the LA River from Downtown LA to Verdugo Wash (11-mile stretch). The High Speed Rail project should be consistent with Alternative 20 of the Los Angeles River Feasibility Ecosystem Feasibility Study.<br>* Many of our open channels tie into and outlet to the Los Angeles River. There are significant efforts by stakeholders to integrate trail systems along these channels. Please allow for connectivity along our Flood Control systems, both for trails connectivity and for maintenance access. Discussions in this regard shall be included in the DEIR.<br>* At the crossing with Tuxford in the Sun Valley, we identified a possible conflict with the alignment and depth of our Sun Valley Upper Storm Drain System. We had met with the High Speed Rail design team and discussed possible solutions. After sharing the depths and alignment, the High Speed Rail team notified us that there will be no impacts to our large storm drain and |

# Submission A007 (Matthew Dubiel, County of Los Angeles, Department of Public Works, August 27, 2014) - Continued

that our current design did not need to be modified in any way. As such, we are continuing forth with the original design alignment and depths.
If you have any questions regarding the above comments, please contact Kevin Kim of Public Works' Watershed Management Division at (626) 458-4356 or kkim@dpw.lacounty.gov<mailto:kkim@dpw.lacounty.gov>.

If you have any other questions or require additional information, please contact Matthew Dubiel of Land Development Division at (626) 458-4921.

Thank you.

Matthew Dubiel, P.E.
County of Los Angeles Department of Public Works
Land Development Division, Subdivision Mapping Section,
CUP/CEQA/B&T Planning Unit
* (626) 458-4921 *(626)458-4949
Please click here to take our customer service survey<http://dpw.lacounty.gov/general/survey/index.cfm?pid=IiIhMCAK>

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From: Dubiel, Matthew
Sent: Thursday, August 21, 2014 5:16 PM
To: 'burbank_los.angeles@hsr.ca.gov'
Cc: Burger, Steve; Nyivih, Anthony; 'abaker@ceo.lacounty.gov'; 'osahagun@ceo.lacounty.gov'
Subject: Burbank to Los Angeles Section EIR/EIS

Mr. McLoughlin:

Thank you for the opportunity to review the Notice of Preparation/Initial Study associated with the Burbank to Los Angeles Section of the California High-Speed Rail System. Attached please find comments from the County of Los Angeles Department of Public Works.

If you have any questions please feel free to contact us.

Thank you.

<< File: 2014-08-21 CA HSR, Burbank to LA, LACDPW Comments.pdf >>

Matthew Dubiel, P.E.
County of Los Angeles Department of Public Works
Land Development Division, Subdivision Mapping Section,
CUP/CEQA/B&T Planning Unit
* (626) 458-4921 *(626)458-4949
Please click here to take our customer service survey<http://dpw.lacounty.gov/general/survey/index.cfm?pid=IiIhMCAK>

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[cid:image001.png@01CBF9AC.9D3EF0B0]

**EIR/EIS Comment :** Yes
**Need PI Response :** Yes- Standard Response
**General Viewpoint on Project :**
**Attachments :** 2014-08-21 CA HSR, Burbank to LA, LACDPW Comments.pdf (47 kb)

# Submission A007 (Matthew Dubiel, County of Los Angeles, Department of Public Works, August 27, 2014) - Continued

**COUNTY OF LOS ANGELES**

**DEPARTMENT OF PUBLIC WORKS**

*"To Enrich Lives Through Effective and Caring Service"*

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
http://dpw.lacounty.gov

GAIL FARBER, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

August 21, 2014

IN REPLY PLEASE
REFER TO FILE: LD-2

Mr. Mark A. McLoughlin, Director of Environmental Services
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Attention Burbank to Los Angeles Section EIR/EIS

**INITIAL STUDY–NOTICE OF PREPARATION (IS-NOP)**
**CALIFORNIA HIGH-SPEED RAIL SYSTEM**
**BURBANK TO LOS ANGELES SECTION**
**SCH NO. 2014071073**

We completed our review of the Initial Study–Notice of Preparation (IS-NOP) associated with the Burbank to Los Angeles Section of the California High-Speed Rail (HSR) system proposed by the California High-Speed Rail Authority. The proposed project would include several potential alignments that would link the San Fernando Valley to the City of Los Angeles with an HSR system on fully grade-separated, dedicated tracks. The proposed project, which is approximately 13 miles long and generally follows existing railroad right of way, is located within the County of Los Angeles, extending from the City of Burbank in the north to the City of Los Angeles in the south. The project corridor would begin near the Bob Hope (Burbank) airport in the City of Burbank and end at Union Station in the City of Los Angeles. Alignment alternatives also pass through the City of Glendale.

The following are our comments for your consideration and relate to the environmental document only:

**General Comment**

1. We would like the opportunity to review the Draft Environmental Impact Report (DEIR) when it becomes available so that the full extent of impacts to the County of Los Angeles Department of Public Works-maintained and Los Angeles County Flood Control District (LACFCD)-owned infrastructure can be determined. The DEIR should disclose all impacts, permanent and temporary, that would occur within unincorporated County areas and LACFCD properties. Detailed alignment maps, plans, and impact analyses should be submitted to the County for review and included in the DEIR so that adequate assessments can be made as to the how the HSR project affects County and LACFCD infrastructure.

# Submission A007 (Matthew Dubiel, County of Los Angeles, Department of Public Works, August 27, 2014) - Continued



If you have any questions regarding the general comment, please contact Matthew Dubiel of Public Works' Land Development Division at (626) 458-4921 or mdubiel@dpw.lacounty. gov.

**Geology and Soils**

1. Geotechnical reports should be included in the Environmental Impact Report as necessary.

If you have any questions regarding the geology and soils comment, please contact Jeremy Wan of Public Works' Geotechnical and Materials Engineering Division at (626) 458-4923 or jwan@dpw.lacounty.gov.

**Hydrology and Water Quality**

1. The alignment of the proposed project crosses flood protection channels. Although some reaches of these channels are owned and maintained by the US Army Corps of Engineers (Corps), the LACFCD and other cities have storm drain systems that outlet into these reaches and the flood protection function of LACFCD's and the cities drains would be adversely impacted by any reduction in the capacity of the Corps' channel reaches or interference with their function during storm season. Similar adverse impacts could occur if any of the LACFCD's channels were reduced in capacity or interfered with during storm season. Any rail project proposing to use this alignment needs to include measures and construction phasing so as to not reduce the functional or flow-carrying capacity of any flood protection facility, negate or interfere with the operation and function of any of the LACFCD's or other entities flood protection facilities during storm season (October 15 through April 15), nor block LACFCD's or other entities' access to any of their flood protection facilities.

If you have any questions regarding hydrology and water quality comment No. 1, please contact Patricia Wood of Public Works' Water Resources Division at (626) 458-6131 or pwood@dpw.lacounty.gov.

2. Since the alignment of the proposed project will impact LACFCD infrastructure and/or right of way, the DEIR should include discussion regarding securing applicable LACFCD permits and, if deemed necessary, to enter into a "Use Agreement" with the LACFCD as part of the project plan development process.

If you have any questions regarding hydrology and water quality comment No. 2, please contact Armond Ghazarian of Public Works' Watershed Management Division at (626) 458-7149 or aghazar@dpw.lacounty.gov

# Submission A007 (Matthew Dubiel, County of Los Angeles, Department of Public Works, August 27, 2014) - Continued



**Transportation/Traffic**

1. Although it appears from the IS-NOP that County intersections and roadways are not impacted by this project, if it is determined that the alignment will pass through unincorporated County-maintained roadways/intersections, the DEIR should analyze the potential impacts, permanent and temporary, to all affected intersections and roadways.

2. Although the IS-NOP indicates that the project consists of fully-grade separated improvements, if it is determined that at-grade rail crossings are necessary, the DEIR should address any increased vehicle delays from operating trains for crossings located within the unincorporated areas of the County of Los Angeles.

If you have any questions regarding transportation/traffic comment Nos. 1 or 2, please contact Andrew Ngumba of Public Works' Traffic and Lighting Division at (626) 300-4851 or angumba@dpw.lacounty.gov.

3. Although it appears from the IS-NOP that County intersections and roadways are not impacted by this project, if it is determined that the alignment will pass through unincorporated County-maintained roadways/intersections, detailed plans should be submitted to the County for review and approval to determine the impacts of the project and identify any conflicts with existing County-maintained roadways. Any modifications to existing roadway geometry and drainage patterns will need to be carefully evaluated and disclosed in the DEIR.

If you have any questions regarding transportation/traffic comment No. 3, please contact Shailesh Patel of Public Works' Road Maintenance Division at (626) 447-5972 or spatel@dpw.lacounty.gov.

**Conclusion**

If you have any other questions or require additional information, please contact Anthony Nyivih of Land Development Division at (626) 458-4900 or anyivih@dpw.lacounty.gov.

