

California High-Speed Rail Authority

Burbank to Los Angeles Project Section

Draft Community Impact Assessment

Appendix F

January 2019



CALIFORNIA
High-Speed Rail Authority



U.S. Department
of Transportation
**Federal Railroad
Administration**

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APPENDIX F: CUMULATIVE PROJECT LIST

This appendix provides lists and maps of planned and approved projects and plans in each of the jurisdictions within the Burbank to Los Angeles Project Section RSA, including the cities of Burbank, Glendale, and Los Angeles. Information for each of the jurisdictions can be found in Figures F-1 and F-2 and Tables F-1 through F-5. These maps and lists contain development, transportation, and sewer projects. Each project listed includes a map identification (ID) number, which corresponds to the location of the project as depicted on the corresponding figure.

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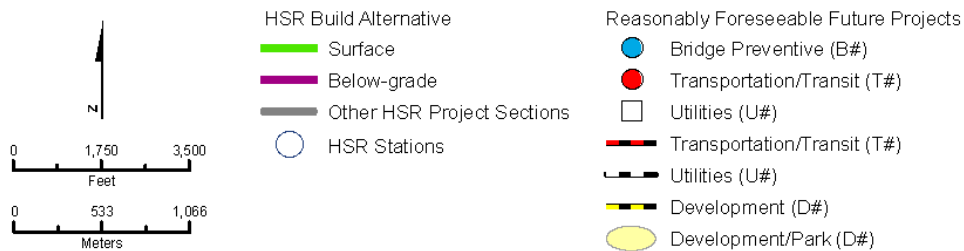


Figure F-1 Cumulative Projects

(Sheet 1 of 3)

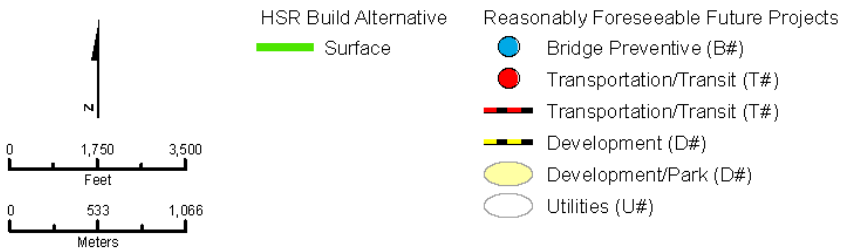
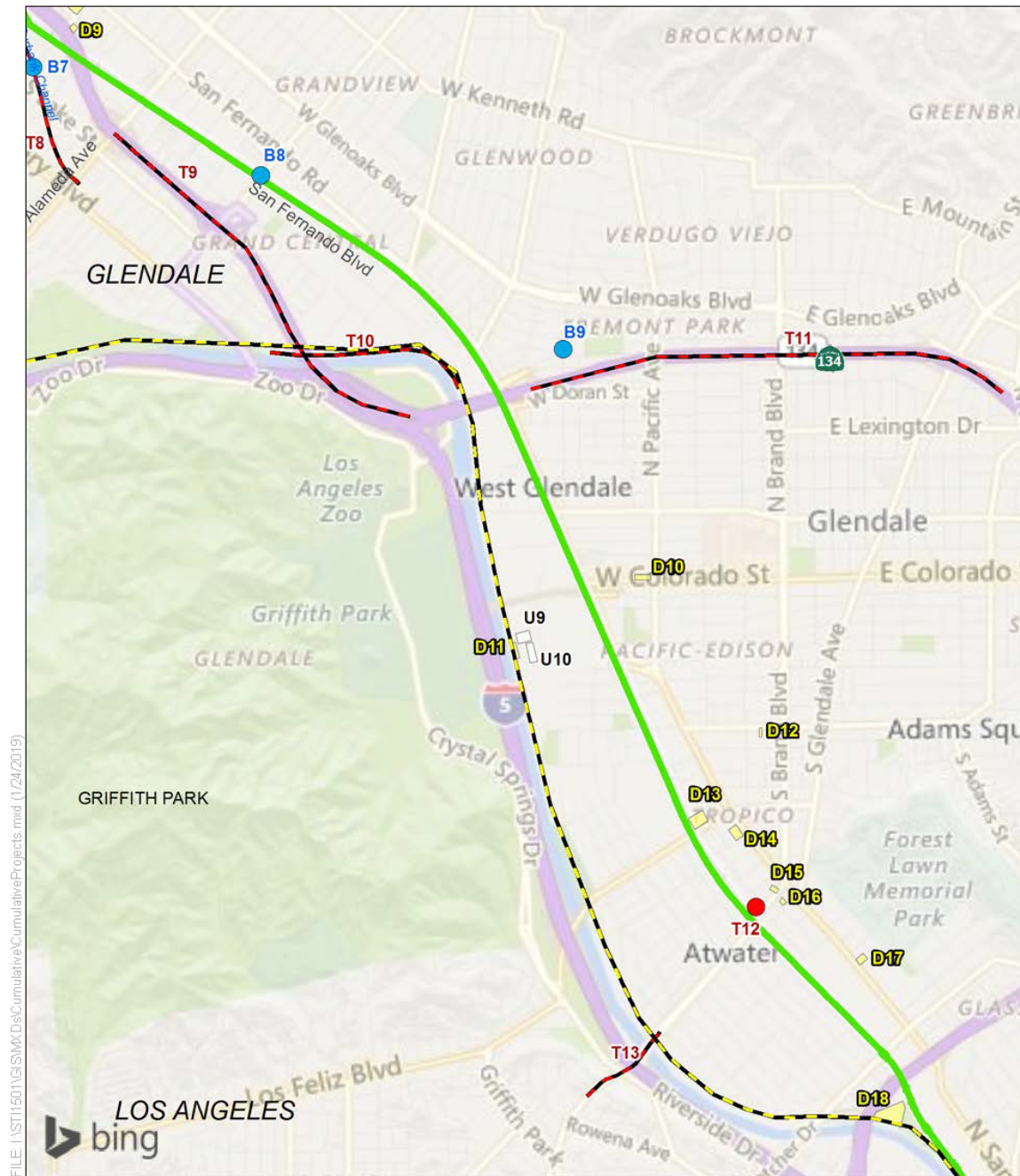
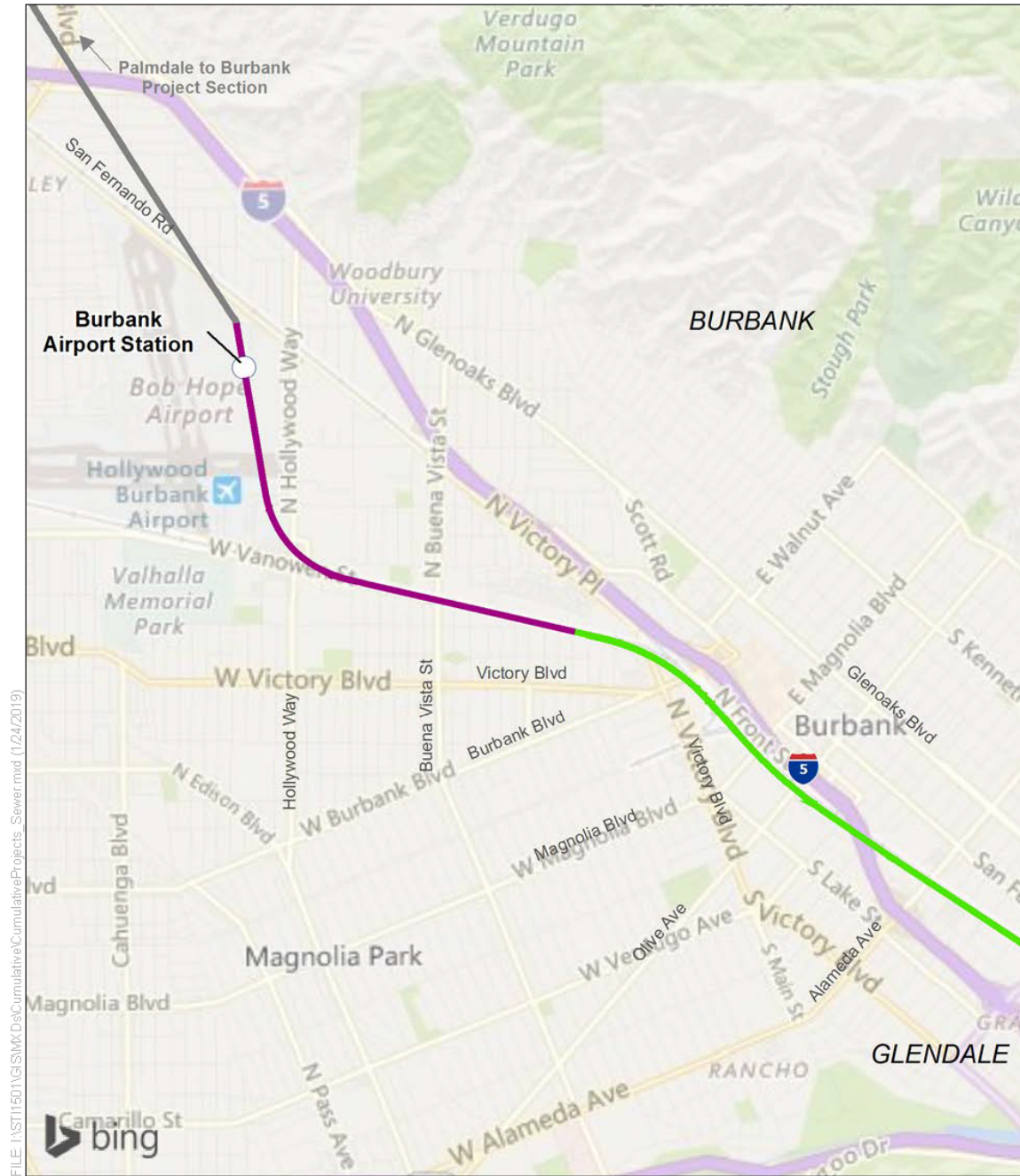


