

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk

County of: Los Angeles

12400 Imperial Hwy

Norwalk, CA 90650

From: (Public Agency):

Southern California Regional Rail Authority

900 Wilshire Blvd., Ste. 1500, Los Angeles, CA 90017

(Address)

Project Title: Burbank Corridor Improvements Project

Project Applicant: Southern California Regional Rail Authority

Project Location - Specific:

Metrolink Glendale, Burbank Downtown, and Burbank Airport South Stations

Project Location - City: Glendale & Burbank Project Location - County: Los Angeles

Description of Nature, Purpose and Beneficiaries of Project:

See attached Project Description

Name of Public Agency Approving Project: Southern California Regional Rail Authority

Name of Person or Agency Carrying Out Project: Southern California Regional Rail Authority

Exempt Status: (check one):

☐ Ministerial (Sec. 21080(b)(1); 15268);

☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));

☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));

☐ Categorical Exemption. State type and section number: _____

☒ Statutory Exemptions. State code number: 15275. SPECIFIED MASS TRANSIT PROJECTS

Reasons why project is exempt:

The project will modify existing stations by improving pedestrian flow and safety. There is minor track realignment and platform reconstruction. No increase in capacity is anticipated.

Lead Agency

Contact Person: Justin Fornelli

Area Code/Telephone/Extension: 909-593-4291

If filed by applicant:

1. Attach certified document of exemption finding.

2. Has a Notice of Exemption been filed by the public agency approving the project? Yes ☐ No ☒

Signature: [Signature]

Date: 2/8/2021

Title: ACTING ASST DIRECTOR, DESIGN

FOR JUSTIN FORNELLI

Signed by Lead Agency

Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.

Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

PROJECT LOCATION

The Project would improve the Metrolink Burbank Corridor at three stations within Los Angeles County in the cities of Glendale and Burbank (Figure 1).

Burbank Airport - South Station: This station is located along the Ventura Line Subdivision adjacent to the Hollywood Burbank Airport in the City of Burbank at Milepost (MP) 460.61. This station is located at 3854 Empire Avenue, between Hollywood Way and Airport Road.

Burbank - Downtown Station: This station is located along the Antelope Valley Subdivision across Interstate-5 from downtown Burbank at MP 10.81. This station is located at 201 N. Front Street, between Olive Avenue and Magnolia Boulevard.

Glendale Station: This station is located along the Antelope Valley Subdivision in the City of Glendale at MP 5.79. This station is located at 400 W Cerritos Avenue, between Los Feliz Boulevard and Glendale Boulevard.

EXISTING CONDITIONS

Burbank Airport - South Station is located on Empire Avenue adjacent to the Hollywood Burbank Airport. The at-grade station has a dual platform spanning 820 feet. Two pedestrian crossings exist to provide access between the two platforms- one located in the midpoint of the two stations and one located at the north for access to the Hollywood Burbank Airport. Four canopies exist on each platform. The station features a parking lot and a kiss-and-ride lot to serve the Airport.

Burbank - Downtown Station is an at-grade dual platform spanning 560 feet. Two pedestrian crossings with standard (STD) 8 and hand railing exist on the north and south ends of the station. An intertrack fence delineates the track from the South Platform. The station is equipped with a kiss-and-ride and a parking lot.

Glendale Station is a dual platform spanning 1,000 feet. The station is equipped with a Mini-High Platform and five pedestrian crossings, two of which are equipped with STD 8 features. A signal and communications house is located on the North Platform. The station is equipped with a parking lot.

PROJECT DESCRIPTION

The Project would enhance safety, efficiency and reliability of commuter and intercity passenger and freight rail systems. Improvements to the tracks and signal controls between Metrolink's Burbank Airport-South and Glendale stations would reduce train congestion and increase on-time performance on track shared with other passenger and freight rail services. Platform and walkway improvements would improve pedestrian access and safety.