Very truly yours,

GAIL FARBER
Director of Public Works

ANTHONY E. NYIVIH
Assistant Deputy Director
Land Development Division
MD:tb
P:\ldpub\SUBPCHECK\Plan \Zoning\Projects submit by Other Agencies\Ca High Speed Rail System-Burbank to LA Project\IS-NOP\2014-08-04 Submittal\2014-08-15 CA,HSR,Bur-LA, LACDPW .doc

cc: Chief Executive Office (Olga Sahagun, Anthony Baker)

# Submission A008 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014)

**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY**
**REGION IX**
**75 Hawthorne Street**
**San Francisco, CA 94105**

AUG 25 2014

David Valenstein
Federal Railroad Administration
1200 New Jersey Avenue, SE
Mail Stop 20, W38-219
Washington, DC 20590

Mark McLoughlin
California High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Subject: EPA Scoping Comments for the Burbank to Los Angeles Section of the California High-Speed Rail System

Dear Mr. Valenstein and Mr. McLoughlin:

Thank you for the opportunity to review the Notice of Intent to prepare an Environmental Impact Statement for the Burbank to Los Angeles section of the California High-Speed Rail System. We completed our review pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), Section 309 of the Clean Air Act, and Section 404 of the Clean Water.

The U.S. Environmental Protection Agency, Federal Railroad Administration, and California High-Speed Rail Authority engaged in close coordination on the statewide system during the programmatic phase of this project. In addition, EPA provided project level scoping comments on April 25, 2007 in response to the Notice of Intent for the Palmdale to Los Angeles project section. We understand that FRA and CHSRA have decided to divide the Palmdale to Los Angeles section into two distinct project sections for the purpose of project-level environmental analysis; one section extends from Palmdale to Burbank, and the other extends from Burbank to Los Angeles. Please find our detailed comments on the Burbank to Los Angeles section enclosed. Our comments include, but are not limited to, recommendations to: (1) promote a robust range of alternatives; (2) integrate NEPA and Clean Water Act Section 404 processes; (3) avoid, minimize, and mitigate impacts to Waters of the U.S.; (4) coordinate with the Los Angeles River Urban Waters Partnership and ensure that HSR does not adversely impact restoration efforts; (4) and avoid, minimize, mitigate, and fully disclose impacts to environmental justice communities.

EPA, U.S. Army Corps of Engineers, FRA, and CHSRA are engaging in project-level early coordination under a November 2010 agreement entitled *Integrated National Environmental Policy Act and Clean Water Act Section 404 Memorandum of Understanding* (NEPA/404 MOU). The NEPA/404 MOU lays out an early coordination strategy and specific decision points. Signatories work to reach agreement on: Purpose and Need for the project at Checkpoint A, Range of Alternatives for the Draft EIS at Checkpoint B, and the Preliminary Least Environmentally Damaging Practicable Alternative and Draft Mitigation Plan at Checkpoint C. The process is designed to facilitate early identification and resolution of potential issues through a transparent process. For the Merced to Fresno and Fresno to Bakersfield

# Submission A008 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014) - Continued

project sections, we believe that early coordination made the environmental review process more efficient and improved environmental outcomes. We believe that lessons learned from the San Joaquin Valley sections should inform the Burbank to Los Angeles section early coordination and Draft EIS processes. For example, the information that EPA and Corps need to provide agreement at Checkpoints is now listed in the *NEPA/404 Data Needs Document*, and EPA has already provided agreement on methodologies for assessing several environmental impact categories, such as environmental justice. We look forward to working through the NEPA/404 early coordination process for the Burbank to Los Angeles project section.

We also continue to be available to partner with CHSRA on overall environmental sustainability, including the Los Angeles River Restoration Project and station-area planning, as discussed in our enclosed comments. We hope to continue our quarterly meetings to address a wide range of sustainability issues, including green building, renewable energy, and promoting resilient, livable communities. We applaud the CHSRA for promoting environmental sustainability through aggressive goals and policies, which are described on their website. EPA's work on sustainability for the California HSR system is guided by a September 2011 *Memorandum of Understanding for Achieving an Environmentally Sustainable HSR System for California.*

We look forward to working with the Palmdale to Burbank and Burbank to Los Angeles project teams. We ask that CHSRA please set up an in-person NEPA/404 kickoff meeting for these sections to review the overall process, expectations of each agency, and new points of contact. We are happy to discuss our comments. Sarvy Mahdavi, the aquatic resources lead for the project, can be reached at mahdavi.sarvy@epa.gov or 213-244-1830. Jen Blonn, the NEPA lead for this project, can be reached at blonn.jennifer@epa.gov or 415-972-3855.

Sincerely,

Kathleen Martyn Goforth

for Connell Dunning, Transportation Team Lead
Environmental Review Section

Enclosures: EPA's Detailed Comments

Cc via email:
Spencer MacNeil, U.S. Army Corps of Engineers
Flo Gardipee, U.S. Fish and Wildlife Service
Sally Brown, U.S. Fish and Wildlife Service
Carol Armstrong, City of Los Angeles
Carol Barrett, City of Burbank
Susan Nakamura, South Coast Air Quality Management District
Jan Zimmerman, Regional Water Quality Control Board

# Submission A008 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014) - Continued

EPA SCOPING COMMENTS FOR THE BURBANK TO LOS ANGELES SECTION OF THE CALIFORNIA HIGH-SPEED RAIL SYSTEM, AUGUST 25, 2014

**Range of Alternatives**

California High-Speed Rail Authority prepared several Alternatives Analysis reports for the Palmdale to Los Angeles section. These reports describe potential alignments and station locations for connecting Palmdale, San Fernando Valley, and Los Angeles. Federal Railroad Administration and CHSRA recently decided to split the overall section into separate Palmdale to Burbank and Burbank to Los Angeles sections. In doing so, some alternatives that were being considered within the Palmdale to Los Angeles Alternatives Analyses are no longer being carried forward, such as the San Fernando Station option and the Branford Street Station option. If these alternatives, and any others from the Alternatives Analysis process, are not going to be carried forward, then it is important for FRA and CHSRA to clearly provide a rational to support their elimination. Along with other factors, the rational should demonstrate that they do not contain the Least Environmentally Damaging Practicable Alternative because only the LEDPA can be permitted under Clean Water Act Section 404.

**Recommendation for Early Coordination (Prior to the DraftEIS):**

The *Integrated National Environmental Policy Act and Clean Water Act Section 404 Memorandum of Understanding* (NEPA/404 MOU) establishes Checkpoint B as the time when signatories work to reach agreement on the Range of Alternatives for the Draft EIS. During Checkpoint B, please provide data to support elimination of alternatives that were proposed through the Palmdale to Los Angeles Alternatives Analysis process and are not being carried forward. The level of information that EPA needs in order to provide agreement at Checkpoint B is described in the *NEPA/404 Data Needs Document*.

**Clean Water Act Section 404**

The purpose of CWA Section 404 is to restore and maintain the chemical, physical, and biological integrity of the nation's waters by prohibiting avoidable discharges of dredged or fill material, or discharges that would result in significant adverse impacts on the aquatic environment. Fundamental to the CWA Section 404(b)(1) Guidelines is the principle that dredged or fill material cannot be discharged into aquatic ecosystems, unless it can be demonstrated that no other less environmentally damaging practicable alternatives can achieve the applicant's project purpose.

EPA recommends that sensitive areas and associated species be avoided and that the Draft EIS evaluates all temporary and permanent impacts from creating new transportation corridors, such as potential fragmentation, associated loss of wildlife connectivity, and all effects that may be a result of noise, light, and overhead electrification cables. EPA has worked closely with Corps, FRA, and CHSRA on methodologies for identifying and evaluating impacts to Waters of the U.S. throughout the San Joaquin Valley EIS processes. CHSRA prepared technical papers, and EPA and Corps provided feedback. Although natural resources differ between project sections, lessons learned from these past sections can provide a valuable starting place for the Burbank to Los Angeles project team.

**Recommendations for the Draft EIS:**

- Follow through with commitments made in the statewide Final Programmatic EIS. For example, "Avoidance and minimization measures would be incorporated into the development, design, and implementation phases at project-level environmental analysis. In addition, close coordination should occur with the regulatory agencies to develop specific

# Submission A008 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014) - Continued

design and construction standards for stream crossings, infrastructure setbacks, monitoring during construction, and other best management practices" (Final Programmatic EIS, Page 3.17-13).

- Analyze a range of alternatives in the Draft EIS that fulfills the requirements of the CWA Section 404(b)(1) Guidelines.
- Although EPA does not advocate for any particular alternative as the preferred alignment option, EPA continues to support the project objective of using existing transportation corridors, to the extent feasible, due to the high potential for indirect impacts associated with creating a new corridor. Assess the permanent and temporary impacts on Waters of the U.S. from all construction-related as well as operations-related activities, and incorporate design measures and modifications to avoid and minimize impacts to water resources.
- Quantify the avoidance benefits achieved by each alternative studied, for example, number of stream crossings avoided, acres of Waters of the U.S. avoided, etc.
- Quantify indirect impacts of all proposed alternatives in order to help determine the LEDPA.
- Demonstrate that all potential impacts to Waters of the U.S. have been avoided and minimized to the maximum extent practicable. If these resources cannot be avoided, the Draft EIS analyses should clearly demonstrate how cost, logistical, or technological constraints preclude avoidance and minimization of impacts.
- Identify all protected resources with special designations and all special aquatic sites and waters within state, local, and federal protected lands.
- Identify waterbodies that are impaired and would be affected by the proposed alignments, and discuss methods to ensure that no alternatives will further impair water quality.
- Use methodologies from the Fresno to Bakersfield EIS process to identify, evaluate, avoid, minimize, and mitigate impacts to Waters of the U.S.