Figure F-1 Cumulative Projects
(Sheet 2 of 3)



(Sheet 3 of 3)



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HSR ALIGNMENT IS NOT DETERMINED
SOURCE: Bing (2015); CHSRA (11/2018); Los Angeles County (2016)

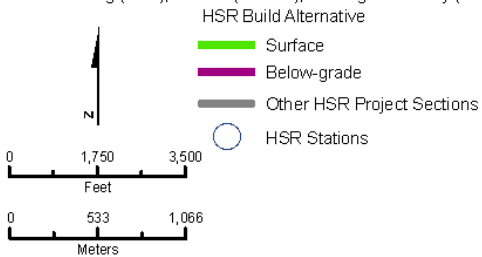
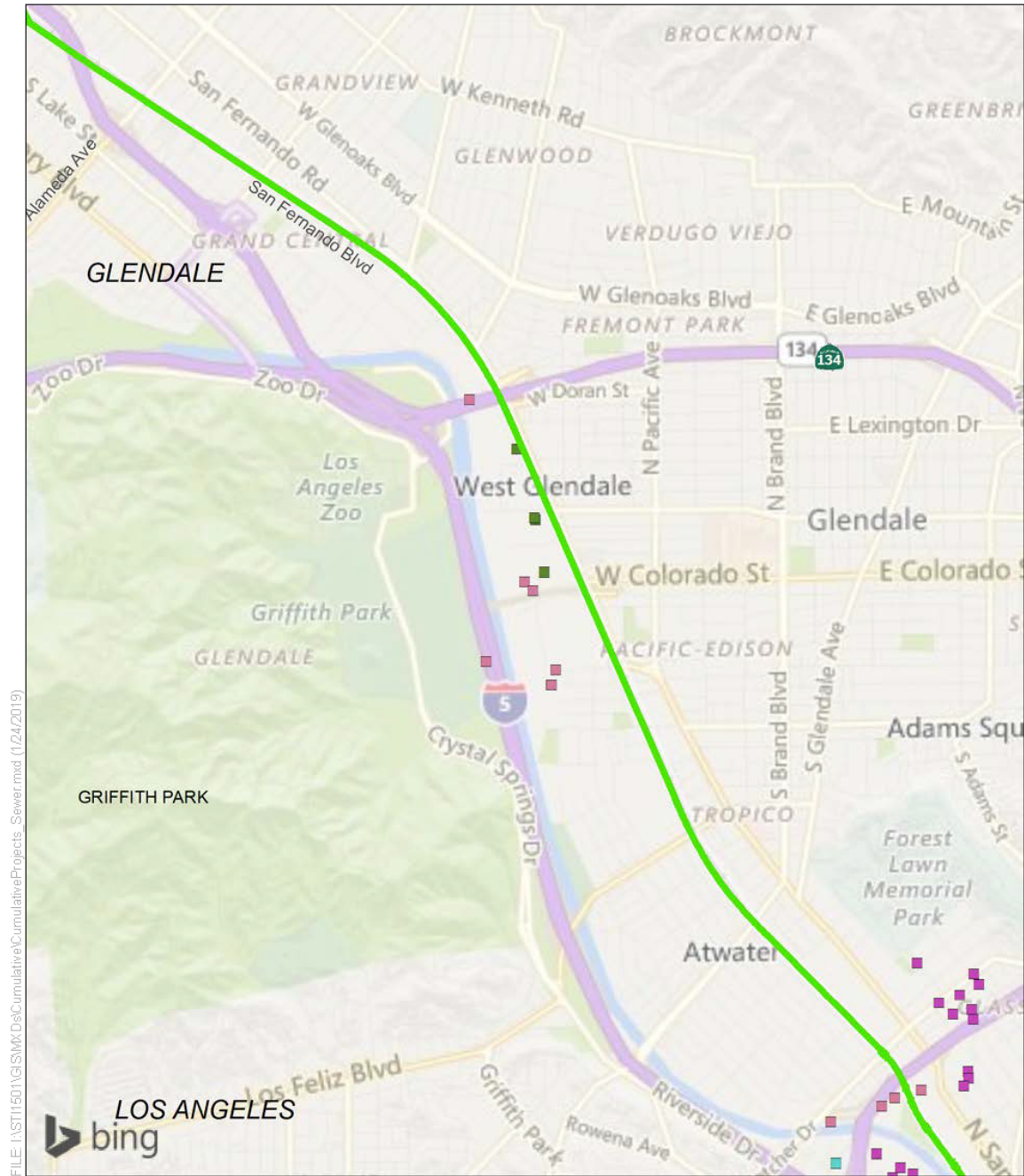


Figure F-2 Cumulative Projects—Sewer Projects
(Sheet 1 of 3)



PRELIMINARY DRAFT/SUBJECT TO CHANGE - HSR ALIGNMENT IS NOT DETERMINED
SOURCE: Bing (2015); CHSRA (11/2018); Los Angeles County (2016)

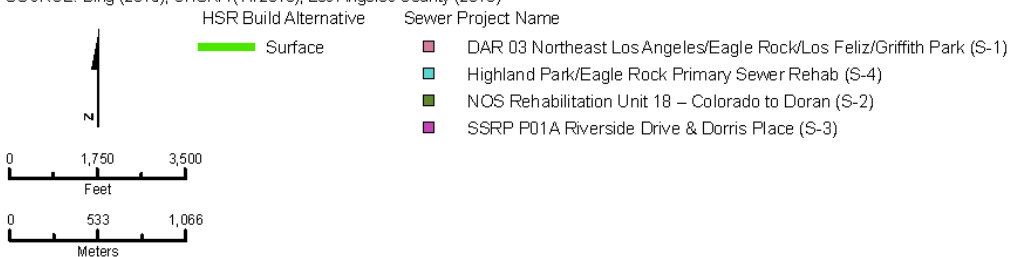


Figure F-2 Cumulative Projects—Sewer Projects
(Sheet 2 of 3)