The proposed improvements would be entirely within the existing railroad ROW. The following are the proposed conceptual improvements for the stations:

Burbank Airport South-Station (Figures 2 and 3)

- Relocate west crossover and signals for CP Katz
- Provide a pedestrian crossing with standard 9, swing gate, pedestrian channelization, fencing, metal hand railing, signage, striping, and ADA-compliant crossing panels
- Install Intertrack fence
- Reconstruct south platform and reinstall canopies. Modify canopies as needed

- Shift Track 2
- Install mini-high platform, consisting of ramps and elevated loading sections to meet the rail car door height
- Provide walkway safety lighting
- Modify Station kiss-and-ride

Burbank Downtown Station (Figure 4)

- Provide 120 ft platform extension to the north
- Provide a pedestrian crossing with standard 9, swing gate, pedestrian channelization, fencing, metal hand railing, signage, striping, and ADA-compliant crossing panels
- Upgrade existing Standard 8 to Standard 9, install swing gate pedestrian channelization, signage, striping, and ADA-compliant crossing
- Replace and extend Intertrack fence
- Provide walkway safety lighting
- Modify existing station parking lot

Glendale Station (Figures 5 and 6)

- Install new Intertrack fence at the north edge of the platform
- Provide a pedestrian crossing with Standard 9, swing gate, pedestrian channelization, fencing, metal hand railing, signage, striping, and Americans with Disabilities Act (ADA)-compliant crossing panels
- Install mini-high platform, consisting of ramps and elevated loading sections to meet the rail car door height
- Relocate existing, non-historic, signal and communications houses
- Provide walkway safety lighting
- Modify existing station parking lot.