**Los Angeles River**

The national Urban Waters Federal Partnership is a partnership of 14 federal agencies working to reconnect urban communities with their waterways by improving coordination among agencies and collaborating with community-led revitalization efforts. The Los Angeles River Watershed is one of the seven original locations designated under this national partnership. EPA appreciates CHSRA's participation in several meetings of the Los Angeles River Watershed Partnership, with the objective of discussing how possible rail alignments overlay with planned revitalization efforts taking place on the Los Angeles River. Since these initial meetings, both the HSR alternatives and watershed restoration plans have evolved. As alternatives in the Burbank to Los Angeles section continue to be refined, it will be important for the CHSRA to conduct additional outreach to the Los Angeles River Watershed Urban Waters Partnership to identify how alternatives may overlap with planned restoration projects. EPA also supports CHSRA's ongoing collaboration with Metropolitan Transportation Authority (Metro) on early investment projects which complement the City's revitalization efforts.

**Recommendations for Early Coordination and the Draft EIS:**

- Continue to coordinate with the Los Angeles River Watershed Urban Waters Federal Partnership in order to: (1) minimize adverse impacts from the HSR on the revitalization efforts taking place in the Los Angeles River Watershed, and (2) complement ongoing efforts related to the revitalization of the Los Angeles River Watershed. Please document coordination with the Los Angeles River Urban Waters Partnership and measures to protect the Los Angeles River Watershed in the Draft EIS.

# Submission A008 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014) - Continued

- Please describe how the HSR project interacts with the proposed alternative (Alternative 20) in the U.S. Army Corps of Engineers' Los Angeles River Ecosystem Restoration Feasibility Study, and include a map displaying HSR alignments and Alternative 20 features. The map should highlight potential areas of overlap, potential conflicts, and areas for coordination between the HSR project and Alternative 20.
- Please describe how the HSR project interacts with other proposed restoration projects within the Los Angeles River Watershed that are identified through coordination with the Los Angeles River Watershed Urban Waters Partnership.

**Air Quality**

The Burbank to Los Angles section of the HSR system is within the South Coast Air Basin, which is in nonattainment status for the National Ambient Air Quality Standards for ozone and particulate matter with a diameter of 2.5 microns or less (PM2.5). It is also designated maintenance status for particulate matter with a diameter of 10 microns or less and carbon monoxide. The South Coast Air Basin has some of the worst ozone and PM2.5 problems in the U.S. It will, therefore, be very important for CHSRA to minimize emissions from construction to the greatest extent possible. The proposed project may be subject to general conformity and/or transportation conformity, depending on emission levels and project features. For guidance on general conformity, please see EPA's website at http://www.epa.gov/airquality/genconform/index.html. For guidance on transportation conformity, please see EPA's website at http://www.epa.gov/omswww/stateresources/transconf/.

**Recommendations for the Draft EIS:**

- If required, the Draft EIS should include the draft general conformity determination with related mitigation commitments.
- FRA and CHSRA should work with the South Coast Air Quality Management District to ensure that anticipated emissions from the proposed project are consistent with the Air Quality Management Plan.
- To the extent that the proposed train system will require modification of the existing road network and construction of parking lots and transit facilities, the Draft EIS should identify whether elements of this project will require funding or approval by the Federal Highway Administration or Federal Transit Administration. In addition, the Draft EIS should demonstrate that FHWA or FTA -funded or -approved project elements are included in a conforming transportation plan and a transportation improvement program. FRA and CHSRA should work with the South Coast Air Quality Management District and Southern California Association of Governments to ensure that applicable elements of the proposed project are consistent with future revisions of the Regional Transportation Plan.
- Identify sensitive receptors and include carbon monoxide and particulate matter hotspot analyses in the Draft EIS, especially where parking lots and road modifications are proposed.
- Please include all measures to mitigate construction emissions from the Fresno to Bakersfield section Record of Decision, and assess whether any innovative new technologies have become available following completion of the Fresno to Bakersfield ROD.

**Environmental Justice and Community Involvement**

Executive Order 12898 addresses environmental justice in minority and low income populations, and the Council on Environmental Quality developed guidance on how to address environmental justice in the environmental review process (http://ceq.eh.doe.gov/nepa/regs/ej/justice.pdf). EPA worked with FRA

# Submission A008 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014) - Continued

and CHSRA on the environmental justice methodology and mitigation measures for the Merced to Fresno and Fresno to Bakersfield sections. We appreciate changes to those EISs to address our concerns, and we believe the methodologies and mitigation measures from those documents can serve as a good model for this HSR section.

**Recommendations for the Draft EIS:**

- Describe opportunities to gather public input and incorporate it into decision making in order to promote context sensitive alignments and designs.
- Use the methodology from the Fresno to Bakersfield Final EIS as a starting place for the Burbank to Los Angeles environmental justice analysis. Ensure that the analysis identifies all low-income, minority, or linguistically isolated populations that may be affected by the proposed alignments. Within those communities, identify potential impacts to community cohesion, such as impacts to important community facilities and division of an existing neighborhood from the rail alignment or supporting infrastructure.
- Identify how the proposed alternatives may affect the mobility of low-income or minority populations in the surrounding area.
- Provide specific mitigation measures for any anticipated adverse impacts to community members, and include the mitigation measures from the Fresno to Bakersfield Record of Decision.
- Given the current volume of freight and passenger rail infrastructure that already exists in the Los Angeles region, it is important to minimize community and environmental impacts by ensuring that new rail infrastructure is integrated with existing infrastructure to the extent possible. Please describe: (1) existing rail infrastructure (freight rail right-of-way, yards, passenger stations, etc); (2) plans for expansion in freight and passenger rail; and (3) CHSRA's coordination with freight and passenger rail operators and efforts to best align right-of-way to minimize impacts.

**Noise Impacts**

The Draft EIS should address the potential noise and vibration impact to residents, businesses, and wildlife related to the construction and operation of the proposed project. Potential impacts to human health and welfare and wildlife activity are important with a project of this magnitude, particularly in light of the maximum speed and resulting sounds and vibrations that high speed trains could produce.

**Recommendations for the Draft EIS:**

- Use the methodology for assessing noise and vibration impacts from the Fresno to Bakersfield Final EIS. Clearly indicate the threshold (noise level) which would trigger implementation of mitigation measures.

**Rail Stations**

The Burbank to Los Angeles HSR section includes stations at Burbank's Bob Hope Airport and downtown Los Angeles. The City of Burbank and the Burbank-Glendale-Pasadena Airport Authority are already in the planning process to create multimodal connections and transit-oriented development around the Bob Hope Airport. In addition, master planning is ongoing for improved rail facilities and real estate development at Los Angeles Union Station.

# Submission A008 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014) - Continued

CHSRA has offered grants to cities to create station-area plans. CHSRA also created reference documents, including *HST Station Area Development: General Principles and Guidelines* and *Urban Design Guidelines*, which are available on CHSRA's website. FRA created a reference entitled *Station Area Planning for High-Speed and Intercity Passenger Rail*, which is available on FRA's website.

We believe continued outreach to Burbank and Los Angeles through the station area planning grant program and use of the principles outlined in CHSRA and FRA's reference documents will be critical to achieving station areas that maximize community benefits and minimize environmental impacts. EPA has technical expertise and has developed numerous resources on sustainable development and smart growth strategies. We also administer grant programs to support smart growth planning. We hope to continue to partner with CHSRA and interested cities on station-area planning.

**Recommendations for the Draft EIS:**

- Identify the locations of proposed stations, parking lots, and additional supporting infrastructure.
- Please make both the methodology and the assumptions in the growth inducing analysis as transparent as possible to the public and decision makers. Estimate induced population growth in the San Fernando Valley that could result from the Burbank HSR station, and analyze associated environmental impacts, such as increased regional water demand.
- Describe the expected land use changes associated with station locations, and identify the associated environmental impacts of those land use changes.
- Minimize parking lots to the greatest extent possible at the stations.
- Coordinate with local and regional transit providers to maximize station access by transit.
- Design the stations to be pedestrian and bicycle-friendly.
- Design stations to be multi-modal hubs. To the extent possible, co-located multiple modes of transport within a single station, and make transfers between modes seamless.
- Partner with the City of Burbank and the City of Los Angeles through CHSRA's station area planning grant program to promote "smart growth" policies.
- Continue to partner with EPA and other federal and State agencies to promote smart growth, green building, and other environmentally sustainable practices.

**Cumulative Impact Analysis**

Cumulative impacts are defined in the Council on Environmental Quality's NEPA regulations as the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such actions (40 CFR 1508.7). The cumulative impacts analysis should provide the context for understanding the magnitude of the impacts of the alternatives by analyzing the impacts of other past, present, and reasonably foreseeable projects or actions and then considering those cumulative impacts in their entirety. These actions include both transportation and non-transportation activities.

**Recommendations for the Draft EIS:**

- As a starting place, please use the methodologies from the Fresno to Bakersfield Final EIS as an example.
- Identify the current condition of resources as a measure of past impacts, such as the percentage of wetlands lost to date. The purpose of considering past actions is to determine

# Submission A008 (Connell Dunning, United States Environmental Protection Agency, August 25, 2014) - Continued

the current health of resources. This information forms the baseline for assessing potential cumulative impacts.