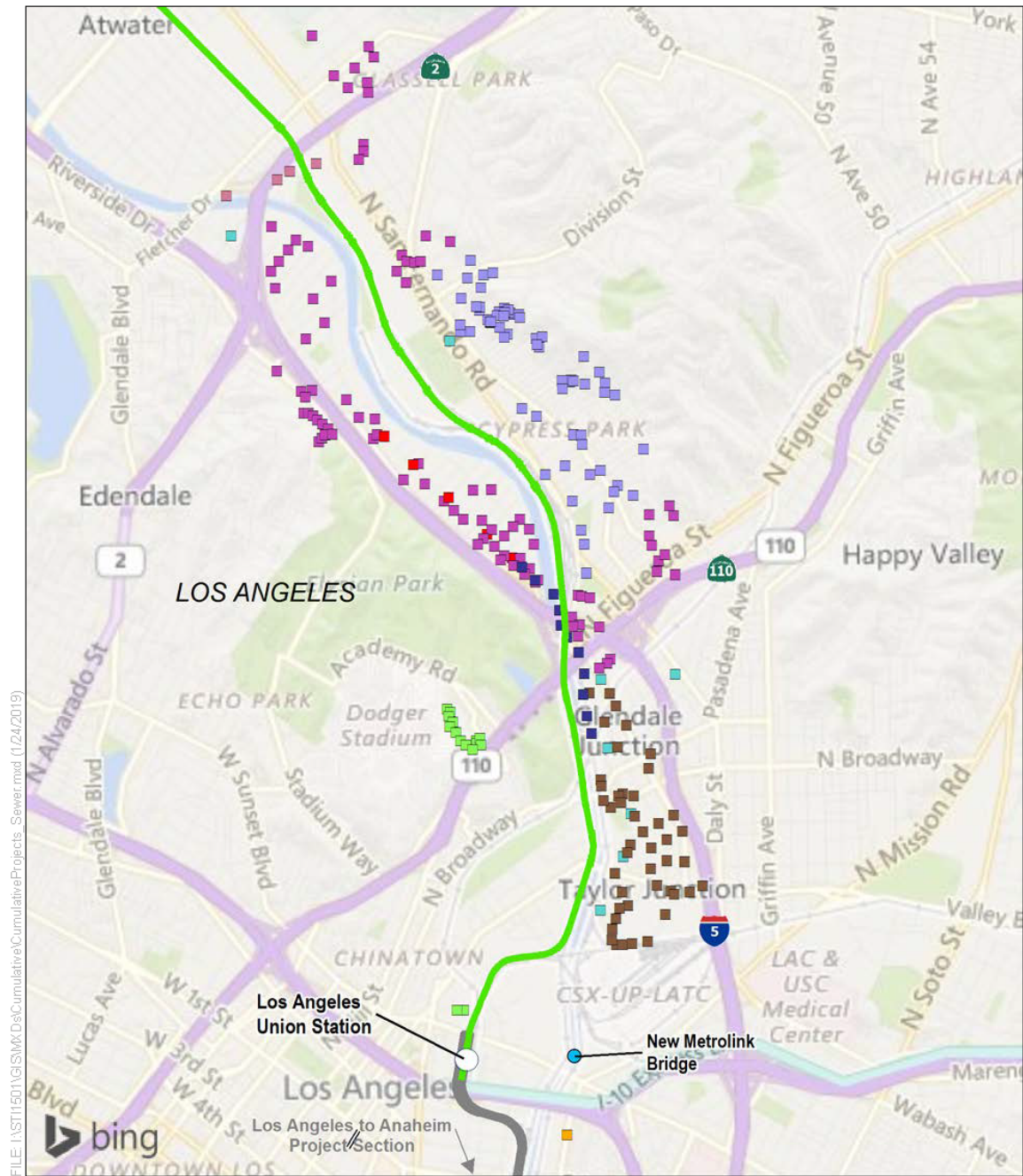


Figure F-2 Cumulative Projects—Sewer Projects
(Sheet 3 of 3)