Figure 1. Project Location

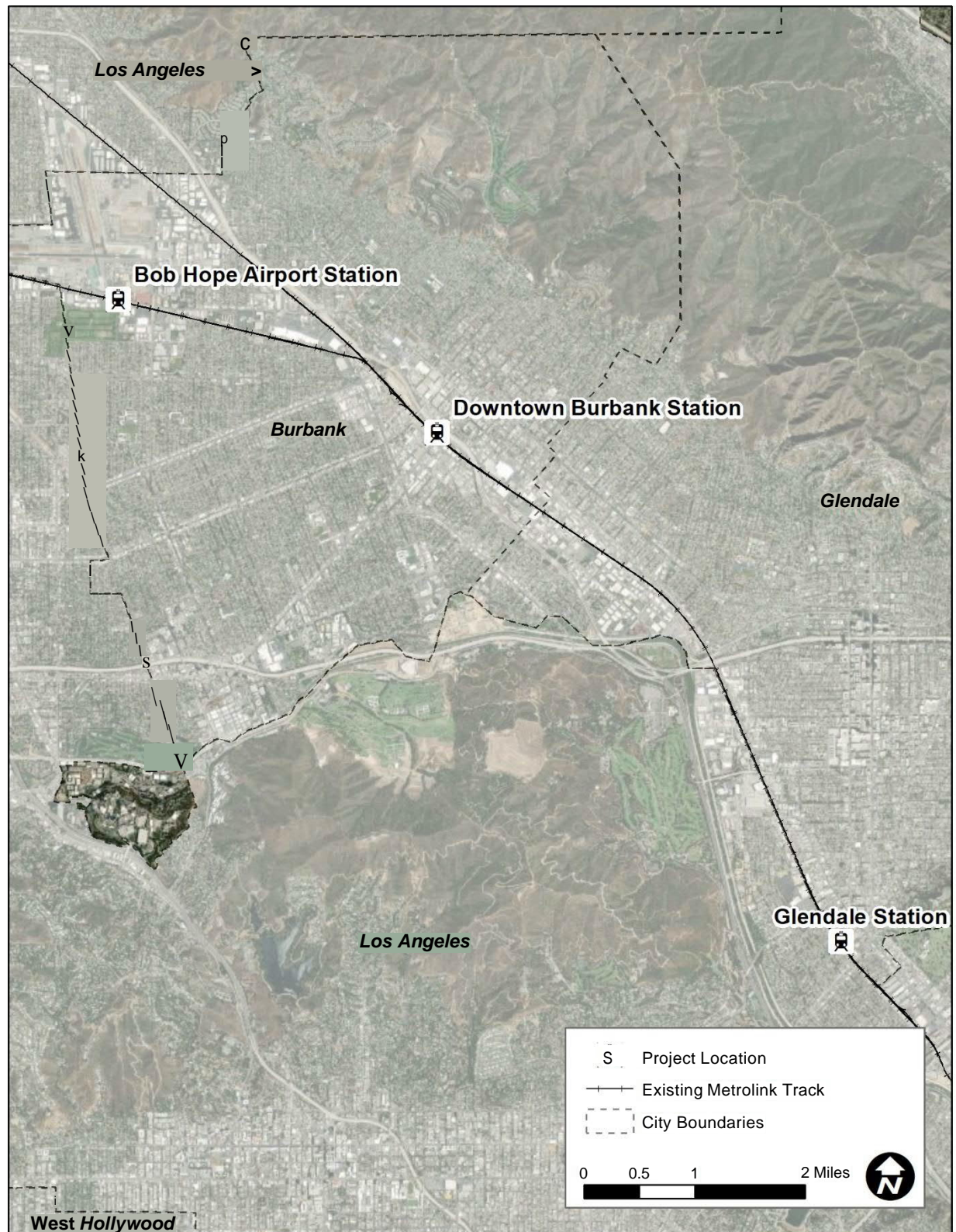


Figure 2. Burbank Airport South Station Design Option 1