- Identify the future condition of resources based on an analysis of the cumulative impacts of reasonably foreseeable projects or actions added to existing conditions and current trends.
- Assess the cumulative impacts contribution of the proposed alternatives to the long-term health of resources. Provide a specific measure of the projected impact from the proposed alternatives.
- Where adverse cumulative impacts are identified, the Draft EIS should disclose the parties that would be responsible for avoiding, minimizing, and mitigating those adverse impacts (CEQ's Forty Most Frequently Asked Questions #19).

# Submission A009 (Don Sepulveda, Los Angeles County Metropolitan Transportation Authority, August 25, 2014)

Los Angeles County
Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952
213.922.2000 Tel
metro.net

Metro

August 25, 2014

Frank Vacca
Chief Program Manager
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

**RE: California High-Speed Rail (HSR) System Los Angeles to Burbank Section– Notice of Preparation**

Dear Mr. Vacca,

Thank you for the opportunity to comment on the proposed California High Speed Rail project (HSR) Burbank to Los Angeles Section. This letter conveys recommendations from the Los Angeles County Metropolitan Transportation Authority (Metro) concerning issues that are germane to our agency's statutory responsibility in Los Angeles County and the relation to our facilities and services that may be affected by the proposed project.

In April of 2007, Metro responded to the Notice of Preparation (NOP) for the Palmdale to Los Angeles segment. The comments in that letter still stand and should be taken into consideration in response to the amended NOP addressing the Los Angeles to Burbank segment.

In this segment of the HSR project, including the east and west banks of the Los Angeles River, Metro owns the right-of-way (ROW) that is operated by the Southern California Regional Rail Authority (SCRRA) for the Metrolink commuter rail service. In addition, Amtrak operates intercity and long distance passenger rail service while the Union Pacific Railroad and the BNSF Railway conduct freight railroad operations. The proposed HSR project will be within or adjacent to this ROW, therefore, any work in this segment must be reviewed and approved by Metro Regional Rail and the SCRRA. As a result, mitigations to the existing facilities may be necessary to preserve LACMTA's long term interest for the corridor.

The addition of the Initial Operating Segment (IOS) terminus in Burbank creates the need for substantial conventional passenger railroad infrastructure to support the HSR system. It is expected that Metrolink and possibly Amtrak may provide the connection from that terminus to Los Angeles Union Station. It is important that the existing rail infrastructure be upgraded to meet the increased demand. In addition, it should be noted that there are numerous at-grade crossings in this segment. It is our understanding that the California High Speed Rail Authority (CHSRA) is studying route options that takes the HSR system away from the Metro owned ROW. However, the need for additional passenger rail service necessary to serve the IOS may create the need for additional grade separations of the existing railroad ROW to maintain safety and alleviate congestion.

The additional infrastructure that will be necessary to serve the IOS should be funded through support from the CHSRA. Although there is the Memorandum of Understanding (MOU) under which the CHSRA is providing $1 Billion of advance investment in the region, the infrastructure that may be needed goes beyond that defined in the prioritized projects in that MOU. This infrastructure can be developed to have independent utility between the existing rail system and the HSR project. Additional advance funding of infrastructure with independent utility that will advance the HSR project will provide local benefit to communities and passengers of the existing passenger rail network and will be beneficial to the HSR system.

# Submission A009 (Don Sepulveda, Los Angeles County Metropolitan Transportation Authority, August 25, 2014) - Continued



It is understood that the high speed train will operate in a completely sealed corridor with no at-grade pedestrian or vehicle crossings. Metro supports the efforts that the CHSRA has taken to assure the safety of the passengers and the communities where the high speed trains will operate. Where the HSR project is within or adjacent to Metro right-of-way, a grade separation of all tracks, including conventional passenger and freight tracks will be necessary.

Metro is the owner of Los Angeles Union Station (LAUS). Any efforts to connect the HSR to LAUS must be coordinated through Metro. Metro will soon be completing the Union Station Master Plan (USMP). The USMP team has been working closely with members of the HSR team to ensure that the USMP's treatment of a HSR station serving LAUS is based on the most recent and accurate information available. The USMP will illustrate a HSR station serving LAUS through a below grade station that runs diagonally north/south under Vignes and underneath the City of Los Angeles' Piper Tech facility. This station will be connected to the broader LAUS property through a below grade passageway as well as at street level. While illustrating this approach, Metro remains committed to having an HSR station serving LAUS and can be flexible in the configuration of this station connection. We request that the Environmental Impact Report give strong consideration to the USMP approach, and that the CHSRA continue its coordination efforts with Metro as all of the alternatives to serve LAUS are studied. For the most up to date information on the USMP, please visit http://www.metro.net/projects/la-union-station/ or contact Jenna Hornstock at 213-922-7437 or at hornstockj@meto.net.

In its role as funding agent for Los Angeles County transportation projects, Metro has provided funding for many transit, bikeway, pedestrian, street widening, freeway, signal technology, transportation enhancements and other improvement projects throughout the past several years. Metro encourages all possible preservation of these recent civic improvements in the consideration of alignment and station designs as HSR progresses into more detailed design. Specifically, Metro is constructing several projects in the vicinity of LAUS. These include the Regional Connector, expansion of the Metro Rail Facilities at 320 S. Santa Fe Street, Los Angeles (Division 20), the Metro-owned development project adjacent to Division 20 at One Santa Fe, and the Metro Bus facilities at 630 W. Avenue 28, Los Angeles (Division 3). Any construction timing conflicts should be coordinated, and the final design and operation of these projects must not be impacted by the HSR project. Furthermore, the CHSRA should examine these projects and ensure that HSR has no design conflicts with these projects.

The HSR system will parallel an active freight corridor. Any consideration of potential HSR impacts to freight rail service in Los Angeles County should be in compliance with Metro Goods Movement policies. Metro requests a thorough evaluation of impacts and benefits to goods movement.

Metro sees the opportunities for multi modal joint development within L.A. County. In order to maximize these opportunities, please coordinate your joint development activities with Metro by contacting Jenna Hornstock (information provided above).

The HSR project is important for the future of California. We are looking forward to continue to work with the CHSRA as this project is brought to Los Angeles County. If you have any questions please contact Don Sepulveda at 213-922-7491 or by email at Sepulvedad@metro.net.

Sincerely,

Don A. Sepulveda, P.E.
Executive Officer, Regional Rail

# Submission A014 (Seans Woods, California Department of Parks & Recreation, August 29, 2014)

State of California • Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Edmund G. Brown, Jr., *Governor*
Lisa Mangat, *Acting Director*

Los Angeles Sector
700 North Alameda Street
Los Angeles, CA 90012

August 29, 2014

Mark A. McLoughlin, Director of Environmental Sciences
ATTN: Burbank to Los Angeles
California High Speed Rail Authority
Southern California Regional Office
700 N. Alameda, Room 3-532
Los Angeles, CA 90012

Dear Mr. McLoughlin:

California State Parks thanks you for the opportunity to review and comment on the California High Speed Rail Supplemental Alternatives Analysis, specifically regarding the Burbank to Los Angeles alignment. Over the past 12 years, California State Parks has invested over $150 million dollars to bring nature to the city by acquiring and developing three parks in urban Los Angeles: Rio de Los Angeles State Park, Los Angeles State Historic Park and the Baldwin Hills Scenic Overlook. Los Angeles State Historic Park and Rio de Los Angeles State Park were designated by Proposition 12 as Los Angeles River Parkway projects.

In partnership with local communities, we have succeeded in preserving over one hundred acres of open space in the most park-poor region of the most park-poor city in the nation. Theses parks have not only attracted thousands of visitors every year, but have contributed to the economic revitalization of the surrounding communities. California State Parks' investment in these properties indicates that they rise to the level of statewide significance. We further recognize the Los Angeles River as a resource of statewide and national significance due to its cultural and historic role in the transformation of Los Angeles from a frontier town to the second largest metropolis in the United States. We believe in the river's potential to transform the city once more through positive economic and environmental impacts that would benefit the entire Los Angeles Region.

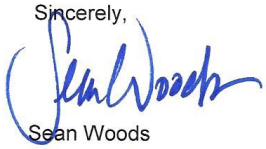
Most recently, with regard to park development, California State Parks is working in partnership with the City of Los Angeles and the Department of Toxic Substances Control on clean-up of the Bowtie Parcel of Rio de Los Angeles State Park (Parcel G-1 of the Taylor Yard complex) to park standard. This site has been identified as a primary location for a demonstration project by the United States Army Cory of Engineers in the Los Angeles River Ecosystem Feasibility Study. The 18.5 acre parcel is large enough to achieve substantial restoration benefits and offers the potential to incorporate riparian bank-to-bank hydrological and habitat connections. The parcel's use for naturalized open space is consistent with the general plan for Rio de Los Angeles and consistent with the Los Angeles River Revitalization Master Plan's designation of the parcel as habitat/open space within the "Taylor Yard Opportunity Area." With the US Army Corps recent endorsement of Alternate 20 of the Draft Los Angeles Ecosystem Restoration Integrated Feasibility Report which calls for an extensive and ambitious 1 billion dollar restoration plan, it is imperative that HSR minimize impacts to developed open space and areas of restoration opportunity.