Table F-1 Cumulative Projects—Transportation and Transit Projects

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/ Adverse Effects | Location (Distance from HSR Centerline) |
|--------|--|--|---|--|---|
| T1 | Burbank-Glendale-Pasadena Airport Intermodal Ground Access Link | This project involves construction of a link between the airport and other transportation services, including construction of a new Metrolink station at Hollywood Way/San Fernando Road on the Antelope Valley Line and a link between the airport and other transportation services. | Construction in progress; construction completion anticipated in spring 2018. | None. | City of Burbank, Hollywood Way/San Fernando Road (0.01 mi) |
| T2 | Brighton to Roxford Double Track | This project includes approximately 10 mi of new double track on Metrolink's Antelope Valley Line between Burbank and Sylmar to eliminate the current bottleneck and improve travel times for riders. | Construction anticipated from May 2018 to January 2020. | No environmental document is currently available. | City of Burbank to Sylmar Neighborhood Council in the City of Los Angeles, Hollywood Way to Roxford Street (0 mi) |
| T3 | Burbank Bob Hope Airport Replacement Terminal | This project will construct a 14-gate replacement passenger terminal and related facilities at Hollywood Burbank Airport (formerly Burbank Bob Hope Airport). | Final EIR approved in June 2016. Completion of NEPA environmental documentation anticipated in 2019. Design and construction phase anticipated from 2018 to 2022. Demolition of existing terminal anticipated in 2023. | Air quality. | City of Burbank, north of existing Hollywood Burbank Airport Terminal (0.25 mi) |
| T4 | Burbank Bob Hope Airport Station Pedestrian Grade Separation and RITC Connection | This project will design and construct a pedestrian bridge that connects the Hollywood Burbank Airport RITC and the Hollywood Burbank Airport (formerly Burbank Bob Hope Airport) Metrolink station to provide a grade-separated crossing of Empire Avenue and the railroad tracks for pedestrians traveling between the airport terminal and the station. | Draft IS/MND filed in September 2009. Project Study Report completed in September 2013. | None. | City of Burbank, Hollywood Burbank Airport over Empire Avenue to RITC Connection (0.44 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/ Adverse Effects | Location (Distance from HSR Centerline) |
|--------|---|---|--|--|---|
| T5 | Metro Red Line Extension | This project would construct a new Burbank Airport–North Metrolink Station 1 mi from the existing airport terminals north of Hollywood Burbank Airport on the Antelope Valley Line (Metro Red Line) of the Metrolink system, and would extend the Metro Red Line from North Hollywood to the Hollywood Burbank Airport. | Construction on new Burbank Airport–North Metrolink Station began March 2017 and is anticipated to be completed by May 2018. Operation of new station anticipated to begin by June 2018. Red Line extension anticipated to be completed in 2040. | No environmental document is currently available. | City of Burbank, Metro Red Line Station in North Hollywood to Hollywood Burbank Airport (0.55 mi) |
| T6 | I-5 Corridor Improvements - Magnolia Boulevard to Buena Vista Street | This project comprises a series of improvements to I-5 in Burbank between Magnolia Boulevard and Buena Vista Street. The project will add 2.2 mi of carpool lanes in each direction, construct a new interchange and undercrossing at I-5 and Empire Avenue, and reconstruct the Burbank Boulevard overcrossing. It will also elevate the railroad tracks near Empire Avenue and at Buena Vista Street and San Fernando Boulevard, and will improve the intersections at San Fernando Boulevard, Victory Place, and Lincoln Street. | Construction in progress; completion anticipated in 2019. | None. | City of Burbank, Magnolia Boulevard to Buena Vista Street (0.08 mi) |
| T7 | San Fernando Boulevard at Burbank Boulevard Intersection Improvements | This project would make the following improvements to the San Fernando Boulevard/Burbank Boulevard intersection: <ul style="list-style-type: none"> • Flare intersection to provide additional turn lanes • Widen sidewalks • Accommodate future bicycle lanes • Reconstruct curb and gutter • Add concrete pavement and sidewalks • Relocate utilities • Acquire right-of-way | Finding of Categorical Exemption under CEQA approved March 22, 2016. | None. | City of Burbank, San Fernando Boulevard/ Burbank Boulevard (0.23 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/ Adverse Effects | Location (Distance from HSR Centerline) |
|--------|--|---|---|--|---|
| T8 | Burbank Channel Bikeway Regional Gap Closure | The Burbank Channel Bikeway Regional Gap Closure would construct a Class 1 bicycle and pedestrian path along the Burbank Western Flood Control Channel. The project includes bikeway treatments at Flower Street/Olive Avenue, Verdugo Road/bike path, and Providencia/Lake Street, as well as a grade-separated crossing at Alameda Avenue. | Phase I completed in 2011. Construction of Phase II anticipated in spring 2018 to spring 2019. | None. | City of Burbank, adjacent to the Burbank Western Channel, from the Downtown Burbank Metrolink Station to Alameda Avenue (0.04 mi) |
| T9 | I-5 Corridor Improvements - Ventura Freeway (SR 134) to Magnolia Boulevard | I-5 is being widened to add 2.7 mi of carpool lanes in each direction between SR 134 and Magnolia Boulevard in Burbank and Glendale. Improvements include widening bridges, constructing new on- and off-ramps at the southbound Western Avenue interchange, enhancing soundwalls, and upgrading the storm water drainage system. A pedestrian walkway will be constructed near Verdugo Avenue. | Construction in progress; completion anticipated in 2018. | None. | Cities of Burbank and Glendale, Ventura Freeway (SR 134) to Magnolia Boulevard (0.18 mi) |
| T10 | Glendale Narrows Bikeway Culvert Bridge | This project involves the construction of a small bridge over a culvert to connect the Glendale Narrows to Flower Street to create a Class I Bike lane along and across the Los Angeles River. The project's length is under 1 mi. | Final IS/MND for Phase II approved May 2013. Construction of Phase I completed in 2012, and construction of Phase II completed in 2015. Engineering studies currently being undertaken for a future bridge across the Los Angeles River and the Verdugo Wash for Phase III. | None. | City of Glendale, Glendale Narrows to Flower Street (0.13 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/ Adverse Effects | Location (Distance from HSR Centerline) |
|--------|---|--|---|--|---|
| T11 | Space 134 Cap Park | The Space 134 Cap Park project includes preliminary engineering studies of a freeway cap on SR 134 in Glendale. The project may interface with ramps between Pacific Avenue and Glendale Avenue and the potential east-west transit line planned between North Hollywood and Pasadena. | Space 134 Vision Plan approved in June 2013. Updated Space 134 Vision Plan approved in March 2016. Construction anticipated to begin after 2020 at the earliest. | No environmental document is currently available. | City of Glendale, Central Avenue to Balboa Avenue (0.14 mi) |
| T12 | Beeline CNG Fueling and Maintenance Facility | This project involves the construction of a city-owned maintenance, operations, and administrative facility for the Glendale Beeline Transit system and Glendale Dial-A-Ride. The facility would be located at 1749–1761 Gardena Avenue, adjacent to the HSR alignment. | Construction in progress; completion anticipated in December 2018. | None. | City of Glendale, 1749–1761 Gardena Avenue (0.05 mi) |
| T13 | Glendale Boulevard-Hyperion Avenue Complex of Bridges | This project includes the following improvements: <ul style="list-style-type: none"> • Rehabilitation/seismic retrofitting of the bridges over the Los Angeles River, I-5, and Riverside Drive • Upgrading bridge railing on Bridges 53c-1881, 53c-1882, 53c-1883, 53c-1884, 53c-1179, and 53-1069 (no additional lanes) • Realignment of the I-5 northbound off-ramp. • Construction of an approximately 426 ft long pedestrian bridge over the Los Angeles River Federal Project ID: BHLS-5006(181). | Final IS/MND approved in June 2015. | None. | City of Los Angeles, Glendale Boulevard to Hyperion Avenue (0.61 mi) |
| T14 | State Route 2 Terminus Improvement Project | This project would improve the Glendale Boulevard/ SR 2 terminus through reconfiguration/redesign and traffic management. It would also include neighborhood safety measures (TEA21-#413). | Final IS/MND approved in April 2010. Construction of Phase 1A completed in November 2013. Phase 1B was anticipated to be completed winter 2015/2016. Phase 2 currently unfunded. | None. | City of Los Angeles, 0.5 mi south of Branden Street to I-5/SR 2 interchange (0.50 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/ Adverse Effects | Location (Distance from HSR Centerline) |
|--------|--|--|---|--|---|
| T15 | Taylor Yard Bikeway/ Pedestrian Bridge Over the Los Angeles River | The proposed project would include the construction of a multimodal bridge over the Los Angeles River between Elysian Valley on the west and Taylor Yard on the east. | IS/MND circulated for public review in November 2016. Construction anticipated to begin in June 2018 and be completed in December 2020. | None. | City of Los Angeles, over the Los Angeles River between Elysian Valley and Taylor Yard (0 mi) |
| T16 | North Spring Street Viaduct Widening and Rehabilitation | The North Spring Street Viaduct is a historic bridge over the Los Angeles River located 0.4 mi west of I-5. This project would rehabilitate and widen the four-lane bridge (no added lanes), add sidewalks, and upgrade bridge railings (53C0859). A high-cost-project agreement is required. | Construction in progress; completion anticipated in summer 2018. | Cultural resources. | City of Los Angeles, N Spring Street and the Los Angeles River (0 mi) |
| T17 | Link Union Station (Link US) (formerly known as the Southern California Regional Interconnector Project) | Link US has several key components, including: <ul style="list-style-type: none"> • New run-through tracks over US-101 to provide one-seat rides to major destinations in Southern California • Reconfiguration of the “throat” (station entry tracks) and “rail yard” (station arrival and boarding area) • A new passenger concourse with retail, food services, passenger waiting areas, and other amenities • A new loop track to provide operational flexibility Potential accommodation of future transportation options, including the HSR system | Environmental documentation in progress. Draft EIS/EIR anticipated in spring 2018. Final EIS/EIR and Record of Decision/EIR certification anticipated in winter 2018. | No environmental document is currently available. | City of Los Angeles, LAUS (0 mi) |
| T18 | Patsaouras Plaza | Located adjacent to LAUS, the Patsaouras Plaza Busway Station project will be a new transit busway station for the Metro Silver Line and other transit buses operating on the El Monte Busway. The design will place the busway south of Patsaouras Transit Plaza, in the median of the El Monte Busway next to US-101. The new busway station will allow buses travelling in both directions to serve LAUS with a | Construction in progress; completion anticipated in spring 2018. | None. | City of Los Angeles, median of the El Monte Busway next to US-101 (0.07 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/ Adverse Effects | Location (Distance from HSR Centerline) |
|--------|------------------------------------|---|---|--|--|
| | | minimum delay for passengers traveling to other destinations. | | | |
| T19 | Park 101 | The Park 101 District is a visionary urban design solution to construct a freeway cap park above a 0.5 mi length of US-101 in downtown Los Angeles. The district capitalizes on an opportunity for urban revitalization at the HSR transit-oriented development at LAUS. | Planned (no date available). | No environmental document is currently available. | City of Los Angeles; Phase 1 would be from Los Angeles Street (on the east) to N Broadway (on the west), and Phase 2 would extend the park farther west to N Grand Avenue and potentially farther east past Alameda Street to Hewitt Street (0 mi) |
| T20 | Regional Connector Transit Project | This new Metro Rail extension project would extend from the Metro Gold Line Little Tokyo/Arts District Station to the 7th Street/Metro Center Station in downtown Los Angeles, allowing transfers to the Blue, Expo, Red, and Purple Lines. The 1.9 mi alignment will serve Little Tokyo, the Arts District, the Civic Center, the Historic Core, Broadway, Grand Avenue, Bunker Hill, Flower Street, and the Financial District. The project will provide a one-seat ride for travel across Los Angeles County. From the Metro Gold Line, passengers will be able to travel from Azusa to Long Beach and from East Los Angeles to Santa Monica without transferring lines. | Construction in progress; completion anticipated in 2021. | Construction impacts related to bus transit, traffic circulation, pedestrian and bicycle movements, regional air quality, and paleontology. Cumulative impacts related to bus transit, traffic circulation, pedestrian and bicycle movements, and regional construction emissions. | City of Los Angeles, Metro Gold Line Little Tokyo/Arts District Station to the 7th Street/Metro Center Station in downtown Los Angeles (0.21 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/ Adverse Effects | Location (Distance from HSR Centerline) |
|--------|--|--|---|--|---|
| T21 | Active Transportation Program—Little Tokyo Pedestrian Safety | This project includes pedestrian improvements in Little Tokyo. The project includes improvements to sidewalks, curb ramps/extensions, pedestrian and street lighting, street furniture, street tress, mini-roundabouts, landscaping, pedestrian gathering areas, painted colored sidewalks, traffic signals/stripping, rectangular rapid flashing beacons, shared-lane pavement markings, continental crosswalks, speed bumps, bicycle boxes, loop detectors, and medians. | Construction anticipated to begin in December 2017 and be completed in June 2019. | No environmental document is available. | City of Los Angeles, Little Tokyo (0.25 mi) |