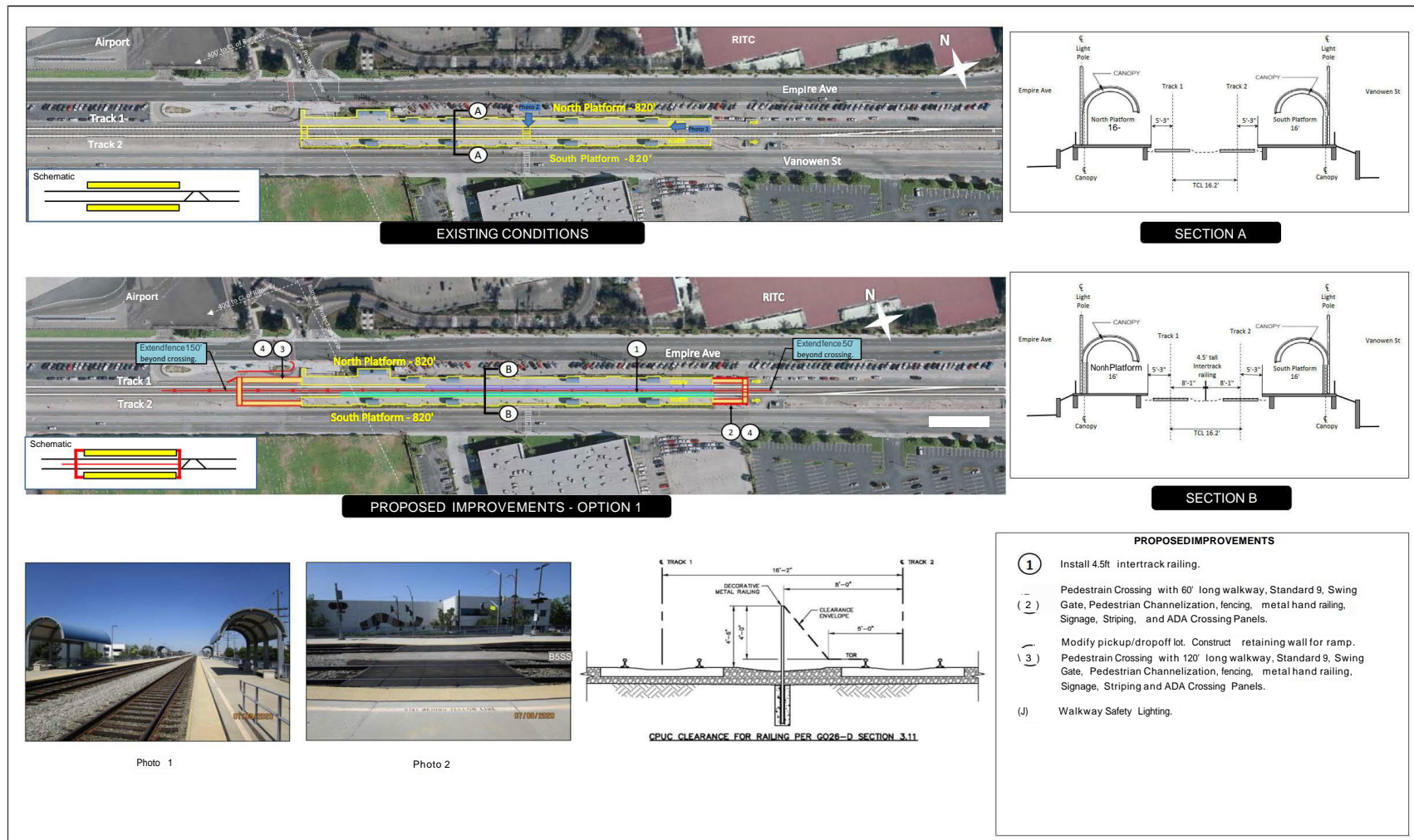


Figure 3. Burbank Airport South Station Design Option 2