# Submission A014 (Seans Woods, California Department of Parks & Recreation, August 29, 2014) - Continued

Rio de Los Angeles State Park features cutting-edge wetlands restoration, much-needed athletic fields and community activities. We strongly oppose any route that would adversely affect this Park or the surrounding communities. As such, California State Parks supports either of the two tunnel alternatives, LAPT1 or LAPT3, which present the least impact to both Los Angeles State Historic Park and Rio de Los Angeles State Park. We strongly oppose the surface alignment, LAP1C, which would severely impact the Bowtie Parcel at its narrowest section and further prohibit connection of Rio de Los Angeles to Parcel G-2, which is currently being acquired by the City of Los Angeles. Parcel G-2, 40 acres of open space adjacent to the Los Angeles River, has long been considered the crown jewel in the emerald necklace of river parkway projects. We oppose a surface alignment that would permanently interfere with access to the River or create potential impacts to avifauna and other wildlife.

Thank you for considering our comments and feel free to contact me if you have any questions or concerns.

Sincerely,



Sean Woods
Superintendent
Los Angeles Sector
California State Parks
213-620-6152

# Submission A020 (Katherine J. King, Los Angeles County, Department of Parks and Recreation, September 11, 2014)

COUNTY OF LOS ANGELES
DEPARTMENT OF PARKS AND RECREATION
*"Parks Make Life Better!"*
Russ Guiney, Director John Wicker, Chief Deputy Director

September 11, 2014 Sent via email: burbank_los.angeles@hsr.ca.gov

Mr. Mark A. McLoughlin
Director of Environmental Services
ATTN: Burbank to Los Angeles Section
California High-Speed Rail Authority
Southern California Regional Office
700 North Alameda, Room 3-532
Los Angeles, CA 90012

Dear Mr. McLoughlin:

**NOTICE OF PREPARATION OF A PROJECT ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT FOR THE CALIFORNIA HIGH-SPEED RAIL SYSTEM BURBANK TO LOS ANGELES SECTION**

The Notice of Preparation of an EIR/EIS for the Burbank to Los Angeles section of the California High-Speed Rail System has been reviewed for potential impact on the facilities of the Los Angeles County Department of Parks and Recreation (DPR). Construction of the project as described in the Notice of Preparation may impact facilities under the jurisdiction of this Department.

In reference to Exhibit 1, #2 Los Angeles River Extension Trail (County) and #65 Rim of the Valley Trail (Multi-jurisdictional) of this Department are in the vicinity of the proposed rail alignments. These trail alignments either bisect or run parallel to one or more of the High Speed Rail alternatives. DPR's main concern is for continued multi-use (equestrian, hiking and mountain bicycling) trail connectivity. Solutions to possible conflicts between the final alignment of the High Speed Rail alternatives and County trails include: trail under-crossings and re-routing. DPR will require recordation of trail easements and construction of trails in specific areas where the final alignment of the High Speed Rail intersects existing or proposed Board-adopted County trails, and multi-jurisdictional trails, such as the Rim of the Valley Trail. We look forward to continued collaboration with the Federal Railroad Administration, California High Speed Rail Authority, throughout the project planning process.

DPR is also concerned over aesthetics, noise and air quality impacts during the construction and operation. The impacts associated with the proposed project may affect trail user's experience within the County's regional trail network and trail segment linked within other jurisdictions and trail systems. Mitigation for aesthetics impacts should

Planning and Development Agency • 510 South Vermont Ave • Los Angeles, CA 90020-1975 • (213) 351-5198

## Submission A020 (Katherine J. King, Los Angeles County, Department of Parks and Recreation, September 11, 2014) - Continued



include vegetative screening of the project site so that it can create visual relief for the trail users.

Thank you for including this Department in the review of this notice. Should you have any questions regarding trails, please contact Mr. Robert Ettleman at (213) 351-5134 or rettleman@parks.lacounty.gov. For any other inquiries, please contact Ms. Jul Ing Chien at (213) 351-5129 or jchien@parks.lacounty.gov.

Sincerely,

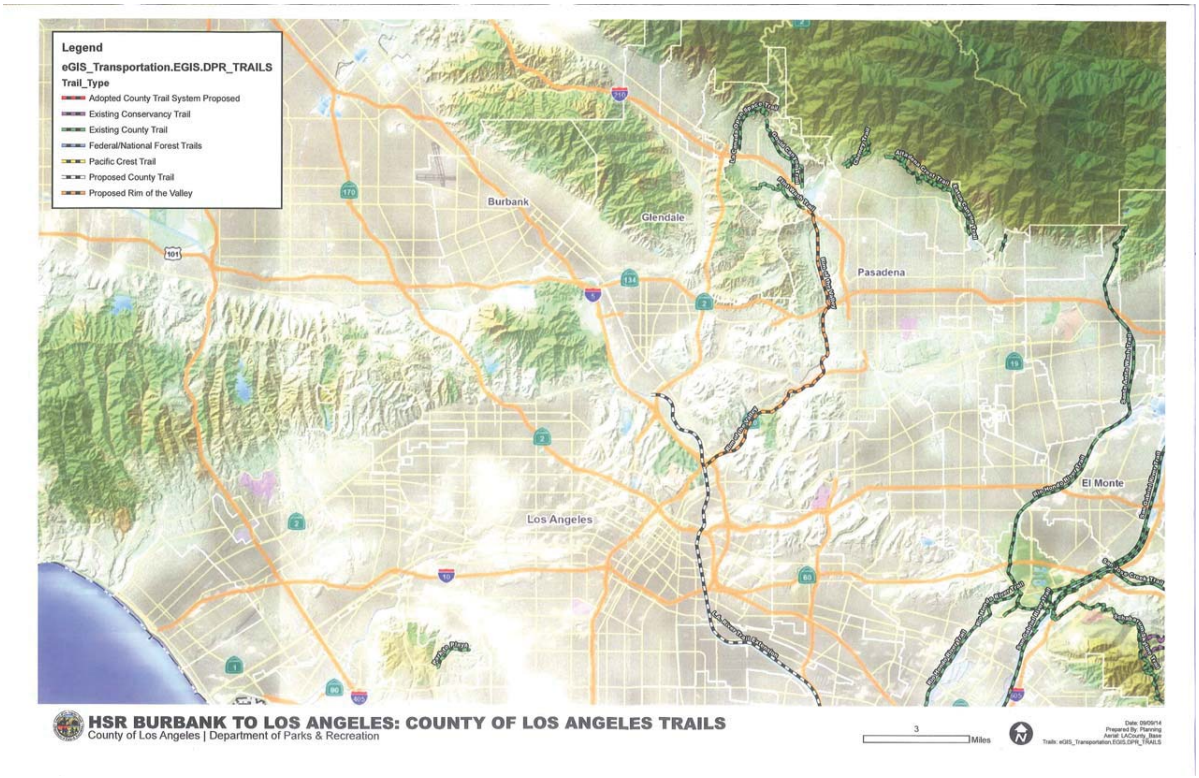
Kathline J. King
Chief of Planning

KK: JIC: OR/tls Response to CA High Speed Rail Burbank to LA Section

Enclosure : NOP/IS CA High Speed Rail Burbank to LA Section – Trail Review Map

c: Parks and Recreation (N. E. Garcia, F. Moreno, R. Ettleman, H. Sohm, D. LaCroix)

# Submission A020 (Katherine J. King, Los Angeles County, Department of Parks and Recreation, September 11, 2014) - Continued



# Submission A021 (Eric Kurimura, Los Angeles Hompa Hongwanji Buddhist Temple, August 30, 2014)

PHONE
(213) 680-9130

FAX
(213) 680-2210

Los Angeles Hompa Hongwanji Buddhist Temple
本 派 本 願 寺 羅 府 別 院
815 EAST FIRST STREET, LOS ANGELES, CALIFORNIA 90012-4304

August 29, 2014

Michelle Boehm
Southern California Regional Director
California High-Speed Rail Authority
700 North Alameda Street, Room 3-532
Los Angeles, CA 90012

Michelle,

On behalf of the Los Angeles Hompa Hongwanji Buddhist Temple we would like to thank you for taking time out of your busy schedule to come and explain the California High-Speed Rail Authority's position on the `S-Curve' alignment as well as other concerns that impact Little Tokyo and the Temple.

In regards to the scoping phase of the High-Speed Rail just South of Union Station the Temple has the following comments and concerns:

The Temple has been impacted by the Metro Gold Line construction and the City's Emergency Operation Center construction in recent years. The Temple will be impacted by the Regional Connector construction shortly. The staging area will be down the street from the Temple. The Temple wants to minimize the adverse effects of construction to our existing programs which include regular religious services, (including weddings and funerals), a weekday daycare program and events that are held in our multi-purpose building throughout the week. Noise and dust are a concern. Just as important is vehicle and pedestrian access to our property. This is a regional Temple so members and guests come from anywhere in the Los Angeles area. Street closures adversely affect our ability to conduct events like funeral services and our July Obon festival activities because the families who attend these events do not always regularly visit the Temple.

The Temple wants the California High-Speed Rail Authority to coordinate construction activity with other government projects in the area in order to minimize the impact to the Temple and the local community.

The Temple also wants to understand the extent of the `un-mitigatable impacts' to the Temple and the local community.

# Submission A021 (Eric Kurimura, Los Angeles Hompa Hongwanji Buddhist Temple, August 30, 2014) - Continued

When more specific designs are made available to the public we will be concerned with the exact rail alignment, the raised elevation around our property, potential permanent street closures and the impact the High-Speed Rail will have in regards to noise, vibration and shadows caused by the rail structure. In addition the Temple will be concerned with any Metrolink Green Line construction or Metro Red Line construction in the immediate area.