Caltrans = California Department of Transportation

CNG = compressed natural gas

EIR = environmental impact report

ft = foot/feet

FTIP = Federal Transportation Improvement Programs

HSR = high-speed rail

I = Interstate

ID = identification

IS = Initial Study

LAUS = Los Angeles Union Station

Metro = Los Angeles County Metropolitan Transportation Authority

mi = mile(s)

MND = Mitigated Negative Declaration

NEPA = National Environmental Policy Act

RITC = Regional Intermodal Transportation Center

RTP = Regional Transportation Plan

SCAG = Southern California Association of Governments

SCS = Sustainable Communities Strategy

SR = State Route

US = U.S. Route

Table F-2 Cumulative Projects—Development Projects

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/Adverse Effects | Location (Distance from HSR Centerline) |
|------------------------|----------------------------|--|---|---|---|
| City of Burbank | | | | | |
| D1 | Avion | <p>The Avion project would construct a business park on approximately 60 ac of vacant land directly adjacent to Hollywood Burbank Airport. Avion would consist of the following:</p> <ul style="list-style-type: none"> • Six buildings two stories high for industrial/warehouse uses, totaling 1,014,887 sf • Nine buildings two stories high for creative office uses, totaling 142,250 sf • Two buildings one story high for retail/restaurant uses, totaling 15,154 sf • One hotel with 166 rooms • Other site and street improvements | <p>Preparation of EIR in progress.</p> <p>Public review of IS/NOP ended on July 8, 2017.</p> <p>Construction anticipated to begin early 2018 and be completed by the end of 2018.</p> | <p>Potentially significant impacts identified in the IS/NOP include air quality, cultural resources, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, transportation and traffic, tribal cultural resources, and utilities and service systems.</p> | City of Burbank, 3001 N Hollywood Way (0 mi) |
| D2 | Golden State Specific Plan | <p>In partnership with the Authority and Metro, the City of Burbank is developing the Golden State Specific Plan. The Golden State Specific Plan will involve station area planning around the planned HSR station near Hollywood Burbank Airport. The Golden State Specific Plan will serve as the regulatory document for future land use, development, infrastructure, and public realm improvements within the 640 ac Specific Plan area.</p> | Planned (no date available). | No environmental document is currently available. | City of Burbank, east and south of Hollywood Burbank Airport (0 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/Adverse Effects | Location (Distance from HSR Centerline) |
|--------|-------------------------|---|--|---|---|
| D3 | Proposed Airport Hotels | <p>This project would be constructed in two phases:</p> <ul style="list-style-type: none"> • Phase 1: A new eight-story hotel (89 ft high) with a total of 200 rooms and a total of approximately 136,400 sf of floor area • Phase 2: <ul style="list-style-type: none"> • Option A: A nine-story 14,000 sf hotel (94 ft high) with a total of 216 rooms and a four-story parking garage • Option B: A six-story 120,000 sf office building (81 ft high) and a five-story parking garage | City of Burbank may prepare an environmental document; no schedule is available. | No environmental document is currently available. | City of Burbank, 2500 N Hollywood Way (0.06 mi) |
| D4 | 3700 Vanowen Street | Construction of a 36,038 sf tilt-up commercial building. | In planning stage (no date available). | No environmental document is currently available. | City of Burbank, 3700 Vanowen Street (0.46 mi) |
| D5 | Burbank Town Center | <p>The Burbank Town Center is a proposed residential/commercial mixed-use development on approximately 16.5 ac of an existing 37 ac planned development. The project would include the following:</p> <ul style="list-style-type: none"> • A seven-story building with 271 residential units • A 15-story building with 70 residential units • A seven-story mixed-use building with 801 residential units and 37,135 sf of retail/restaurant space • A seven-story, 200-room hotel with 10,425 sf of restaurant space • Improvements to N San Fernando Boulevard • Demolition of approximately 241,000 sf of retail space, including Ikea, OfficeMax, and Corner Bakery. | <p>Discretionary approvals have been requested. Preparation of an EIR in progress.</p> <p>IS/NOP circulated for public review on November 28, 2017.</p> <p>Public Scoping Meeting held on December 13, 2017.</p> | No environmental document is currently available. | City of Burbank, 600 North San Fernando Boulevard (0.14 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/Adverse Effects | Location (Distance from HSR Centerline) |
|--------|--|--|---|--|--|
| D6 | 550 North Third Street Hotel Project | The project proposes a six-story hotel development with 196 hotel rooms and associated amenities on a 0.89 ac site. Approximately 10,235 sf would consist of various amenities including, but not limited to, restaurant, reception, lobby, and meeting rooms. Approximately 7,105 sf would be consist of back-of-house areas, such as administration, employee areas, kitchen, and housekeeping facilities. The project would include a single structure that would consist of six stories reaching a maximum height of approximately 68 ft situated over three levels of subterranean parking with 196 parking spaces. | IS/ND circulated for public review in September 2017. Construction anticipated from March 2018 to October 2019. | None. | City of Burbank, 550 N 3rd Street (0.35 mi) |
| D7 | First Street Village Mixed-Use Project | This project would construct three six-story buildings, to provide a combined total of 275 apartments, 18,975 sf of retail/commercial space on the ground floors, and a total of 673 parking spaces in three levels of ground-level and subterranean parking. | Final IS/MND approved in August 2016. Burbank City Council approved project in June 2017. Construction anticipated from mid-2017 to 2020. | None. | City of Burbank, N 1st Street (between 1st Street and I-5), and E Magnolia Boulevard (0.09 mi) |
| D8 | The Premier on First | The Premier on First project would be constructed in two phases: <ul style="list-style-type: none"> • Phase 1: A 14-story building with 154 residential units and 7,968 sf of retail space, 1,727 sf of restaurant space, and subterranean and podium parking garages • Phase 2: Includes two possible development scenarios: <ul style="list-style-type: none"> • Phase 2A: A 12- or 13-story hotel with a maximum of 230 rooms; a 18,544 sf conferencing center on the podium level and 6,601 sf of conference rooms on the 10th floor; 4,738 sf of restaurant space and 1,156 sf of retail space on the ground floor; and subterranean parking. • Phase 2B: An 11-story building with 158,011 sf of office space and 12,822 sf of commercial space for | Draft EIR circulated for public review from August 22 to October 6, 2017. Phase 1 of construction anticipated from 2018 to 2024. Phase 2 of construction anticipated from summer 2021 to summer 2024. | Groundborne noise and vibration impacts during construction. | City of Burbank, 103 E Verdugo Avenue (0.15 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/Adverse Effects | Location (Distance from HSR Centerline) |
|--------|---|---|--|---|--|
| | | retail and restaurant type uses, and subterranean and podium parking garages. | | | |
| D9 | 40 East Verdugo | New private school. | In development review and planning stage. | No environmental document is currently available. | City of Burbank, 40 E Verdugo Avenue (0.07 mi) |
| D10 | CCTAN/Colorado Street Mixed-Use Development | This project would construct mixed-use development with 90 multifamily residential units, medical office space, restaurants, and activity spaces. | Final EIR approved in May 2014. | Noise and vibration, fire protection and emergency services, fire protection and emergency services (cumulative), police protection (cumulative), and utilities and service systems (solid waste) (cumulative) impacts. | City of Glendale, 507–525 W Colorado Street (0.22 mi) |
| D11 | Los Angeles-Glendale Water Reclamation Plant Personnel Building | This project includes construction of an estimated 15,000 sf, two-story building to provide office space for Los Angeles-Glendale Water Reclamation Plant personnel | IS/MND circulated for public review in October 2017. Construction anticipated to begin in late 2018 and be completed in early 2020. | None. | City of Los Angeles, 4600 Colorado Boulevard (0.35 mi) |
| D12 | 206 West Chevy Chase Drive | Proposed 25,705 sf, five-story commercial building consisting of retail use (585 sf) at the first (ground) level, medical office use (4,750 sf) on the second level, and general offices (20,370 sf) on the third, fourth, and fifth levels. The proposal includes 81 parking spaces located on the first and second levels and four levels below-ground. | MND circulated for public review from April 7, 2017, to April 27, 2017. | None. | City of Glendale, 206 W Chevy Chase Drive (0.43 mi) |
| D13 | The Griffith | The Griffith is a six-story building with 225 multifamily residential units, parking, and amenities on a 2.25 ac lot. | Final EIR approved May 2015. Construction complete. | Noise and vibration, traffic and circulation, recreation, recreation (cumulative), utilities and service systems (solid waste) (cumulative), fire protection and emergency services (cumulative). | City of Glendale, 435 W Los Feliz Road (0.02 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/Adverse Effects | Location (Distance from HSR Centerline) |
|--------|--|--|--|--|---|
| D14 | Glendale Link Project | This project would construct a five-story mixed-use development on 1 ac. Uses would include multifamily residential, commercial, studio space, parking, and open space. | Final EIR approved in December 2013. Construction in progress. | Noise and vibration, recreation, recreation (cumulative impacts), utilities (cumulative impacts). | City of Glendale, 3901–3915 San Fernando Road (0.15 mi) |