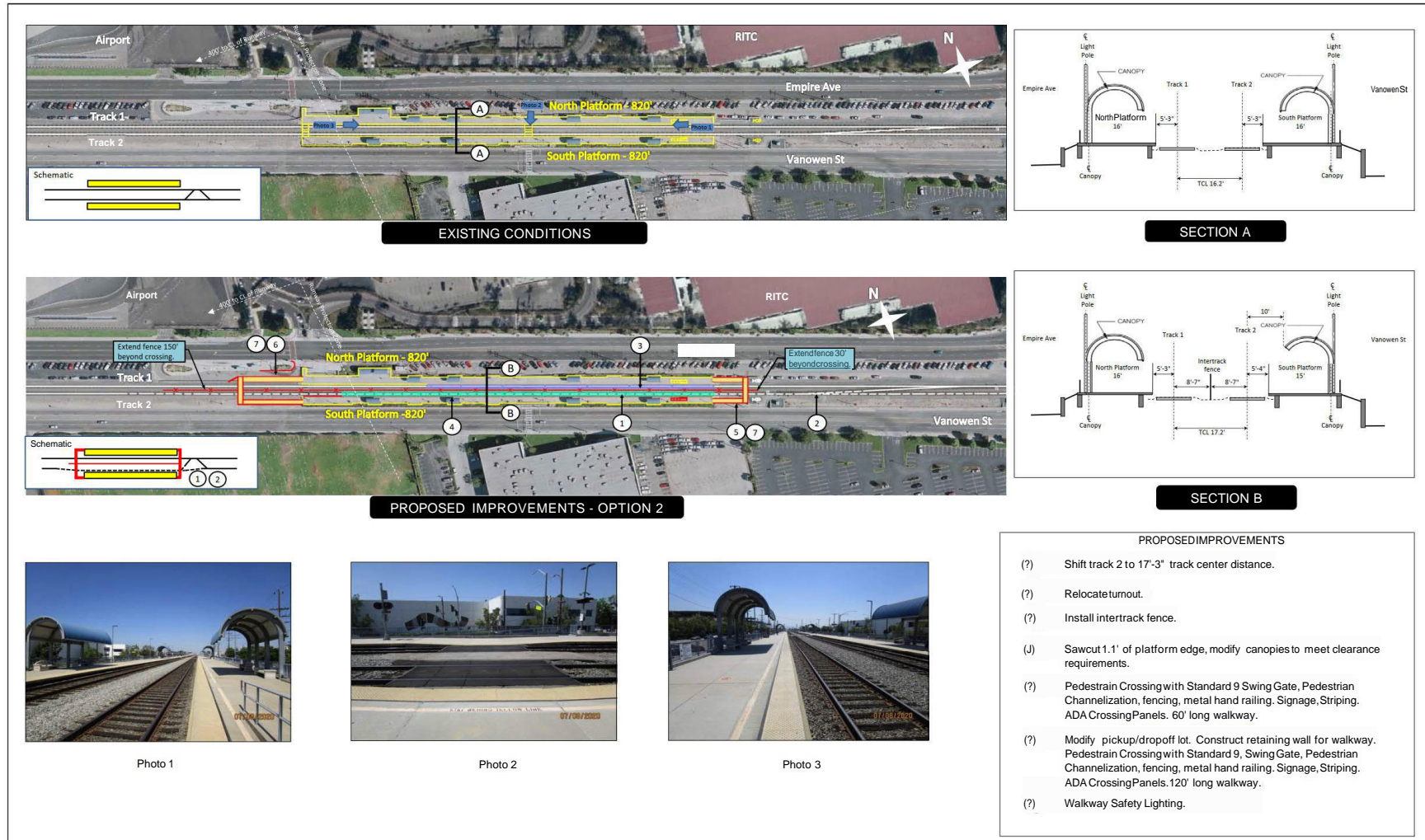


Figure 4. Burbank Downtown Station Design Options

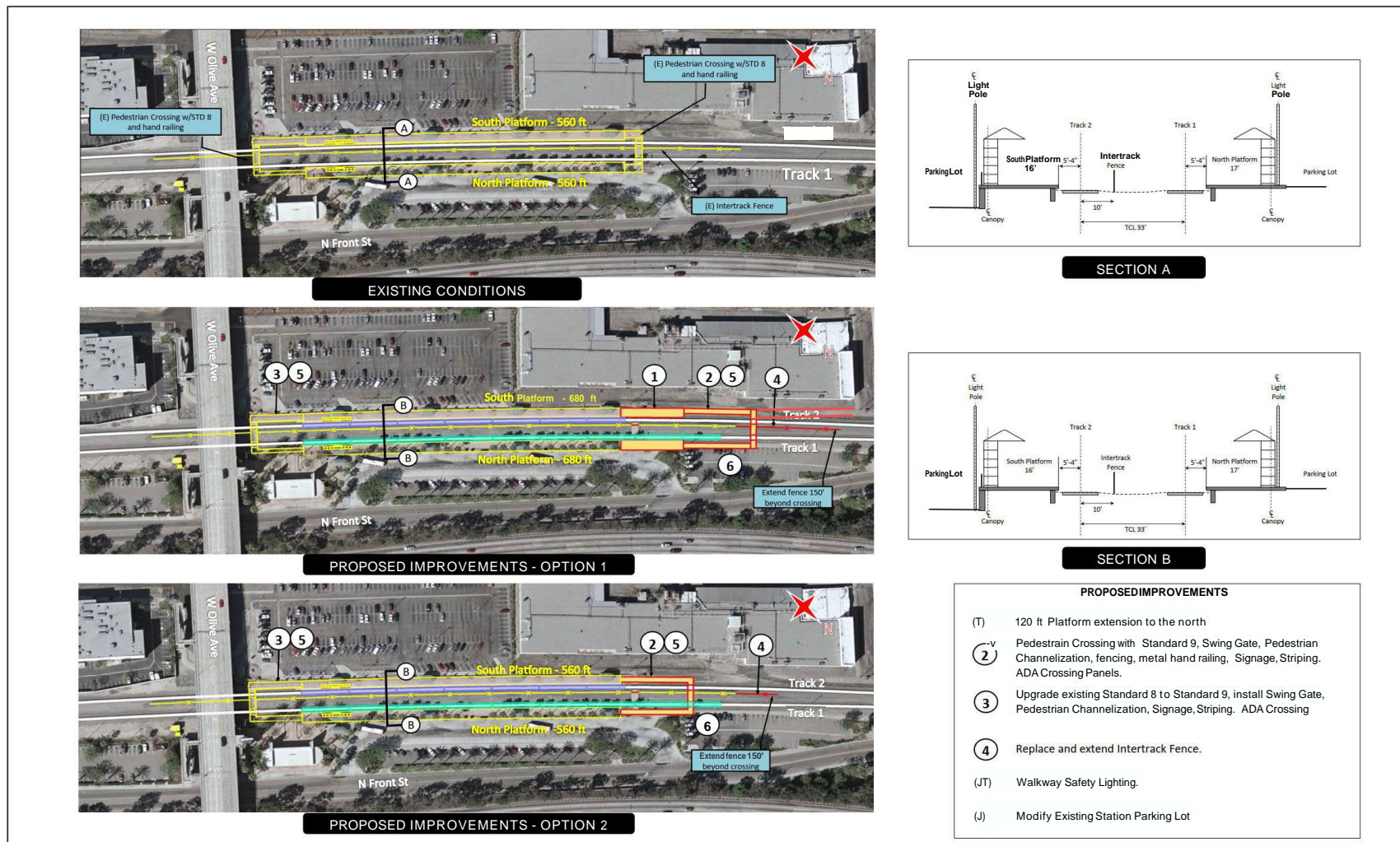