I'm sure Fukui Mortuary and Upper Crust Enterprises who also attended the meeting today has similar concerns.

The Temple supports the `S-Curve' alignment and hopes that other alignments are taken `off the table'.

The Temple supports a plan that improves the connectivity of Little Tokyo to the rest of the region but does not support an alignment that will adversely affect the connectivity of Little Tokyo stakeholders to each other. The Temple supports the Little Tokyo Community Council in its efforts to protect the local community.

We look forward to working with you in the future.

Sincerely,

Eric Kurimura

Eric Kurimura
Board Member
Los Angeles Hompa Hongwanji Buddhist Temple

cc: Lonny Quon, Temple President
Rimban William Briones, Temple Head Minister
Craig Ishii, Little Tokyo Community Council, President
Alan Nishio, Little Tokyo Community Council, Transit Chair

# Submission A021 (Eric Kurimura, Los Angeles Hompa Hongwanji Buddhist Temple, August 30, 2014)

Los Angeles Hompa Hongwanji Buddhist Temple
815 EAST FIRST STREET • LOS ANGELES, CA 90012-4304
TELEPHONE (213) 680-9130

ADDRESS SERVICE REQUESTED

Michelle Boehm
Southern California Regional Director
California High-Speed Rail Authority
700 North Alameda Street, Room3-532
Los Angeles, CA 90012

# Submission A031 (Steve Mills, January 27, 2016)

| | |
|---|---|
| **First Name :** | Steve |
| **Last Name :** | Mills |
| **Business/Organization :** | |
| **Address :** | |
| **City :** | Glendale |
| **State :** | CA |
| **Zip Code :** | 91202 |
| **Stakeholder Comments/Issues :** | I attended the Nov. 16, 2015 Community Open House Meeting in Glendale regarding the Burbank to Los Angles Project Section, and spoke to most of the planners and engineers who were there. Since you are requesting input from the community, I will share with you my thoughts for a Calif. High Speed Rail (CHSR) regarding our neighborhood. I have lived here in Glendale for 30 years with my family at 837 Arden Ave, about a quarter mile from the rail corridor, so I am very familiar with this area, how traffic flows and the needs of this community. My brother and his family also live nearby in Atwater, so we often cross the tracks to visit them.<br>According to the current plans shown at the meeting, the CHSR will be at ground level for the whole section passing through Glendale and Atwater. This would require either the closure or replacement of all six of the existing at-grade crossings starting with Sonora Ave. on the north to Chevy Chase Drive on the south. I believe that any changes to any of these crossings would be much more complicated than you may be expecting. When I spoke with engineers and planners at the event, they had no ideas about how to overcome the problems that they would encounter. The response was always “We will be studying it in the future.”<br><br>General Concerns:<br>In this letter I am expressing my concerns about each of these crossings, along with suggestions about how these might be overcome. In general, I and most of my neighbors would prefer underpasses over bridges. First, bridges are unsightly and create more noise than an underpass. Second, according to the engineers, trains require 23.5’ of vertical clearance whereas roads require only 17’. Therefore, on a bridge a bicyclist or someone in a wheelchair would need to undergo maybe a 26.5’ climb (allowing for 3’ bridge thickness), whereas for an underpass it would be no more than 20’. Also, because of this difference a bridge requires more horizontal space for the slope on each side than for an underpass.<br>Another general consideration is commuters who take buses on San Fernando Road (SFR), which is the main bus route connecting the San Fernando Valley with Downtown and Central LA. Many people commute to work on these lines and cross over the tracks on foot to get to work. They obviously would prefer at-grade crossings because it means they do not have to pass through tunnels that are prone to criminal activity or over a bridges that require climbing stairs. Whatever the design, it will likely be an imposition.<br>Below I will enumerate my concerns about each of the crossings, starting with the southernmost crossing.<br><br>Chevy Chase Drive Crossing:<br>To understand the issues regarding the Chevy Chase Dr. crossing you will need to understand its history. This residential area north of Verdant and south of Goodwin between the LA River and the tracks is an old neighborhood developed in the 1930’s that has historically |

## Submission A031 (Steve Mills, January 27, 2016) - Continued

been predominantly Latino, probably because of housing discrimination in Glendale at the time. This is a tightly knit neighborhood, and Chevy Chase Dr. and Brunswick Ave. are at its core. The tracks are at the border between Glendale and Los Angles and so this crossing has historically been both gateway and barrier between the two cities. In 2005 a Metro Link train crash at the Chevy Chase Drive crossing took 11 lives. The tracks are on the Glendale side of the boundary, and after the crash the Glendale City Council voted to close the crossing in the "interest of safety." The residents saw this as a veiled attempt to keep them out of Glendale and they protested. In the end, Glendale was not allowed to close the crossing, and it is still open. Given this history, I recommend that you actively engage the residents in any discussions regarding replacing the Chevy Chase Crossing. I personally believe that the best solution would be an underpass between the Los Angeles St./SFR intersection and the Algers/Baywood intersection because this would make it easier for people to easily walk or drive to downtown Glendale. But before you make any decisions, I recommend that you hold meetings in their own neighborhood (not in Glendale), either at the Recreation Center or at Christo Rey Church.

Doran St. and Brazil/Broadway Crossings:
These two crossing provide ingress and egress to the Atwater business area north of Colorado Street. There is already a project being planned by Metro to replace both of these two crossings with two bridges. I don't fully understand why both of these crossings must be replaced, because less than a year ago the Broadway/Brazil crossing was modernized by the City of Glendale at a cost of $8 million. The Doran crossing certainly is a safety problem but this crossing could be closed by Glendale if an alternative ingress/egress to northernmost part of the business area. To do this there are at least two alternative ideas: build a bridge across the LA River to connect with Zoo Dr; or build a bridge from West San Fernando Rd under the 134 Fwy and across the Verdugo Wash to connect with the Fairmont Bridge.
Apparently, the only reason to replace the new Brazil/Broadway crossing in this project is so that Glendale can use CHSR Authority funds for the project. Given the tight CHSR budget, it seems to me inappropriate to build bridges that do not directly benefit CHSR. As explained at the Open House, CHSR is funding projects that generally improve regional connectivity. The plan now is to replace the Brazil/Broadway crossing with a spiraling bridge at Salem that crosses the tracks and connects to the east side of SFR. This does directly benefit CHSR, but not Glendale which had a perfectly good crossing. Because the bridge would cross the tracks, and would require sound walls, it would be at least 30' high, an eyesore for the adjacent residential neighborhood.
For some reason, an underpass here was never considered. An underpass would have been much less intrusive to the residential neighborhood. Also, because an underpass would require 6.5' less elevation change, it would be easier for the business' for heavy trucks ingress/egress. I suspect the primary reason for preferring a bridge rather than an underpass is cost. According to my brother, who is a civil engineer for the city of LA., underpasses are more expensive partly because utilities must be relocated. An engineer at the open house also said the same thing.
Metro held meetings on this project a year ago, and I raised objections to building the overpass. Everyone else there, the

## Submission A031 (Steve Mills, January 27, 2016) - Continued

residents and business owners, objected to these plans as well. There was no one, except the presenters, who spoke favorably. Nevertheless, Metro approved the project and it is now in the planning phase.