| D15 | 1821 South Brand Boulevard | This project would include demolition of existing structures and construction of a new five-story mixed-use building with 38 residential units, 980 sf of commercial (office) use on the ground floor, and three levels of subterranean parking (96 spaces). | In design review. | No environmental document currently available. | City of Glendale, 1815 and 1821 S Brand Boulevard (0.14 mi) |
| D16 | 1820 South Brand Boulevard | This project would construct a six-story, 26-unit live/work development. The project includes a total of 103 parking spaces, including 46 in a tandem arrangement. | IS/ND circulated for public review from March 8, 2017, to March 28, 2017. | None. | City of Glendale, 1820 S Brand Boulevard (0.14 mi) |
| D17 | Northeast Area Police Station Parking Garage | The Northeast Area Police Station Parking Garage Project includes the construction of a new two- to three-story parking structure with 240 parking spaces and a pre-engineered car wash on an existing parking lot at the new Northeast Police Station. | Construction anticipated to begin in January 2018 and be completed in July 2019. | No environmental document is available. | City of Los Angeles, 3353 N San Fernando Road (0.19 mi) |
| D18 | Bow Tie Yard Lofts | This project would construct four five- to six-story buildings on 5.7 ac. The buildings would contain 419 dwelling units, commercial uses, open space, and an urban farm. | Preparation of EIR in progress. IS/NOP circulated for public review in February 2017. Public scoping meeting held March 1, 2017. | Potentially significant impacts identified in the IS/NOP include aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, population and housing, public services, recreation, traffic/transportation, tribal cultural resources, and utilities and service systems. | City of Los Angeles, 2750–2800 W Casitas Avenue (0.03 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/Adverse Effects | Location (Distance from HSR Centerline) |
|--------|--|---|---|---|--|
| D19 | Taylor Yard G2 River Park Project | The Taylor Yard G2 River Park project includes development of an approximately 42-acre portion of the 250-acre Taylor Yard Complex, which was historically owned by the Union Pacific Railroad for rail maintenance and fueling. The objective of the project is to implement phased remediation and development of the brownfield site to create habitat restoration, support environmental cleanup and sustainability, and create more than one mile of direct river access to local communities. | Preliminary design phase Preparation of environmental document anticipated to be initiated late 2018 and completed in late 2019 | No environmental document is available. | City of Los Angeles Taylor Yard, between Los Angeles River and Rio De Los Angeles State Park (0.01 mi) |
| D20 | Elysian Park Lofts | The Elysian Park Lofts project proposes development of a 159,800 sf mixed-use residential and commercial retail project consisting of approximately 920 residential units (including 17 live-work units), approximately 17,941 sf of retail uses, and approximately 5,465 sf of leasing offices. The project site involves demolition of the on-site buildings that are currently used for Metro vehicle and equipment storage and parking. | Preparation of EIR in progress. IS/NOP circulated for public review from November 6, 2017, to January 31, 2018. Public scoping meeting held on November 14, 2017. | Potentially significant impacts identified in the IS/NOP include aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, traffic/transportation, tribal cultural resources, and utilities and service systems. | City of Los Angeles, 1251 N Spring Street and 1030–1380 N Broadway (0.10 mi) |
| D21 | Albion Riverside Park – Park Development | The Albion Riverside Park includes development of a new park on the 6 ac site. The overall objective of the project is to develop the site and implement LID, Green Infrastructure, and BMP measures to improve the water quality of stormwater prior to discharging into the Los Angeles River and ultimately into the Pacific Ocean. The project will also provide multiple benefits to the neighborhood by creating visual linkages to the Los Angeles River. | Construction began in May 2017. | No environmental document is available. | City of Los Angeles, 1739 N Albion Street (0.09 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/Adverse Effects | Location (Distance from HSR Centerline) |
|--------|---|--|---|--|---|
| D22 | College Station | This mixed-use development would include 770 dwelling units and 51,390 sf of commercial space on 4.92 currently vacant acres. | Preparation of EIR in progress. IS/NOP issued in June 2016. Construction anticipated to be completed in 2020. | Potentially significant impacts identified in the IS/NOP include aesthetics, air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, land use and planning, noise, population and housing, public services, recreation, traffic/transportation, tribal cultural resources, and utilities and service systems. | City of Los Angeles, 924 N Spring Street (0.14 mi) |
| D23 | LA Lofts Chinatown Project | The LA Lofts Chinatown Project would construct 272 condominium units with 614 parking spaces. | Final EIR approved and published in April 2007. Construction has not yet begun. | Housing and population impacts. | City of Los Angeles, 1101 N Main Street (0.16 mi) |
| D24 | Channel 35 Studio Relocation Project | The Channel 35 Studio Relocation Project includes the design and construction of a new digital television studio within the Masonic Hall and Merced Theatre in the El Pueblo de Los Angeles Historic Park in the City of Los Angeles. In order to utilize the two-story Masonic Hall and three-story Merced Theatre for studio use, the project would require extensive structural, mechanical, electrical, and plumbing system retrofits. A ramp and elevator structure would also be installed to allow ADA access and equipment loading to all floors of the building. The project would also structurally retrofit the three-story Pico House, located directly adjacent to the Merced Theatre on the northeast. | IS/MND circulated for public review in February 2016. Construction began in June 2017 and is anticipated to be completed in June 2019. | None. | Los Angeles, 416, 420, and 424 N Main Street (Merced Theatre) (0.28 mi) |
| D25 | Los Angeles Union Station Forecourt and Esplanade | The project is located in front of LAUS and on adjacent streets. The project includes a perimeter to create a useable civic plaza and improve pedestrian and bicycle connections between LAUS and surrounding businesses and communities. The project consists of four general | Draft EIR circulated for public review in August 2017. | Biological resources, cultural resources, hazards and hazardous materials, and traffic and transportation impacts. | City of Los Angeles, 800 N Alameda Street (0.12 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/Adverse Effects | Location (Distance from HSR Centerline) |
|--------|--|--|--|---|--|
| | Improvements Project | components: the Alameda Street Improvements, the Forecourt Improvements, the partial closure of Los Angeles Street, and the Arcadia Street El Pueblo tour bus parking. | Final EIR anticipated to be released in early 2018. Construction anticipated to begin in early 2020 and take approximately 7 months. | | |
| D26 | Los Angeles Department of Transportation Bus Maintenance & Compressed CNG Fueling Facility | The Transportation Bus Maintenance & CNG Fueling Facility project includes demolition of an existing manufacturing warehouse, storage building, and surface parking on the 3 ac project site. The project involves construction of a 21,867 sf maintenance and operations building, a parking structure with 100 parking spaces, a CNG fueling facility, and a surface parking area for 70 DASH buses that includes a 6,829 sf service building, a service area, a fueling station, a and bus-washing bay. | MND approved in September 2006; Addendum approved in October 2011. Construction began in October 2016 and is anticipated to be completed in November 2018. | None. | City of Los Angeles, 454–462 and 506 Commercial Street and 459–461 and 503–511 E Ducommun Street (0.01 mi) |
| D27 | Mangrove Estates Mixed Use Project | This is a generic mixed-use project proposing retail, office, and residential uses on a 5.66 ac site adjacent to the Gold Line light rail station. | Program Final EIR approved in April 2010. Construction in progress and expected to take 18 to 24 months, although it could occur in multiple phases. | Air quality and transportation impacts. | City of Los Angeles, 200 N Alameda Street (0.22 mi) |
| D28 | Los Angeles River Revitalization Project | The planning area for the Los Angeles River Revitalization Project is an approximately one mile-wide, 32 mile-long river corridor and five primary opportunity areas: Canoga Park, River Glen, Taylor Yard, Chinatown-Cornfields, and Downtown Industrial Area. The project would revitalize the Los Angeles River and its watershed through the implementation of four primary goals: 1) enhance flood storage, 2) enhance water quality, 3) enable safe public access, and 4) restore a functional riparian ecosystem. Two hundred and forty specific projects have been | Final Programmatic EIR/EIS approved April 2007 Several specific projects have been completed since 2007; additional projects will be initiated and completed based on priorities established in the Master Plan and | Transportation and cultural resources. | Cities of Burbank, Glendale, and Los Angeles Los Angeles River (0 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/Adverse Effects | Location (Distance from HSR Centerline) |
|--------|--------------|--|--|---|---|
| | | identified in the Los Angeles River Revitalization Master Plan as part of implementation of the project. | available funding. Projects are prioritized as near term (0-5 years), near-mid (5-10 years), mid (10-15 years), mid long (15-20 years), and long-term (more than 20 years), but timing is subject to funding availability. | | |