Figure 5. Glendale Station Design Option 1

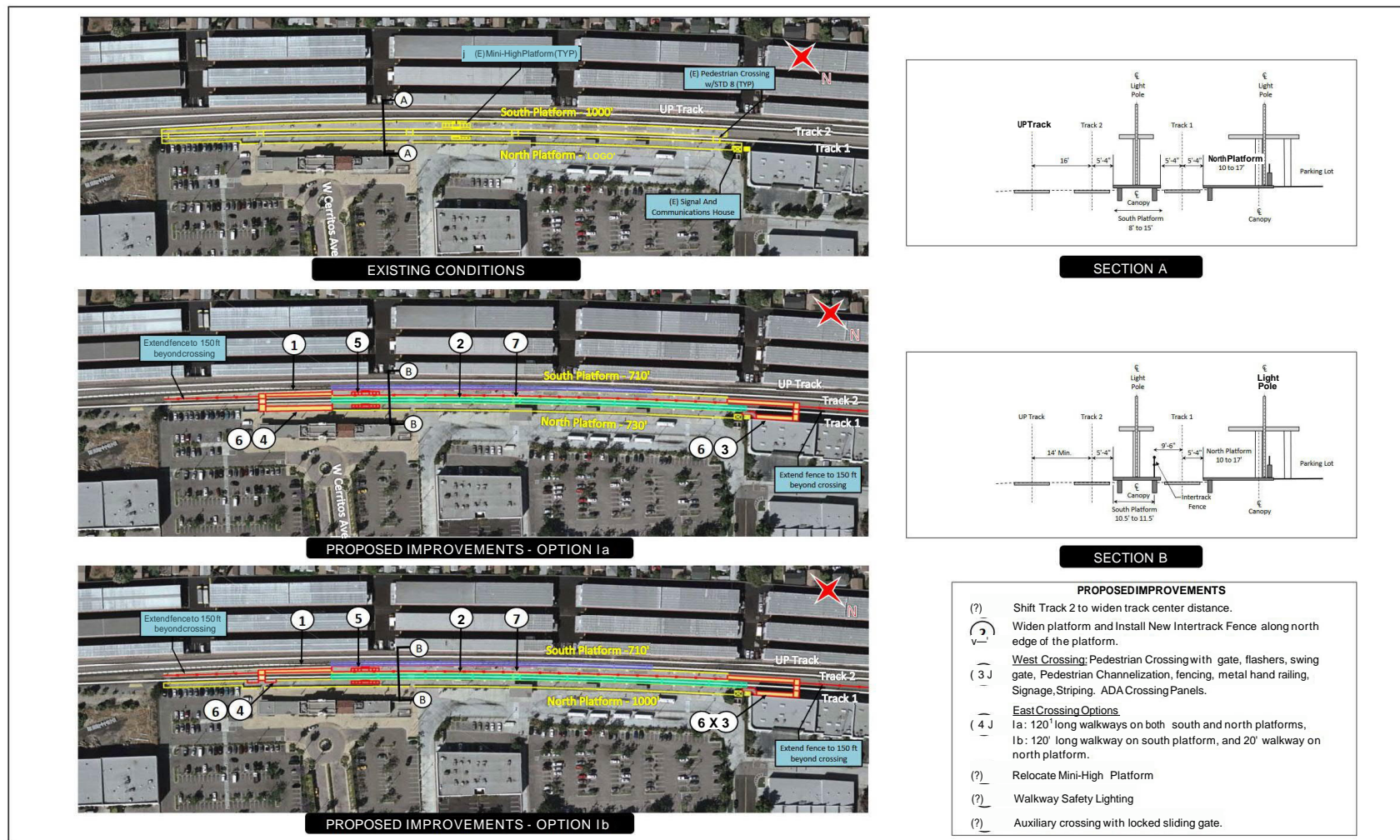


Figure 6. Glendale Station Design Option 2