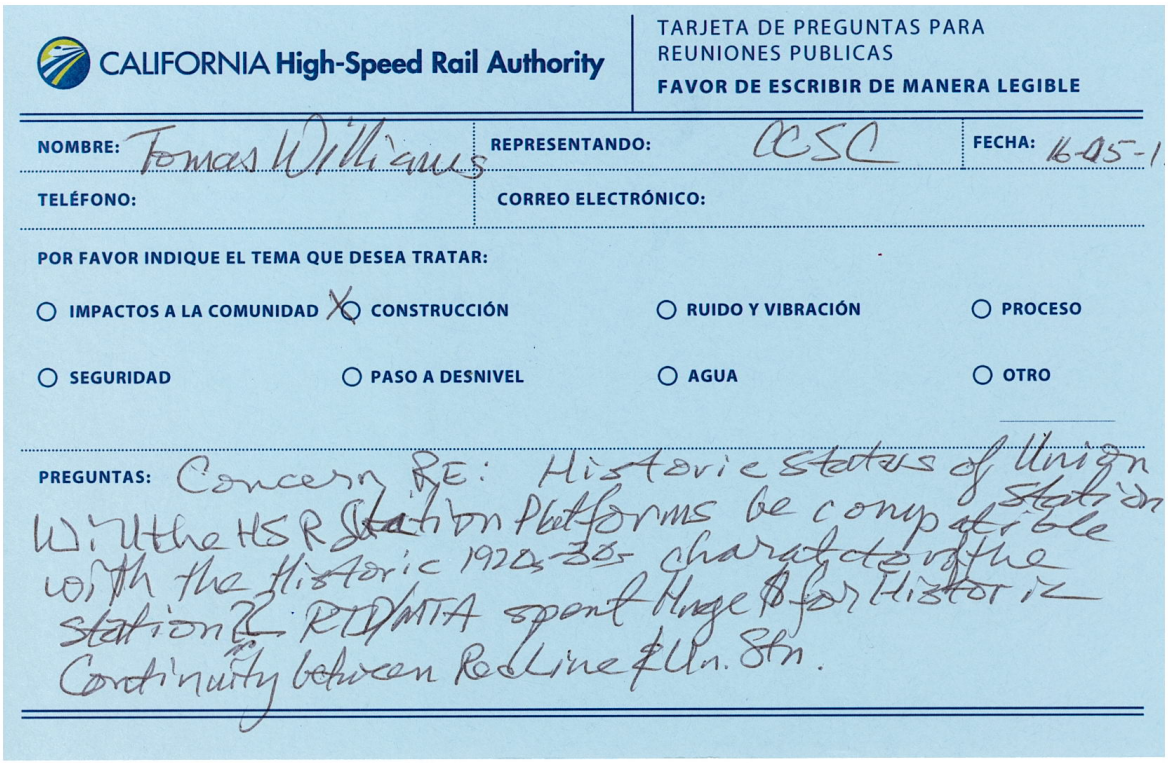
Sonora Ave., Grandview Av. & Flower St. Crossings:
The most important consideration for this area is what is on each side of the tracks. On the south side is Grand Central Business Park. About 15 years ago there was a political push within the Glendale City government to promote business development in this area. The civic leaders promised many improvements to this area, the most important being easier access. One of the crossings at Flower was added, and the other two were improved to be state-of-the-art at-grade crossings. Building the Flower St. crossing was opposed, however, by the homeowner's association on the north side (my neighborhood). . I would note that during public discussion regarding the Flower Crossing these businesses were all very vocal in stating that they needed to have that crossing added even though the Grandview crossing is only a few blocks away and the Fairmont Bridge was already being planned. There was concern about increased drive-through traffic as well as increased congestion on San Fernando Rd. (SFR).
The most ambitious city project to promote business development in the Grand Central Business Park was the Fairmont Bridge over SFR and the tracks, which costed $50 million. Though this was also opposed by the homeowner's association, the business interests prevailed. The City's strategy apparently worked because Disney, Dreamworks and ABC Channel 7 have all expanded their operations in the Grand Central Business Park. I expect that they would oppose anything that you propose that would diminish easy access to their businesses. On the other side, the homeowners would probably welcome permanent closures of these crossings except for Sonora. Between Grandview and Fairmont there are homes that are only 200' from the right-of-way and 100' from SFR. For Grandview and Flower there is no separation between the right-of-way and SFR, so there is no room to build either a bridge or an underpass. The only possible solution would be a spiraling bridge or underpass, similar to what Metro Rail is planning to build at Salem Ave. If this were planned at either Flower or Grandview the homeowners certainly would vehemently oppose it and would probably would oppose even a less intrusive underpass. Unlike Salem, where the residential neighborhood is a block away from SFR, between Grandview and Flower residences are a mere 100' from SFR, so many homes would need to be destroyed in order to accommodate even the most compact underpass. My estimate based on the Salem Overpass plan is that at least 15 homes would need to be destroyed for each crossing, and the character of the remaining neighborhood would be permanently degraded. I don't see any solution to replacing these two crossings that would satisfy the residents.
Sonora is a major thoroughfare that connects northwest Glendale with southwest Glendale. It is also import for access to the Grand Central Business Park. Other than Western, it is the only street in Glendale passing under interstate 5. Most residents and businesses would agree that it needs to be kept open with traffic flowing freely in both directions. Compared Sonora Ave. with the Alameda Ave. underpass or the Western overpass, there is much less separation between SFR and the railroad right-of-way, and a bridge like at Western would certainly not fit and an underpass like Alameda would

## Submission A031 (Steve Mills, January 27, 2016) - Continued

probably not fit.
Given all these issues, I recommend that you seriously consider tunneling and/or trenching between Western and Fairmont. The natural grade over this section is about 1% and by my calculation tunneling/trenching would increase this to no more than 2%. That would be my preference and probably would be the most satisfactory solution for the residents and businesses.

Overall Concerns Regarding CHSR Project:
I believe that a high speed rail system in California is a good idea if the citizens are fully committed to it. However, I also believe that the total cost estimate for the California High-Speed Rail (CHSR) unrealistic or at least very optimistic. Part of the problem is that it has been presented as a system that will pay for itself in the long term. Potential industry partners who have built this type of system before have expressed extreme doubts that the budget is adequate ("Bullet train meets with doubts," LA Times, 10-17-15). My concern is that given severe budget constraints, the CHSR Authority will not be able to afford to design a system that is responsive to community needs. My fear is that instead, the design will minimize cost at the expense of community needs. The choice between a bridge and an underpass is a good example of this.
I am a systems engineer in the aerospace industry, so I have some experience with massively expensive engineering projects. There is a basic principle in project management that there is always a 3-way trade-off among cost, schedule and quality, and this is often called the Triad Trade-off. In short, you cannot simultaneously optimize for low cost, short schedule and good quality. More of one inevitably leads to less of the other two. Most experts have said that the CHSR schedule is aggressive ("Tracking the bullet train," LA Times, 10-25-15). The only experts who say otherwise are working for the CHSR Authority. Likewise, independent experts do not believe that the current budget is realistic. So with these constraints, good quality must suffer, and my fear is that this will mean a design that is not responsive to the needs of the community through which the train passes.
I urge you to be honest and forthright with the citizens of California about the cost and risks associated with the CHSR. From my experience in the aerospace business I have seen many big programs funded through the initial development stages, but then falter after optimistic budget and schedule goals are not met.

# Submission A037 (Tom Williams, Sierra Club, December 5, 2016)



CALIFORNIA High-Speed Rail Authority

TARJETA DE PREGUNTAS PARA REUNIONES PUBLICAS

FAVOR DE ESCRIBIR DE MANERA LEGIBLE

NOMBRE: Tomas Williams | REPRESENTANDO: CCSC | FECHA: 12-05-1

TELÉFONO: | CORREO ELECTRÓNICO:

POR FAVOR INDIQUE EL TEMA QUE DESEA TRATAR:

- ○ IMPACTOS A LA COMUNIDAD
- X CONSTRUCCIÓN
- ○ RUIDO Y VIBRACIÓN
- ○ PROCESO
- ○ SEGURIDAD
- ○ PASO A DESNIVEL
- ○ AGUA
- ○ OTRO

PREGUNTAS: Concern RE: Historic Status of Union Station
Will the HSR Station Platforms be compatible with the Historic 1920s character of the station? RTD/MTA spent huge $ for historic continuity between Red Line & Un. Stn.

# Submission A040 (Wendy Gish, March 25, 2017)

CALIFORNIA High-Speed Rail Authority

**Burbank to Los Angeles Project Section**
*Suggestion/Comment Card*

NAME: Wendy Gish
DATE: 3/25/17
MEETING LOCATION: 780 Flower St. Glendale
AFFILIATION:
ADDRESS: 855 Pelanconi Ave,
EMAIL: seapink2@gmail.com
PHONE: 818-5509775
CITY: Glendale
STATE: CA
ZIP: 91202

*WOULD YOU LIKE TO BE ADDED TO OUR MAILING LIST? (Check all that apply)
- ○ STATEWIDE
- ● BURBANK TO LOS ANGELES
- ○ PALMDALE TO BURBANK
- ○ LOS ANGELES TO ANAHEIM

**WOULD YOU LIKE THE AUTHORITY TO CONTACT YOU?
- ○ YES
- ○ NO

PLEASE SPECIFY WHICH CITY/CITIES YOUR COMMENT COVERS: (Check all that apply)
- ○ ALL
- ○ OTHER (NOT LISTED):
- ○ BURBANK
- ● GLENDALE
- ● LOS ANGELES - PLEASE SPECIFY NEIGHBORHOOD (IF APPLICABLE):

I AM INTERESTED IN ADDITIONAL OPPORTUNITIES TO DISCUSS:
- ● GRADE SEPARATIONS IN THE SONORA/GRANDVIEW/FLOWER AREA
- ● GRADE SEPARATIONS IN THE CHEVY CHASE DR AREA
- ● GRADE SEPARATIONS IN THE MAIN ST AREA

COMMENTS:
- Eliminate the crossing altogether at Flower. It's a little used crossing.
- Any demolition of existing building unacceptable, especially the historic one that houses the 99¢ store.
- Any raised overpass/crossing not acceptable. Will ruin views, invite graffiti, trash, homeless.
- I'm against any of this in this area.
- The high speed rail will be great for all of us who commute to San Francisco! We need local transporation improvements not this ridulous waste of money.

Any information you provide is voluntary. This form, including all the information you may provide, may be posted on the Authority's website and/or may be subject to disclosure pursuant to the California Public Records Act.
*Please complete the email section if you want to be placed on the Authority's email list.
**Please complete the contact information if you want someone from the Authority to contact you. Please only provide your preferred method of contact.

# Submission A044 (Joel Robinson, May 17, 2017)

**First Name :** Joel
**Last Name :** Robinson
**Business/Organization :**
**Address :**
**City :**
**State :**
**Zip Code :**

**Stakeholder Comments/Issues :**

California High Speed Rail Authority
PALMDALE TO BURBANK PROJECT SECTION
PUBLIC COMMENTS

I request that the California High Speed Rail Authority (CHSRA) REMOVE any proposed routes through the Angeles National Forest, considering the proposed route automatically poses significant negative environmental impacts to the hydrology, natural and cultural resources of the Angeles National Forest. Since the proposed routes intersect with the San Andreas Fault, any drilling and tunneling will further compromise the geologic integrity and structural stability of the mountain range, which poses a significant public safety hazard to forest users, forest residents, adjacent residents, high speed rail building contractors, maintenance crews and current and future commuters. Mountain tunneling projects are cost prohibitive because
of the environmental regulatory process, technological limitations and exclusive/specialized building contracts.