ac = acre(s)

ADA = Americans with Disabilities Act

Authority = California High-Speed Rail Authority

BMP = best management practice

CNG = Compressed Natural Gas

EIR = environmental impact report

ft = foot/feet

GSSP = Golden State Specific Plan

HSR = high-speed rail

I = Interstate

ID = identification

IS = Initial Study

LID = Low Impact Development

Metro = Los Angeles County Metropolitan Transportation Authority

mi = mile(s)

MND = Mitigated Negative Declaration

ND = Negative Declaration

NOP = Notice of Preparation

RFP = request for proposal

sf = square foot/feet

SR = State Route

US = U.S. Route

Table F-3 Cumulative Projects—Utility Projects

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/Adverse Effects | Location (Distance from HSR Centerline) |
|------------------------|--|---|---|---|---|
| City of Burbank | | | | | |
| U1 | Ontario Substation | <p>This project is part of the Golden State Area Substation. With a substation agreement with the developers of the Avion development project, construction of a new 67 MVA Burbank Water and Power electrical community substation would take place in two phases:</p> <ul style="list-style-type: none"> • Phase 1: Two 69 kV subtransmission lines, two transformer banks, and six 12 kV feeder positions. • Phase 2: A third 69 kV subtransmission line, a third transformer bank, and three additional feeder positions. | Engineering in progress; construction anticipated from 2018 to 2019. Installation of remaining feeders as needed when additional 12 kV load is developed. | No environmental document is currently available. | City of Burbank, southwest corner of Winona Avenue and Ontario Street (0.14 mi) |
| U2 | Underground Transmission Line Construction | This project would construct a new underground transmission line to the Ontario Substation. | Engineering in progress; construction anticipated from 2018 to 2019. | No environmental document is currently available. | City of Burbank, Ontario Street from railroad tracks to Winona Avenue (0 mi) |
| U3 | Overhead Transmission Line Construction | This project would rebuild an overhead transmission line to the Ontario Substation. | Engineering in progress; construction anticipated from 2018 to 2019. | No environmental document is currently available. | City of Burbank, Winona Avenue from Ontario Street to Victory Place (0.13 mi) |
| U4 | Streetlight Series Conversion | This project includes overhead streetlight circuit construction. | Engineering and construction anticipated from 2018 to 2019. | No environmental document is currently available. | City of Burbank, Buena Vista Avenue from Winona Avenue to Glenoaks (0.47 mi) |
| U5 | Overhead Transmission Line Construction | This project would rebuild an overhead transmission line to Ontario Substation. | Engineering in progress; construction anticipated from 2018 to 2019. | No environmental document is currently available. | City of Burbank, Victory Place from Naomi Street to Maria Street (0.35 mi) |
| U6 | Streetlight Series Conversion | This project includes overhead streetlight circuit construction. | Construction anticipated from 2018 to 2019. | No environmental document is currently available. | City of Burbank, Buena Vista Avenue from Vanowen Street to Victory Boulevard (0.04 mi). |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/Adverse Effects | Location (Distance from HSR Centerline) |
|----------------------------|--|---|---|---|---|
| U7 | Underground Utility District II | This project would convert an existing streetlight and electric facilities from overhead to underground. | Project approval in progress. | No environmental document is currently available. | City of Burbank, San Fernando Boulevard from I-5 to Amherst Drive (0.26 mi). |
| U8 | Streetlight Series Conversion | This project includes underground streetlight circuit construction. | Engineering and construction anticipated from 2018 to 2019. | No environmental document is currently available. | City of Burbank, 3rd Street from Angeleno Avenue to Verdugo Avenue (0.36 mi). |
| City of Los Angeles | | | | | |
| U9 | Los Angeles-Glendale Water Reclamation Plant Primary Effluent Equalization Storage | This project will construct two 2.5-million-gallon equalization tanks at the Los Angeles Glendale Water Reclamation Plant to store effluent for establishing uniform flow levels. | IS/MND circulated for public review in October 2017. Construction anticipated to begin in late 2018 and be completed in early 2021. | None. | City of Los Angeles, 4600 Colorado Boulevard (0.28 mi) |
| U10 | Los Angeles-Glendale Water Reclamation Plant Blower Air Cleanup System | This project includes the addition of a biotrickling filter or blower air clean-up system at the Los Angeles-Glendale Water Reclamation Plant. | Categorical Exemption approved in March 2017. Construction anticipated to begin in January 2018 and be completed in April 2019. | None. | City of Los Angeles, 4600 Colorado Boulevard (0.29 mi) |

kV = kilovolt(s)

MVA = mega-volt-ampere(s)