I request that the CHSRA only consider routes along current above ground public transit passageways. I request that you include the current Amtrak/freight railway, the 5 Freeway and the 15 Freeway as the most viable and cost effective routes in your proposal.

Thank you!

Joel Robinson
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PO Box 381
Silverado, CA 92676

714-649-9084

# Submission A046 (Juanita Myers, Central Atwater Village, June 2, 2017)

**Re: High Speed Rail Project** June 1, 2017

## CENTRAL ATWATER VILLAGE CONCERNS

**Introduction:**

A. We have chosen to invest in this neighborhood, as we know it *today*. Our collective real estate values are at stake. In addition, this HSR project will affect the quality of our daily lives and the enjoyment of our homes profoundly, continually and permanently if it is not handled responsibly - by preserving our view-shed as we know it, and by taking serious measures to mitigate what will be a bombardment of additional noise and vibration that will be seemingly endless.

B. We understand (from various HSR reach-out meetings and handouts) there will be approximately 10 HSR trains per hour passing through this location (between Glendale and Los Feliz Boulevards) with non-operation between midnight and 5:00 am.

C. Following are the concerns of residents located within multiple blocks of this proposed HSR system project, between Los Feliz Boulevard and Glendale Boulevard, Los Angeles, California 90039.

**1. NOISE:**

A. This equates to trains every 6 minutes + 5 hours of non-operation is less than 8 hours sleep. Does 10 trains per hour include *all* trains – both north *and* southbound - per hour **?**

B. Even at 10 trains per hour (which could increase later) with 19 hours of daily operation (which could change) this equates to 190 additional trains per day!

C. Current, existing noise from trains comes on average every 30 minutes or less.

D. When the HSR decides to test existing train noise levels (to determine what new levels are "acceptable"), even if the existing is determined a lot louder than future estimated HSR noise, it is the huge increase in frequency of this additional noise impact we are highly concerned with.

E. There are hundreds and hundreds of residential homes along Seneca and Revere and Boyce Avenues, etc. This is an extremely quiet neighborhood, especially at night. Sound travels extremely far, most noticeably in the evening.

F. Trains every 6 minutes (with only 5 hours of relief) is a huge amount of added noise and impact. We will require much more protection from noise for this new impact considering the drastic increase in train traffic the HSR will bring.

G. We therefore require this entire half-mile stretch of the HSR project to be completely encapsulated as there will be no stops in Atwater (thankfully.) This above ground "tunnel" would have to be made of something solid (i.e. not corrugated metal, or the like) as in cinderblock or concrete, for noise reduction. How tall would such a structure need to be ?

**2. VIBRATION:**

What level of vibration are we to experience with this project and how will it be mitigated ?

A. There is apparently a very large oil pipe (we've been told perhaps 6 plus feet in diameter) buried behind residents' homes on the NE side of Seneca Ave, within the Storage Facility property. There is a serious concern regarding additional vibration from this project (that will

# Submission A046 (Juanita Myers, Central Atwater Village, June 2, 2017) - Continued

be vastly more frequent and closer in proximity) and how it might compromise the weldments and integrity of this pipeline and, in turn, compromise the safety and well-being of all surrounding residents. Will there be an official environmental study conducted regarding this potential health/other hazard ?

B. There is a historically designated train station directly across from the Metro-link tracks that could suffer structurally from such a substantial increase in the amount of vibration.

C. Geologically, we are in a zone with very sandy-based soil which would likely amplify the effects of additional and almost constant vibration levels this project would bring (consider the drastically increased damage that earthquakes bring to structures situated on sandy-based soil.)

**3. PUBLIC STORAGE FACILITY PROPERTY - MITIGATING IMPACT TO RESIDENTS:**

A. Noise:

(1) The storage facility (with 3 rows of large warehouses 20 feet tall) parallels the tracks for the whole stretch of Seneca (one half-mile long) and serves somewhat as a noise buffer to current existing train-related noise. With the dramatic increase in traffic the HSR would bring, we would require the additional mitigation measures as stated above.

(2) Low noise impact to neighbors during business hours and silent after closing at 7:00 pm everyday, with no security or other adverse impacts to residents.

B. Aesthetics:

(1) All structures are at a *maximum of 20 feet in height and barely visible* from the entire length of Seneca Avenue*, protecting our view-shed* of the mountains, etc.

(2) Lighting at night is soft and minimal and barely exceeds building height.

C. Safety & Privacy of Residents:

(1) The Storage Facility has caretakers on the property, with security cameras and monitoring 24/7. It closes at 7:00 pm every day.

(2) Current height and properties of existing chain-link fence separating the property and residents on NE side of Seneca Avenue is acceptable because of the above conditions only.

D. Keeping at least some of the storage facility intact would be our ideal outcome, as well as more cost effective for the HSR. This would depend on the outcome of HSR negotiations with the property owner and operational requirements of the HSR project.

**4. IF THE REMAINDER OF THE STORAGE FACILITY PROPERTY WERE TO BECOME A PARK/OPEN SPACE or OTHER:**

A. Noise:

(1) Regardless of how the remaining property becomes utilized (apart from this HSR project) we would require extremely effective noise barriers and above ground encapsulation.

(2) We would want the remaining property secure around the clock and closed everyday by 7:00 pm, just as the existing storage facility is now. We do not want additional noise from

# Submission A046 (Juanita Myers, Central Atwater Village, June 2, 2017) - Continued

any new uses for this property, especially after 7:00pm, on top of the added noise impacts that the HSR project will bring to our neighborhood.

B. Aesthetics:

(1) We do not want anything visible height-wise as viewed from the street of Seneca Avenue, including any lighting or any other HSR-related structures (paralleling stations, communication towers, switching stations, anything) and we do not want the extra noise that could accompany such HSR structures located on this property.

(2) This property and all of Atwater Village is in the RIO (River Improvement Overlay) zone and as such, there are many more stringent standards to be adhered to and addressed. We are extremely concerned with aesthetics here.

(3) We would want the grounds maintained *regularly* for the life of this project (in other words, probably forever) regardless of whether this becomes a park or an open field and we would like to be involved at every stage of the planning process.

C. Safety & Privacy of Residents:

(1) Parks/open spaces can be a magnet for illegal activities and other social ills. Our residents have peace of mind knowing that the storage facility has security and cameras on premises 24 hours/day and is a silent neighbor after 7:00pm each day (and generally during open hours as well.)

(2) There must be instead a solid wall, not a chain link fence (as exists now) of substantial height as to separate and protect all residents along the NE side of Seneca from any new official, or unofficial, use of this property, for security and privacy reasons.

(3) We do not want public thoroughfares opened up anywhere within the residential area of Seneca between Glendale and Los Feliz Boulevards. If necessary, there are existing entry/exit points within steps of each of those two commercial streets.

(4) We would require ample parking for vehicles and bicycles inside the property so as not to impact an already impacted parking situation along Seneca.

**5. UN-ACCEPTABLE USES FOR THE REMAINDER OF THE PROPERTY IF THE STORAGE FACILITY HAS TO BE REMOVED:**

A. No commercial and/or residential uses to be developed in this location

(1) We are already adversely impacted by traffic flowing through our streets from businesses on Los Feliz and Glendale Boulevards.

(2) Any such development would increase noise and impair our privacy.

(3) Any such development would destroy views and completely alter the character of our neighborhood.

B. No cell towers located anywhere along the Storage Facility property

(1) We recently fought and won against an application for a Verizon cell tower to be installed in the Storage Facility property. We gathered almost 1,700 signatures in opposition to such development from citizens and business owners in the area and received the unanimous

# Submission A046 (Juanita Myers, Central Atwater Village, June 2, 2017) - Continued

support of the Atwater Village Neighborhood Council. Basically, *no one* here wants a cell tower located anywhere on that property.

(2) Verizon will now instead be co-locating with the existing AT&T tower located on Casitas Ave, on the south side of Glendale Blvd. (Co-locating = multiple wireless companies sharing the same tower.)

(3) This existing AT&T tower stands very close to the Metro-link tracks on the Atwater side. Should the HSR need to move this tower, we demand that it remain on that same parcel of land, as close as possible to where it stands now.

**6. ADDITIONAL SAFETY QUESTIONS:**

A. What is the safety distance required between existing railroad tracks and the new HSR tracks? How much distance does that allow between residents abutting the Storage Facility property to the proposed HSR tracks ?

B. How do you protect residents who could be as close (if not closer) than 100 feet away from trains passing at approximately 120-140 MPH, up to 10 + times an hour, from a derailment?

C. What levels of EMF would accompany this project ?

**7. OTHER QUESTIONS:**

A. What other uses for the remainder of the Storage Etc. property might the HSR decide on ? Would we have any input ?

B. Will there be any public hearings ? If so, how will we be notified ?

**8. WHAT ASSURANCE DO WE HAVE ?**

A. IF the remainder of this property ends up becoming a park or simply vacant land, and is then later sold to developers and/or rented out for a cell tower(s) ?

B. IF the HSR construction and acquisition budget dwindles down by the time this project reaches Los Angeles and hardly any of our needs are met ?