Table F-4 Cumulative Projects—Bridge Preventive Maintenance Program

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/Adverse Effects | Location (Distance from HSR Centerline) |
|------------------------|---|--|---------------|---|---|
| City of Burbank | | | | | |
| B1 | N San Fernando Boulevard/Hollywood Way (County Bridge No. 2328, State Bridge No. 53C1833) | This project is part of Group 19 of the Bridge Preventive Maintenance Program. | 100% Plans | No environmental document is currently available. | City of Burbank, near the intersection of N San Fernando Boulevard and Hollywood Way (0.17 mi) |
| B2 | S San Fernando Boulevard/Hollywood Way | This project is part of Group 19 of the Bridge Preventive Maintenance Program. | 100% Plans | No environmental document is currently available. | City of Burbank, near the intersection of S San Fernando Boulevard and Hollywood Way (0.15 mi) |
| B3 | Empire Avenue/Hollywood Way (County Bridge No. 2329, State Bridge No. 53C1834) | This project is part of Group 19 of the Bridge Preventive Maintenance Program. | 100% Plans | No environmental document is currently available. | City of Burbank, Winona Avenue from Ontario Street to Victory Place (0.34 mi) |
| B4 | Vanowen Street/Hollywood Way (County Bridge No. 2815, State Bridge No. 53C0941) | This project is part of Group 19 of the Bridge Preventive Maintenance Program. | 100% Plans | No environmental document is currently available. | City of Burbank, near the intersection of W Empire Avenue and Hollywood Way (0.36 mi) |
| B5 | Burbank Boulevard/Lake Street (County Bridge No. 2620, State Bridge No. 53C0198) | This project is part of Group 19 of the Bridge Preventive Maintenance Program. | 100% Plans | No environmental document is currently available. | City of Burbank, near the intersection of Burbank Boulevard and Lake Street (0.01 mi) |
| B6 | Magnolia Boulevard/Burbank Western Channel (County Bridge No. 2822, State Bridge No. 53C0200) | This project is part of Group 19 of the Bridge Preventive Maintenance Program. | 100% Plans | No environmental document is currently available. | City of Burbank, near the intersection of W Magnolia Boulevard between N Front Street and N Varney Street (0.02 mi) |
| B7 | Verdugo Avenue/Burbank Western Channel (County Bridge No. 2812, State Bridge No. 53C0940) | This project is part of Group 19 of the Bridge Preventive Maintenance Program. | 100% Plans | No environmental document is currently available. | City of Burbank, near the intersection of W Verdugo Avenue and S Varney Street (0.14 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/Adverse Effects | Location (Distance from HSR Centerline) |
|--------|--|--|---------------|---|--|
| B8 | Western Avenue/Metro (County Bridge No. 2740, State Bridge No. 53C0748) | This project is part of Group 5 of the Bridge Preventive Maintenance Program. | Unknown | No environmental document is currently available. | City of Glendale, near the intersection of Western Avenue and Standard Avenue (0.01 mi) |
| B9 | Concord Street/Verdugo Avenue (County Bridge No. 2744, State Bridge No. 53C0742) | This project is part of Group 10 of the Bridge Preventive Maintenance Program. | 100% Plans | No environmental document is currently available. | City of Glendale, near the intersection of Concord Street and Patterson Avenue (0.33 mi) |

HSR = high-speed rail
 mi = mile(s)

Table F-5 Cumulative Projects—Sewer Projects

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/ Adverse Effects | Location (Distance from HSR Centerline) |
|----------------------------|---|---|--|--|---|
| City of Los Angeles | | | | | |
| S1 | Difficult to Access Reach (DAR) 03 Northeast Los Angeles/Eagle Rock/Los Feliz/Griffith Park | The DAR03 (Difficult to Access Reaches) project will remove, repair, and rehabilitate approximately 6 mi of sewer pipelines in the Eagle Rock, Los Feliz, and Griffith Park neighborhoods of northeast Los Angeles. | Construction began in March 2017 and is anticipated to be completed by September 2018. | No environmental document is available. | City of Los Angeles, Eagle Rock/Los Feliz/Griffith Park (0.05 mi) |
| S2 | Difficult to Access Reach (DAR) 06 Northeast Los Angeles/Silver Lake/Boyle Heights | The DAR06 (Difficult to Access Reaches) project will remove, repair, and rehabilitate sewer pipelines in the Silver Lake and Boyle Heights neighborhoods of Northeast Los Angeles. | Pre-design phase. Construction anticipated to begin in June 2019 and be completed by June 2020. | No environmental document is available. | City of Los Angeles, Silver Lake/Boyle Heights (0.05 mi) |
| S3 | Highland Park/Eagle Rock Primary Sewer Rehab | The project includes sewer rehabilitation in Highland Park and Eagle Rock. | Design phase. Construction anticipated to begin in July 2018 and be completed in April 2020. | No environmental document is available. | City of Los Angeles, Highland Park and Eagle Rock (0.10 mi) |
| S4 | North Outfall Sewer (NOS) Rehab Unit 12 – Duvall to Humboldt | The project involves rehabilitation of the NOS. | Design phase. Construction anticipated to begin in February 2019 and be completed in January 2021. | No environmental document is available. | City of Los Angeles, Duvall Street to Humboldt Street (0.01 mi) |
| S5 | North Outfall Sewer (NOS) Rehab Unit 13 – Forney to Duvall | The project involves rehabilitation of the NOS. | Design phase. Construction anticipated to begin in August 2018 and be completed in July 2020. | No environmental document is available. | City of Los Angeles, Forney Street to Duvall Street (0.19 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/ Adverse Effects | Location (Distance from HSR Centerline) |
|--------|--|--|---|--|---|
| S6 | North Outfall Sewer (NOS) Rehab Unit 9 – Aliso to 6th | The project involves rehabilitation of the NOS. | Design phase. Construction anticipated to begin in May 2018 and be completed in April 2020. | No environmental document is available. | City of Los Angeles, Aliso Street to 6th Street (0.18 mi) |
| S7 | North Outfall Sewer (NOS) Rehabilitation Unit 18 – Colorado to Doran | The North Outfall Sewer (NOS) Rehabilitation Unit 18 – Colorado to Doran project includes rehabilitation of the siphon structure; debris removal and disposal; cleaning of sewer host pipe; removal and disposal of falling tiles/bricks; post-cleaning, post-rehabilitation, and post-grouting; semi-elliptical sewer rehabilitation by sliplining and grouting; reconnection of existing house connections; reconnection of 8-inch vitrified clay pipe at various locations, and replacement of manholes | Design phase. Construction is anticipated to be completed in November 2019. | No environmental document is available. | City of Los Angeles, southeast of the SR 134/I-5 interchange in North Atwater Village, from Colorado Boulevard and Edenhurst Avenue to the west end of Doran Street (0.02 mi) |
| S8 | Secondary Sewer Renewal Program (SSRP) P01A Riverside Drive & Dorris Place | The project consists of removing and replacing and/or rehabilitating over 6.7 mi of 6-inch, 8-inch, 10-inch, 12-inch, and 14-inch sewer lines in the Silver Lake/Central City/North Los Angeles area as part of the post-Collection System Sewer Assessment (CSSA) SSRP. The project also includes adding and modifying sewer structures, including, but not limited to: traffic control, shoring, trenching, sewer bypass, sewer cleaning, sewer closed-circuit television, temporary street resurfacing, and final pavement. | Construction is underway and anticipated to be completed by March 2019. | No environmental document is available. | City of Los Angeles, Riverside Drive and Dorris Place (0.03 mi) |

| Map ID | Project Name | Description | Status/Timing | Potential Significant Unavoidable Impacts/ Adverse Effects | Location (Distance from HSR Centerline) |
|--------|---|--|---|--|---|
| S9 | Secondary Sewer Renewal Program (SSRP) P01B Daly Street & North Main Street | The project consists of removing and replacing and/or rehabilitating over 5.74 mi of 6-inch, 8-inch, 10-inch, 12-inch, 14-inch, and 15-inch sewer lines in the Boyle Heights and Lincoln Heights areas as part of the Wastewater Collection System SSRP. The project also includes adding and modifying sewer structures, including, but not limited to: traffic control, shoring, trenching, sewer bypass, sewer cleaning, sewer closed circuit television, temporary street resurfacing, and final pavement. | Construction anticipated to start in March 2018 and be completed by April 2019. | No environmental document is available. | City of Los Angeles, Daly Street and N Main Street (0.07 mi) |
| S10 | Secondary Sewer Renewal Program (SSRP) P17 Cypress Avenue & Division Street | The project consists of removing and replacing and/or rehabilitating over 4.19 mi of 6-inch, 8-inch, 10-inch, and 12-inch sewer lines in the Central Los Angeles area as part of the Wastewater Collection System SSRP. The project also includes adding and modifying sewer structures, including, but not limited to traffic control, shoring, trenching, sewer bypass, sewer cleaning, sewer closed circuit television, temporary street resurfacing, and final pavement. | Construction began in February 2017 and is anticipated to be completed by September 2018. | No environmental document is available. | City of Los Angeles, Cypress Avenue and Division Street (0.06 mi) |
| S11 | Downtown and Echo Park Primary Sewer Rehab | Project includes sewer rehabilitation in Downtown Los Angeles and Echo Park. | Design phase Construction anticipated to begin in August 2018 and be completed in December 2019. | No environmental document is available. | City of Los Angeles, downtown Los Angeles and Echo Park (0.47 mi) |

I = Interstate
mi = mile(s)
SR = State Route

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